

Dispatchers To Direct Buses

INSTRUCTORS START FALL TRAINING

The first group of 15 conductors and 15 motormen of the 115 who were appointed line instructors last month reported to Dan Healy, superintendent of instruction, on Monday morning, October 5. The 30 men spent three days in intensive training, after which they returned to their divisions, each conductor and motorman supplied with full copies of instructions in everything he should know. After 30 days, in which they will have full opportunity to study, the men will be called to the instruction department again for examination.

During the three days spent in the instruction department last week, conductors were drilled in the work of the motormen, operating the multiple unit trains and studying safety operation. Motormen were in turn drilled in the work of the conductors, including all the detail of fare collecting and learning the various bus tickets, transfers, and commutation tickets.

Classes of the same size will be taken in turn, Mr. Healy said, until the entire group of 115 men has had the intensive training, and each group will in turn have the 30 days of study before examinations are given.

"They've got lots of pep," Dan Healy said, referring to last week's class. "We accomplished a good deal, and I am satisfied that we are going to turn out some fine instructors. Everybody got there on time for instruction and they all were ready to 'do their stuff.'"

Steel Lockers For Bus Office Ordered

Installation of 128 steel lockers in the bus division bungalow at Sixteenth street has been authorized for the convenience of drivers and conductors. The lockers will be 42 inches high and have inside dimensions of 12 by 15 inches. They will be finished in olive green enamel.

Special Work Ordered

New special work has been ordered for three important intersections. They are: Fourth and Broadway, Forty-eighth and Hoover, Main Street and Sunset Boulevard. Installation of this special work is scheduled by the engineering department.

1904 Horse Tower Wagon Photo Tells Story of Promotions



THE "I Knew Him When" club of old timers will now assemble and look over this art treasure of tower wagons and black derby hats photographed at Division One in 1904 to pick out the men who have remained in Los Angeles Railway service and moved up the line in the company organization.

Lloyd Yeager, now superintendent of lines, rises and remarks, "With the aid of a magnifying glass and a fish hook, I can pick myself out on top of the second tower wagon from the left. I am at the right of the three men on the tower, and can be identified by the pink necktie."

Billy Brown Voting

"Billy" Brown, who is now foreman of the shops at the five division car houses, kicks his chair over as he arises to address the meeting, and says, "Do you see the third tower wagon from the left? Do you see the two men on top of the platform? Well, I am the one on the right, even if I did blink my eyes and blur the picture a little."

Claude Campbell, who has charge of poles and track bonding, musters the dignity that his 30 years of service warrant and says, "Do you observe that thirsty-looking individual hanging perilously from the side of the third wagon from the left? Fine! but it is just to test your eye sight. The man at the right of the three sitting in the buggy at the extreme right of the picture, is Mr. Claude Campbell, appearing in person—not a movie."

Kirk Still with Us

Charlie Kirkpatrick comes into the meeting a little late, to attract attention, and is given the honor of the floor—and the cellar. He remarks

"The swinging tower at the left of the line-up marked a big improvement in line department work. It was possible to swing the tower to the right or left so that the horses and wagons could remain stationary alongside the car tracks while a car went by. It required real brains to work on that swinging tower wagon, and that is why you see me squatting on the rail on the right hand side. Sorry I can't stay in this meeting very long, as I have to get back to line department headquarters at Sixteenth Street and direct the repairs on some of the electric switches."

Harry Wright, who is now an important gun in the sheriff's office, attends the reunion as an honor guest. He remarks, "Well do I remember standing down in front beside that white team when the picture was taken. I remember, too, the way that bunch worked together, and answered in unison. I remember that this was particularly demonstrated when we assembled across the street inside the swinging doors. I asked a question and you all answered:—

"Harry, I'll have the same."

Track Dept. Lowers Rail On Ascot Ave.

The track department is constructing foot crossings across the Second Street private right-of-way on Line "H," at Occidental, Dillon, Reno, Hoover, and Commonwealth Avenues.

On Ascot Avenue between Vernon Avenue and Fifty-first Street, the track is being lowered to conform to city grade.

UNIT CONTROL OF SERVICE PROVIDED

The main dispatching board which directs the movement of street cars will extend its scope to include supervision over the 13 Los Angeles Railway bus lines shortly.

