

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

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

# Choice of Runs Effective Oct. 18

## RULES GIVEN FOR LINE TRAINING

General regulations governing the training of new motormen and conductors have been given to the division line instructors in letter form by Dan Healy, head of the department. As all trainmen are concerned with the administration of the new system, the instructions are published herewith.—Editor.

**BY DAN HEALY**  
Chief Instructor

Under the one-man system of instruction, student motormen, conductors, or safety operators, will be signed out from the instruction department office for the first line, after which you will take them over the rest of the lines of your division. Students will not have to return to the office for further assignment. You will make the necessary arrangements through your division for changing runs. Please notify a division clerk as early as possible on the day previous to changing.

Re-employed men and change-overs will not need as long a time breaking in as new men. A note will be made on their sign-out card telling you approximately how long to keep them. The same form of signout card, form 513-O, and the same time card, form 520-O, will be used for the present. Use one-time card for each line and after you are through with the student, turn in all the cards. Give your opinion of student on reverse of cards. Also write on signout card the necessary information such as "O.K. all lines," "not adapted," etc., and sign your name. Student is to bring this card in to the instruction department office.

### Start Them on Time

Have students report at the instruction department no later than 7:30 A.M. for examination and outfit. The office is closed Sundays and holidays.

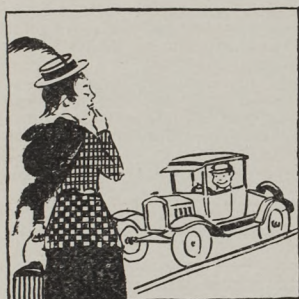
Line instructors will receive students in rotation. If your run is not an instruction run, keep the student for the day on that run and change to an instruction run the next day on the same line, holding it until through with student on that line. Night men may stay on night runs if the division can arrange it, or take an early night run used for instruction, or a swing.

### Don't Forget the "Flyer"

Division 1 motorman and conductor line instructors must arrange if possible.

(Continued on Page 2, Cols. 1-2)

## Auto Shieks Worry Iowa Traffic Shark Never Heard of Such a Gosh Durn Thing!



graciously draw up to the curb when they notice a pretty girl waiting at the corner.

"His observation has led him to the conclusion, he says, that the real motive in offering rides, much of the time, is not a desire to render a service but rather to secure the companionship of young, attractive girls."

HERE in our fair city where men are men, or oil stock salesmen, our watchful police promptly throw the automobile mashers in the town hoosegow. Back in Iowa they take them seriously and consider them a part of the traffic problem, judging from the following item in "City Railway News" of the Des Moines City Railway:

"A friend of ours says that he has been watching the automobile pick-ups along the car lines, and has noticed that lots of fellows will pass up men and the older women, then

## NORMANDIE BUS STARTS MONDAY

The Normandie Avenue bus line begins operation Monday, October 19. A single bus will be run over the route, which extends from Fifty-fourth Street to Seventy-first Street, and provides this well-developed residential district with a direct transfer to line "M" cars at Fifty-fourth Street and Normandie Avenue. The fare is five cents, with transfers to and from the cars.

On week days the first bus will leave Fifty-fourth street at 5:52 A.M. and the last bus at 9:52. The first bus will leave Seventy-first street at 6 A.M. and the last, at 10 P.M. The headway will be practically 20 minutes.

On Sundays the first bus will leave Fifty-fourth street at 6:02 and the last at 9:57. The first bus will leave Seventy-first street at 6:10 A.M. and the last at 10:05 P.M. The same headway will be provided as on week days.

## Uniform Dept. Adds Full Length Mirror

A second full-length mirror has been added to the equipment of the uniform department and the counter and work tables have been rearranged to give a more efficient use of the floor space. These improvements are a great convenience to men who are buying uniforms or patronizing the department for pressing, cleaning, or repairing service.

## WINDOWS IN ALL CARS WILL OPEN

The windows of the enclosed section on the older type of street cars are being rebuilt so that they can be opened. The safety cars and the Type "H" and "K" cars which are used in single units and two-car trains are equipped with windows that can be raised and lowered.

The complete job involves 851 cars. On 353, the necessary work has been done by the carpenters, and 118 of them are in service. The balance of the 353 are awaiting some metal fixtures.

In the standard type cars, which have been in service several years, transom windows and ventilators have been depended upon to keep the air in circulation but the extensive reconstruction of the side windows will provide a little more comfort in the extremely warm days of summer.

### Theater Ticket Bargains

By arrangement with the management, trainmen of the Los Angeles Railway may see "No, No, Nanette" at the Biltmore Theater Sunday night, October 18, and Monday night, October 19, at reduced prices. By getting a coupon from a division foreman, and presenting it at the box office, seats at \$2.50 may be bought for \$1.50, and \$1.50 seats at \$1.00.

### PAMPERED CATTLE

City boy looking at his first windmill—"Gee, Uncle Tom, that's some electric fan you have out there cooling the cows."—Exchange.