At present, bus operators are reporting to the garage in case of trouble, and relief work is being directed from that point. The change will be made to give a more efficient control of all transportation service from a central point. This is expected to be of considerable advantage in view of the fact that many of the bus lines operate from car line terminals.

No addition to the dispatching telephone lines is planned at present, as most of the bus lines are within convenient reach of a company telephone. In other cases, it will be necessary for bus men to call the dispatching board over one of the three lines available. They are:

TUcker 6742, which is used for incoming calls exclusively.

METropolitan 4629, which is available 24 hours of the day.

MAIN 4174, which is open during business hours, but which is closed at night; on Saturday at 1:00 p. m.; Sundays and holidays.

An emergency truck is available for bus service exclusively. This emergency unit will be at the call of the main dispatching board under the new system. The dispatchers are riding on the lines to become fully acquainted with the territory served and general conditions affecting service, preparatory to the establishment of the new system.

Engineer In East

Word was received recently from P. B. Harris, chief engineer, from Albany, N.Y. stating that he was just starting a boat trip on the Hudson river and that he was enjoying the journey greatly. Mr. Harris went east to combine a vacation with attendance at the convention of the American Electric Railway Association.

Duvall On Vacation

T. G. Duvall, assistant pay-master, has started on a vacation of two weeks. He waited until after the first rain had ushered in the winter season so that he wouldn't get sunburned at the beaches.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Courtesy; Part of The Job

IN THE PRICE of every commodity which is on the market today, from the primary necessities to the luxuries, is included not only the actual cost of the finished article and the margin of profit, but such things as the rent of the store or market, the wrapper and the ticket, the freight, the store furnishings, and the wages of the men who serve the customer, directly or indirectly, from the office boy up and down. Here we are wading into an involved question of economics, but the point that interests us is that the customer pays his part of the wages of the man who serves him when he buys, whether it is shoe laces, food, or railway service.

And what is the principle back of making the customer pay a share of the employe's wages? Because when he is buying groceries or clothes he wants the aid of a man or woman who will serve him with courtesy, and answer questions correctly, aside from simply being there to take his money. If he is served discourteously, he is apt to have an aversion for the place because he feels he did not get his money's worth.

When a patron buys a ride on the street car, a part of his five-cent fare is his share of the wages of conductor and motorman, because he is buying their service. In return for this fare, the customer is entitled not only to be carried the distance to his destination, but to everything the conductor or motorman can do for him in the way of giving information, efficient operation, courteous treatment and assistance, if necessary, in boarding and alighting from the car.

The complaint for discourtesy is a result of a patron's feeling that he has not received full value for his money; that is, he has not received the maximum of service as he understands it. The railway company has cheated him if he is justified in his feeling—if there has been a deficiency in service.

Fish Appears At Substation Lives in Hot Water Cistern

"Now you can believe this or not," as Jonah said to the reporter on the hotel beat of the Nineveh News when he started to recite his famous story about the whale.

At University substation, Santa Barbara avenue and Hoover street, the electrical construction department is installing a new water cooling tower. The electrical transformers at most of the substations are water cooled although all the automatic substations have air cooled equipment.

During the lunch hour some of the workmen were eating lunch near the old cooling cistern into which the hot water runs after it has passed through the substation. C. J. "Barney" Tupper turned some loose soil with his foot and uncovered a worm. He tossed it behind him and it landed in the cistern—and now comes the big moment

of the story—it was promptly grabbed by a fish that jumped on the surface of the water!

Bear in mind that the water that goes into the substation runs through a water meter that has a very small opening and that the water in the cistern has a temperature of at least 91 degrees.

The mystery is, how did the fish get there, how does it live, and what does it live on? Apparently it oozed in through the meter when it was of the smallest minnow dimensions and it has lived and thrived under severe handicaps.

If you think you are enough of a detective to figure out another solution, blow your police whistle and go to work but don't take your fishing rod to the substation this season.

Wedding Ceremony Broadcast

Considerable excitement was caused in the South Park Shops Friday, October 2, by the wedding of Wm. T. Reynolds and Miss Ruberta Stevens, both of the Store Department.

Miss Stevens has been a stenographer in the store department since February, 1924. Mr. Reynolds, otherwise "Bill", started as a section storekeeper July 6, 1923, having served as storekeeper at Division 2 until November 1, 1924, then was appointed assistant foreman. He was advanced to foreman of South Park Store May 1, 1925, and has held that position up to the time of his conviction and sentence.

The ceremony was performed over Radio K.F.S.G. by Rev. Nichols, choir leader of the Angelus Temple of which both are members. Both are very well liked and carry with them the best wishes of the store and mechanical departments. Thanks for the chocolates and Eskimo Pies.

*I wish to announce, another knot's tied,
The groom, Mr. Reynolds, Miss Stevens, the bride.
Tootsie and Bill, as they're known to their friends
Have pledged to be faithful on to the end.
The sweetest of couples, as you can surmise,
A wonderful romance, but not a surprise.
For often I've heard Bill remark with a grin
That he thought he'd get married when his ship came in.
They both have found happiness, we wish them success,
With all joys of life, but we must confess
That we'd like very much the privilege soon,
To add to the silver set, a baby spoon.
—Ted Gray.*

BULLETINS

Issued October 12, 1925

BULLETIN NO. 171
Notice to Conductors

Fireman's Pass Book No. 24561 issued to Fireman Elton A. Miller is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 172
Notice to Conductors
Pass Found

Pass No. 3163 issued to Mrs. Carolyn M. Sproule, wife of W. Sproule, conductor Division No. 1, reported as lost in Bulletin No. 169, has been recovered.

BULLETIN NO. 173
Notice to Conductors
Pass Lost

Pass No. 1283 issued to Jose Hernandez, Laborer, Way and Structures Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 174
Notice to Conductors

The following passes reported lost from January 1st to September 30th, 1925, inclusive have not been recovered:

341, 413, 483, 864, 1227, 1262, 1454, 1490, 1512, 1521, 1525, 1644, 1717, 1872, 1930, 2070, 2256, 2621, 2627, 2666, 3103, 3190, 3279, 3296, 3306, 3313, 3314, 3324, 3392, 3526, 3528, 3614, 3616, 4074, 4136, 4180, 4283, 4457, 4641, 4694, 4685, 4780, 4808, 4838, 4841, 5024, 5286, 5419, 5604, 5637, 5661, 5813, 6445, 6462, 6490, 6503, 7089, 7626, 7904, 8310, 8311, Track Badge M-131.

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

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 327 Sept. 29, 1925

Beginning at once operators and conductors will not be required to secure the name of passenger who accidentally drops 10c fare in the farebox in payment for a 10c bus ticket, however we will still require the operator or conductor to use their best efforts to prevent this being done and in cases where it is done they will make the usual report out and turn in with their remittances at the Bus Division.

BULLETIN NO. 328 Sept. 29, 1925

There has been placed in the hands of the Division Foreman a supply of rules and regulations governing the use of free transportation and tickets handled on the Bus Division. Each conductor and operator must secure a copy and also a copy of the 1925 instructions to conductors of the Los Angeles Railway lines and carry them both with you at all times while on duty.

The purpose of carrying the instructions to conductors of the Los Angeles Railway Company is to enable bus operators and conductors to refer to certain conditions mentioned in the new instructions to bus operators and conductors governing the carrying of Police officers.

BULLETIN NO. 329 Sept. 29, 1925

There have been numerous complaints reaching this office that the destination signs on the Wilshire Boulevard line are not properly displayed at all times. Buses destined for Country Club and La Brea occasionally carry Fairfax signs and those destined to Fairfax carry Country Club signs.

There is no good excuse for this carelessness and beginning at once it will be found necessary to penalize men by serving certain time on extra list or in other ways for the violation of instructions governing the carrying of signs showing proper destination of bus.

Please give this matter your strict attention.

BULLETIN NO. 330 Oct. 1, 1925

Bus operators when stopping their bus in the Olive Street zone between 5th and 6th Streets must be particularly careful to see that the driveway at the south wall of the Biltmore Hotel building is not blocked. It has been in the past and caused complaint.

CHANCE TO SAVE MONEY

During a recent eclipse, a Scotchman was seen running to the telegraph office in hopes of sending a night-letter.—Amherst Lord Jeff.