## EXTRA SAFETY EFFORT IS ASKED

The general choice of runs at the five divisions, which started last Monday, is effective Sunday, October 18. The "shake-up" was the first held in several months, and aroused considerable interest. At each of the five divisions the selections were made without delay.

It is unfortunately common that a general choice results in an increase in accidents for a few days, until trainmen become thoroughly familiar with the new lines they have selected. The safety bureau is particularly anxious to hold down to a minimum the accidents of this nature, and urges trainmen to be particularly careful.

### New System Starts

Interest in the choice of runs conducted October 12 was heightened by the fact that it is preliminary to the establishment of the new instruction plan, under which students will qualify for all lines of a division under one line instructor, and the order of promotion in the operation department is definitely set as beginning in line instruction work.

In practically all cases, the majority of line instructors did not select instruction runs. This was expected, as the runs marked for instruction purposes were selected because of particular conditions that they involve, such as the "sight-seeing trips" over several terminals, or other features which do not make them especially attractive to a man whose seniority gives him considerable latitude in making his selection.

### How Runs Were Picked

The number of line instructors who picked "instruction runs" is as follows:

Five conductors out of ten conductor instructors, and six motormen out of 10 motorman instructors, picked instruction runs at Division One.

At Division Two, there were three conductors and three motormen who selected instruction runs, out of a total of 12 conductor line instructors and 12 motorman instructors.

Out of a total of 30 line instructors at Division Three, one motorman and four conductors picked instruction runs.

Two conductors, four motormen, and two safety car operators, out of eight

(Continued on Page 2 Col. 4.)

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Test Your Car Lights

THE recent rains have shown the importance of testing the light circuits in a car before sun-down. The precipitation sometimes causes a short circuit which puts some of the lights out of use. If a test is made during the afternoon, this condition can be discovered in time to permit the necessary repairs to be made.

A considerable number of the light failures are due to lamps being removed from the cars by petty thieves. On Sunday night, October 11, when rain fell, 21 reports were received by the dispatchers stating that some of the circuits on cars were out of order. In six of the 21 cases it was found that the trouble was due to lamps having been removed.

It is important, for the convenience of customers, that cars be completely illuminated at night. A test of light circuits during the day-time will make it possible to insure satisfactory service in this particular.

### If You Don't Know—Ask

"There's an excuse for not knowing, but there's no excuse for not finding out." If you are called to the office for an error, be sure that next time you will know exactly how to handle the situation. Get the habit of finding out. Keep in touch with the changes in ruling. Be awake to the new things that are constantly coming to your attention! Be observing, and above all be courteous.

Business is a warfare. It is a constant fight against competition. That is why you get greater rewards, the more successful you become.

There is no "Royal Road" to success. It takes hard work. Ability to work comes first. The brilliant motorman or conductor who really has a wonderful mind, but does not like to work, never reaches the top of the ladder. He will not even get as far as the average fellow who plugs along and applies himself to duty every minute of the day. The brilliant mind with the capacity for hard work is the combination that makes the extraordinary employe that is so hard to find.

Your chances for promotion, Mr. Motorman and Mr. Conductor, are even. We will not favor one or the other. It depends upon you alone.

Study yourself. Know what are your weak points and overcome them. Cultivate the habit of smiling. I don't mean by that just a sort of bull-dog grin. But smile as though you meant it. Let your smile radiate the warmth of confidence and good will.

H. T. HANSEN.

## Line Instructors Given Outline Of New Duties

(Continued from Page 1, Col. 1)

sible with the division office to get one of the Mateo trippers when given a student.

Attention of Division 3 and 5 conductors on line "E", is directed to the fact that conductor students will be sent to this line first if the Line Instructor is up for a student. Drill him on general rules, transfers, etc., and arrange to change to another line next day. It will not always be possible to wait until conductor student has been over all the other lines before going on "E." If student shows up well, make line "E" the second, third, or fourth line. This depends upon what division you are at. Ohmer keys for student or Line Instructor may be secured at division.

Get familiar with the instruction runs of your division, and if a certain run does not cover all of the terminals and pull out routes, change to another run, thus, between the two runs, all terminals may be covered. Or, it might be advisable to let the student ride the portions of line not covered, questioning him when he comes back.

#### Instruct and Inspire

As already explained, line instructors, as well as students, will be expected to work straight through until student is qualified.

Impress upon students the importance of being on time for reports, pull outs, or reliefs. Give students a note of the time the runs pull out and so forth.

No loans or advances of money will be given students at any time. After completing their breaking in, a portion of their breaking in time will be given them on request.

Tell them of the good done by the Co-Operative Association, and how to become a member.

If there is anything you don't understand about this plan, get in touch with your division superintendent or the Instruction Department at once.

Keep this article for future reference.

### Question Box

Question: Are the lines painted yellow at the intersection of Queen and Market, and Regent and Market Street, Inglewood, school stops, or just pedestrian crossings? There aren't any signs or arrows pointing to them.

Answer: They are school stops.