N. Y. TYPE OF DOUBLE DECK BUS BOUGHT

The company has purchased a double-deck bus manufactured by the Yellow Coach Company of New York, and which was in test service for several days. The bus has a six-cylinder engine of 105 Horsepower. It seats 63 passengers. It is to be equipped with air brakes, and a wind shield will be built on the upper deck to conform to the standards of other double-deckers owned by this company.

The Yellow Coach Company manufactures the double deck buses used quite extensively in New York and Chicago, and although the models used in the eastern cities have solid rubber tires, the double-decker just purchased is equipped with pneumatic tires, as are the Fageol and Moreland buses which have been in service for some time.

5 Miles of Feeder Cable on Order

Sixty thousand pounds or approximately five miles of 600,000 C. M. feeder cable is to be purchased for the electrical department to carry out a program of segregating the trolley wires in the down-town section from outlying districts. This work is intended to eliminate the possibility of a power interruption in the down-town district due to a trolley break in any other part of the city.

As an example, at present a trolley break at Thirty-ninth and Western Avenue would cause a power interruption on Tenth Street in the down-town district because it is all on a single circuit.

In places, the new feeder cable will replace smaller cable now in use. It will give a better distribution of power, and in some cases will balance the electrical load between substations.

U. S. C. Offers Course In Public Utilities

A 12-weeks evening course in PUBLIC UTILITIES opened at Metropolitan College, University of Southern California, in the Transportation Building, on Monday, October 5. Organization of the class will be completed on Monday, October 12, when registration will be closed.

This university course will include evening lectures and discussion of problems of public utility, finance and taxation; the process of rate making for utilities, including statistical principles and methods; methods of appraising public utility property both physical and intangible; the determination of depreciation and its relation to valuation, executive control of data of revenues, expenses and service; and budget making.

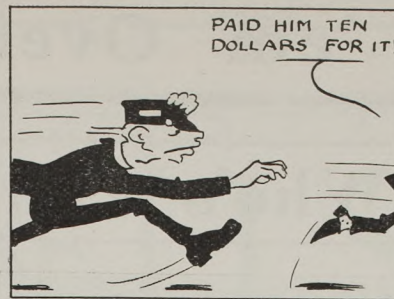
Full information may be obtained at Metropolitan College, University of Southern California, on the 13th floor of the Transportation Building, Seventh and Los Angeles Streets, or by calling TRinity 1701.

Just Us Girls

Girls of the tabulating room in the auditing department gave a luncheon party recently at the Italian Village in honor of Mrs. Ethel Winegard, who resigned to go to New York, and Mrs. Ruth Jamison, who will leave shortly.

Conductor Ding and Motorman Ding Ding

Lost Your Goat! - - - - - By Rollins



Bouquets And Things
(Hand Picked)

For Mtr. G. V. Hopkins, Div. No. 3
Los Angeles Railway,
Gentlemen:
Please accept my compliments for Motorman 515 in the way he handles his car and his courtesies to the public.
Yours very truly,
MRS. F. W. BARTLETT,
945 South Bonnie Brae

For Condr. J. M. Walker, Div. No. 1
Los Angeles Railway,
Gentlemen:
I want to say a word of commendation for Conductor 2848, line "J", at 5 o'clock rush hour today. He handled an unusually heavy crowd courteously and efficiently.
Cordially yours,
G. W. WISE,
1317 West Jefferson

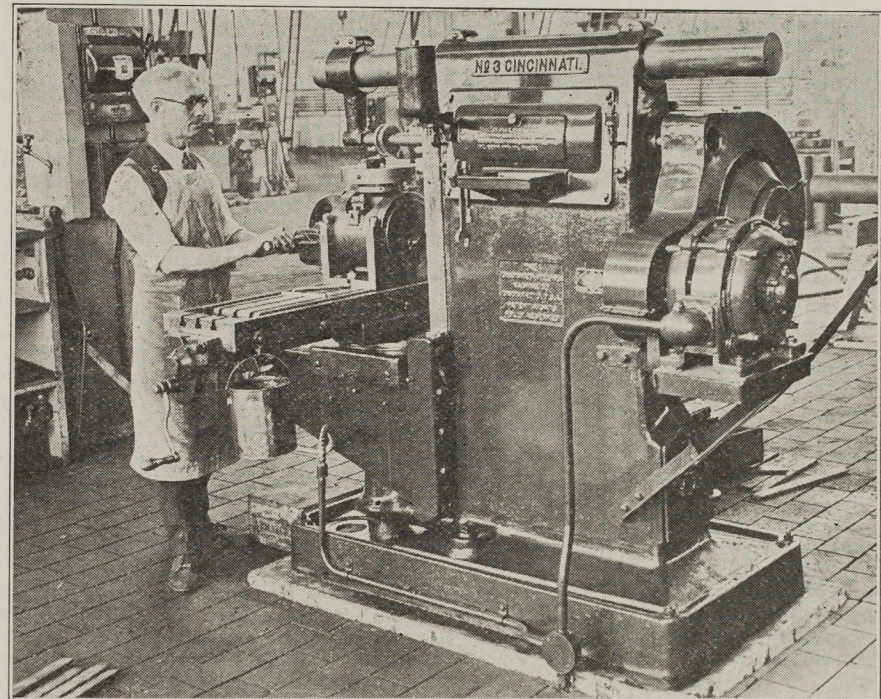
For Condr. C. W. Manning, Div. No. 1
For Condr. L. Jurick, Div. No. 3
For Condr. R. W. Lee, Div. No. 2
Los Angeles Railway,
Gentlemen:
I wish to express my appreciation of the employes on your cars, as I come in contact with them often—especially Conductor 1334, kind and cheerful under unpleasant conditions—Conductor 2086, kind and courteous in answering questions—Conductor 556, kind and helpful to two elderly, feeble men.
It is rare that I see discourtesy.
Sincerely,
M. M. LICKORISH,
691 South Bixel St.

For Condr. J. C. Kitchell, Div. No. 2
Los Angeles Railway,
Gentlemen:
I came out last evening on the "U" Florence car, and the efficient, capable Conductor No. 2160 interested me very much. He called the stops, transfer points, etc., in a clear, well modulated voice and was so kind and courteous to all.
Your "boys" are all capable, but this one was unusually so.
Sincerely,
ELLA S. MERRICK,
4927 Budlong

For Condr. I. Gasparro, Div. No. 3
Los Angeles Railway,
Gentlemen:
This is in recommendation of Conductor 662 on the Adams Street car line, for his continued courtesy and kindness and particularly cheerfulness when he served us during the time we lived in that district.
Sincerely,
MISS CHARLENE SPENCER,
4559 Santa Monica Blvd.

For Condr. W. B. Huddy, Div. No. 4
Los Angeles Railway,
Gentlemen:
I believe you will be interested in knowing of the exceedingly unusual courtesy of one of your conductors, No. 1420, which I chanced to observe yesterday.
I was a passenger on the Pico car about the hour of 12:30 P. M. and Conductor 1420 passed through the car to pick up a copy of a newspaper that had been left by a passenger on leaving the car. The conductor picked up the paper and then turned very courteously to a male passenger who was sitting in the seat opposite where the paper was left and inquired, "Would you like to read this?"
The passenger replied that he would be very glad to indeed as he had not seen the paper that morning.
Yours very truly,
LETA McLARAN,
Evening Herald

Direct Drive on Milling Machine in Main Shops



THE inquisitive photographer prowling through the main shops at South Park, came across a neat looking machine and asked H. F. Blackman, the operator in charge, to tell something about its workings. He learned that the machine is a "Cincinnati No. 3 milling machine." It is used largely for cutting gears and armature pinions. Like most of the other units in the machine shop, the milling machine has its own motor and a direct drive. It is independent of belting or other machines.
Note the neatness of the wooden block floor. The blocks were cut from ties and make an ideal floor for a machine shop.

September Bouquet Letters Highest Since Last January

THE highest number of commendations for service since January of this year is reported for the month of September. Commendations numbered 65, an increase of 25 over August. The number of complaints received during the month was 155, seven more than were received last month.
For discourtesy, there were 47 complaints, 15 more than last month; and 56 cases of fare and transfer trouble were reported, a gain of seven over last month. Other causes of trouble were less than in August, there being a decrease of 10 in number of cases of trouble over short change. These decreases show a great improvement

on the part of trainmen in those cases which are generally avoidable, such as, starting too soon, passing up passengers, and carrying passengers past stop. The greater number of commendations received also show this improvement.
The highest that it has been this year, the 56 complaints for fare and transfer trouble indicate that more care should be taken by trainmen in issuing transfers and giving instructions for their use. The number of cases of discourtesy reported is the highest since April.

The detailed summary is as follows:—

Classification	Aug.	Sept.	Loss or Gain
Discourtesy	32	47	+15
Fare and Transfer Trouble	49	56	+7
Starting too Soon	6	4	-2
Passing up Passengers	6	5	-1
Carrying Passengers Past Stop	14	11	-3
Dangerous Operation	8	3	-5
Short Change	13	3	-10
Miscellaneous	20	26	+6
Commendations	148	155	+7
	40	65	+25

On The Back End
(Contributed)

The committee of ways and means of our Trolleyogical Research Bureau reports that if each conductor would eat six kernels of garlic with each meal, his "Please move forward in the car" would be more effective.

The hospital list shows Motorman Hope.
Took a bath—slipped on the soap.

"What became of your other chef?" asked Conductor Mowrey to Harry Tuttle, proprietor of our restaurant, one day as he was eating lunch.

"Oh, he died from coffee," remarked Harry.

About that time Mowrey who was drinking a cup of coffee kinda got pale and shoved the cup away. "That's all right," said Harry, "a 500 pound sack fell on him."

Here's a candidate for the "Was a Motorman" club:—
The motorman who helps to block up a busy intersection when if he had waited five seconds more he would have had a clear track.

She walked past the conductor
And gave him but a stare;
He followed, thinking boldly
That the brave deserve the fare.
—Pretzel.

If you want to get the right prices on the Division 5 "Apple-sauce" market, see "Inky." He knows it; right to the core.

Brother—"Run upstairs and get my watch."
Pledge—"Oh, wait awhile and it'll run down."
Brother—"No, it won't. Ours is a winding staircase."

Doctor—"I'll examine you for fifteen dollars."
Patient—"All right, Doc; and if you find it, we'll split fifty-fifty."

Appreciation

Los Angeles Railway Association.
Dear Friends:
In appreciation of your expressed sympathy in our recent bereavement and the beautiful floral piece.
Mrs. Nellie Edwards
Wm. L. Edwards

A letter has been received by the Co-operative Association from J. C. Kelly, conductor of Division One, who is now at the Olive View Sanatorium, expressing his appreciation of the help rendered by the association to him and his family.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

A six pound boy arrived at the home of Motorman William Herrmann on Sunday October 4. Motorman Herrmann was passing out the cigars in honor of the occasion. This is his second and both are boys.

L. C. Morton, formerly a clerk of this division, came in this week to say hello to all the boys. Mr. Morton recently returned from Arizona where he has been farming for the past year.

Clerk James, Switchman Houts and Mechanic Yeary left this week on the much advertised duck hunting trip. James was unable to find a suitable "Tooley Hound" so they had to take along a good dog instead. On their trip last year some friends gave them some ducks to bring back home but they all spoiled before they could get back with them. This time they have made arrangements to overcome this difficulty by loading their guns with salt. After shooting the ducks full of salt they believe they will keep until reaching home.

On account of D. B. Kohl having to spend so much of his time in cultivating a strange growth that has sprouted out on his upper lip, he has not had time to get out and get any interesting news for the Division One column of "Two Bells." Someone suggested that we might install a mirror directly in front of his typewriter so that at all times he will be able to see just how well his crop is progressing. (Contributed).

Introducing Leroy I. Kiser, conductor, extra switchman, and lately appointed extra office clerk. He will now hand you your transfers and report cards, using the most modern and scientific methods.

DIVISION 2

H. T. Hansen

Motorman M. S. Rice has secured 30 days off to visit his sister who is ill in New Mexico.

Motorman M. L. Larson has just returned from a 90 day trip visiting relatives in Minneapolis.

Conductor C. C. Parkin has secured 72 days leave to make a business trip to Belgrave, Mo.

Foreman J. A. Madigan attempted to make a trip to San Diego and waypoints, but got stuck in the mud near San Juan Capistrano. His usually trusty auto did a tail-spin, and looped the loop. However, our genial foreman is alive to tell the tale.

Conductor S. C. Scott has just informed us of the arrival of a baby girl on September 9. Altho a little late, Division 2 offers congratulations. Yes, mother and babe doing fine.

Sheik: "I could die dancing with you."

Flapper: "It's about to kill me too!"

An absent-minded man arrived home late and entered his bedroom, where all was dark. Suddenly he stopped.

"Who's under that bed?" he asked.

"Nobody," replied the burglar.

"Funny," muttered the man. "I could have sworn I heard a noise."

DIVISION 4

C. J. Knittle

The other day about six-fifteen, Motorman Perego stopped his Pico car with a terrible jerk, dashed off and ran back up the street toward a ladies' hand bag which lay in the road. Many jealous eyes were cast on poor lucky Perego.

But not for long. "Perry" reached the place where it lay, stooped to grab it when—FLIP!—it hopped over in under a billboard behind which two boys held the string.

Who's Who



MOTORMAN HENRY HANSEN, of

Division One, had to settle down to work on Line "D" because he had a rather embarrassing habit of shouting "ice" whenever he passed a refrigerating plant on other lines of the system. Line "D" is reasonably free from ice plants and it enables Henry to ply his trade as a motorman without embarrassing himself by giving the battle cry of his former vocation.

Henry terminated his service with the Ice Distributing Company in 1918, and in the following year entered the Los Angeles Railway service. He grew up with the wheat and corn on a Kansas farm, and ventured out to California in 1917.

BUS DIVISION

Elmer Wood

Yes, the company has bought the Yellow Coach. Its serial number is 1001.

Al Johnson was sure tickled with his run on the San Pedro and Main Street line, because he thought he had an eighteen minute stop at Eighty-fifth Street, but someone informed him he had to go to Slauson and Main, which spoiled all the glory. Of course all bus drivers enjoy that.

"Where is my changer?"

Earland Hansen, mechanic in the garage, is back from his 15-day leave spent touring the state from San Francisco to San Diego, in his flivver.

"Who took my changer?"

Do you take a copy of *Two Bells* home? If you are married, your wife will get as much enjoyment out of it as you, and maybe more. If you're not lucky enough to be married, your folks or the people you live with would like to read the "wise cracks" and the news this paper has to offer.

NOTICE

Please return changer left on table.

Rainy weather is coming soon, Remember, Safety First!

J. A. Born is back with us. Welcome!

H. A. Curts was granted a leave of absence because of a death in his family.

Introducing new men: A. D. Stinger, formerly with the Long Beach Transportation Company, and D. F. Weeks, who worked with the Los Angeles Railway up until February, as a motorman.

Famous Last Words: "That's my Changer!"

DIVISION 3

Dan Hanley

Heads up everybody, old man "BONUS" will be here in a couple of months.

Mrs. Munson was dressing to go out with her hubby the other night and as she surveyed herself in the mirror she remarked "I think I'll diet." Condr. Munson absently minded replied "Peroxide or Henna my dear?"

If your eyes are failing try soap, it makes them smart.

We're slipping. Take a look at last issue of *Two Bells* and see where we are in getting witnesses—advancing backwards. "Poor Old Div 3" says a guy to me the other day "Yours are the flea's tonsils." We can do better, we must do better, or we will be in the cellar for fair, so let's all make a special effort and get all the witnesses we can and see if we can slip forward.

We are commencing to think now where we put the ticket for last winter's overcoat.

"Yes sir, I sure was a sick man" said conductor Coffman to me the other day. "In fact I was so sick that I used to have my wife read the death notices every night to me to see if my name was there."

"Don't shove me, big boy," remarked the flea to the elephant.

"It's a boy" 8 pounds and 4½ ounces shouted Conductor Griffith as he rushed in and then rushed out before I had time to congratulate him so I'll congratulate him now. It just goes to prove that most every bird is protected by game laws but the stork has open season all year long.

Conductor Pewitt stepped into the division the other morning about 2:20 A. M., to pull out his run, and, looking around he remarked that he must have missed out as he did not see anyone on deck. His run went out at 5:13 A. M.

The contractor who made the new schedule for "2" and "3" lines received a healthy note of thanks from the boys.

Clerk Gilmore donated \$15.00 to the city of Burbank on his vacation. Harry is a generous soul and the judge thanked him for the cash. Forty-two miles per hour in a Cleveland. Can that be possible?

Clerk Deane is on his vacation and is motoring to Frisco. SO BE PREPARED, WE'RE GOING TO HAVE A BIG SHAKE.

SHOPS

Jack Bailey

Thos. H. Gray, Section 4 Storekeeper, is again on the job after a two weeks' vacation in San Francisco, accompanied by his sister, Mrs. Rose Torr, where they had a family reunion. Tom says he is glad to be back among the boys and can do his stuff for another stretch.

Sir Dan Sullivan of the M. E. Office offers to sell, trade or give away his high speed Ford. The reason offered for this transaction is that he could not hold it back going up Newhall grade and passed up several high powered machines. This resulted in a "Good morning Judge" affair. Sounds like Joe Sparring and his Jewett.

"Hullo, Rastus, how's yo' haws?"
"Dey's all right. How's you folks?"

For a new pair of shoes see Icky-dickle-popsy-waps Julian any noon hour in truck shop.

Take a tip from me and go to Bill

DIVISION 5

F. J. Mason

Conductor "Sy" Perkins takes the spotlight this week. Says it's a boy. Mother and son doing fine. Congratulations, kiddo.

Motorman Harry Gorton returned from an extensive auto trip last week. He got as far as Montreal, P. Q., and covered about 9,000 miles. He named a lot of places that he went through but by the looks of his Ford (now named the "Iron Hoard") there's one place he went through that he didn't mention. Somebody remarked about the corrugated fenders, thinking that Ford was putting out something new, but Harry said they weren't that way when he started; just wear and tear—mostly tear. We couldn't tell what shape the top was in as he had to leave that in Albuquerque, New Mexico. He turned turtle in that burg and when a Ford gets to running the wrong way up, the dern top just won't stay on.

Outside of a broken rear axle—busted radiator—umpteen blowouts, the little incident of turning upside down, and several other little things that he hasn't yet mentioned, he says nothing out of the ordinary happened. Ain't that boy a bear for bruises.

He also said he got bit by a bulldog. I asked him where he got bit and he replied "On the prairie."

Monday, October 12, 1925, 7:00 P. M., General Shake-up. And for the love of Pete bring your own cigarettes. I've quit smoking.

Motorman "Inky" Blackwell, Frank Adams and I were over at the fights last week. Being Gallery Gods we had to wait a couple of hours for hostilities to start. "Inky" was reading a newspaper and Frank and I had run out of conversation when I happened to remark "Frank, you and I might just as well be alone as to have that punk there with us—he hasn't opened his trap all evening." "Inky" slapped down his paper real hard-boiled like and said, "Say, you two guys don't know just how much you are alone but if you want to find out, start a fight."

It is with profound regret we announce the death of Conductor H. L. Sugg, who passed away Friday, Oct. 2. His very quiet, unassuming manner made him many friends at this division since he entered the service July 28, 1920. He is survived by a wife and two children and the boys of this division take this opportunity of expressing their heartfelt sympathy to Mrs. Sugg and her family in her bereavement.

Jarvis of the blacksmith shop for any information on the World's series.

The boys of the machine shop are looking awful pale lately. We believe if Hartley Nutter would sacrifice his pipe the boys would find breathing more pleasant.

Congratulations are open to Carpenter, H. V. Campbell. Old Mr. Stork called and left a nine-pound baby girl. "Sure we smoke."

Geo. Redd, Foreman of the tinshop and a well known oil king is taking a two weeks' vacation. Much speculating will be performed during this short rest and all the boys will be patiently awaiting his resolutions. No?

It is to be hoped our carpenter friend, Bill Patterson, will always remember that dance floors are slick—sometimes waxed and great care should be exercised at the next company dance to see that he remains standing with the last strains of "An Old Irish Rose" and not fall down on the job.