## BULLETINS

Issued October 19, 1925

BULLETIN NO. 175  
Notice to Trainmen

Cars on line "H" are being operated at too high rate of speed between Lafayette Park Place and Virgil Street.

Effective at once cars in both directions must be operated in such a manner as to be under full control when passing any cross streets between the above named points.

BULLETIN NO. 176  
Notice to Trainmen

Trainmen are reminded of the necessity of testing light circuits on all cars at least one hour before dark, thereby enabling them to report any defect in lighting to the dispatcher, in order that the necessary steps may be taken to remove the trouble before the lights are really needed. This must not be overlooked in the future.

BULLETIN NO. 177  
Notice to Trainmen

Effective Monday, Oct. 19th, 1925, a bus line will be established on Normandie Avenue between 54th and 71st Streets.

Operating on a 20-minute headway the first bus will leave 54th Street at 5:52 A.M. and the last bus at 9:52 P.M. daily, except Sundays. On Sundays the first bus will leave 54th Street at 6:02 A.M. and the last bus at 9:57 P.M.

Trainmen must watch for connection with this bus as at other transfer points.

Fare on the bus will be 5c with transfers to or from cars of the Los Angeles Railway, and bus will issue Shuttle bus transfers punched line No. 13.

Los Angeles Railway 10c bus tickets will be honored on this line, and the bus will sell 10c tickets which will be honored and validated by conductors on Los Angeles Railway cars.

School tickets will not be honored on this bus.

Trainmen will be governed accordingly, and will give passengers the necessary information.

BULLETIN NO. 178  
Notice to Conductors

The following Firemen's pass books are reported lost:

No. 21297 issued to Fireman James F. Spainhower.

No. 27055 issued to Fireman P. E. Brown.

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

BULLETIN NO. 179  
Notice to Conductors

Fireman's Pass Book No. 26236 issued to Fireman Loyal C. Jones is in improper hands, as Mr. Jones is no longer in the employ of the Fire Department.

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

BULLETIN NO. 180  
Notice to Conductors

Pass 7804 issued to M. Fornator, Conductor Division No. 2 is reported lost. 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. 332 October 12, 1925

Beginning at once operators or conductors, as the case may be, will make out a miscellaneous report showing any passengers that were passed up account of bus being loaded to the capacity as provided for by rules. Report must show the time the passengers were passed up, the place, the direction of the bus, and if possible the number of passengers passed up.

BULLETIN NO. 333 October 15, 1925

On October 19, 1925 bus service will be inaugurated on Normandie Avenue between 54th Street and 71st Street. The turn around on the north end of the line will be made as follows:

West on 55th Street, north on the alley paralleling Normandie Avenue approximately 100 feet westward, east on 54th Street, south on Normandie Avenue to the layover terminal located 50 feet south of 54th Street.

The turn around on the south end of the line will be made as follows:

East on 70th Street, south on Raymond Avenue, west on 71st Street to the layover terminal located on the north side

## BUS DISPATCHING CHANGE TO BE MADE SOON

The date on which the main dispatching board will assume the supervision of the 13 Los Angeles Railway bus lines in addition to the street cars, will be announced soon, as the result of a conference held on Friday by F. Van Vranken, manager of the bus lines; J. A. Bodley, chief dispatcher, R. R. Smith, assistant superintendent of operation, and W. B. Adams, director of traffic.

All dispatchers will spend a day riding over the bus lines, in order that they will all be familiar with the routes and traffic conditions. In the meantime the old system of bus operators reporting to the garage in case of trouble will continue.

The preliminary of the dispatchers riding over the bus lines will be the only preparation necessary for the dispatching board, as the present telephone lines are sufficient. Most of the bus lines operate from street car line terminals, and are within convenient reach of company telephones.

With the main dispatching board controlling the movement of buses, all transportation service will be under one central supervision, which will provide for efficient and coordinated operation.

## MAPS PREPARED FOR SUPERVISORS

Maps which will show transfer intersections, the location of emergency telephones, cross-overs, and other points that have strategic value in supervising service, are being prepared by W. B. Adams, director of traffic, for use in instruction work. Mr. Adams is calling the supervisors into his office in groups of three or four for intensive training, so that they will always have the latest information regarding the various features of Los Angeles Railway service, and will be able to make necessary adjustments in service with minimum delay.

## New Runs Become Effective Oct. 18

(Continued from Page 1, Col. 4)

conductors, eight motormen, and five safety operators, line instructors at Division Four, picked instruction runs.

At Division Five, two out of ten motormen and two out of ten conductors, of the line instructors, selected instruction runs.

The conditions indicated by the figures above will not interfere in any way with the smooth working of the new instruction system, as line instructors will be able to train new men on the run that they have selected, regardless of whether it is marked as an "instruction run," unless there are some peculiar circumstances involved which make it unsuitable for training new men.

of 71st Street immediately east of Normandie Avenue.

The service will be approximately from 6:00 A.M. to 10:00 P.M. and will operate on a 20-minute headway.

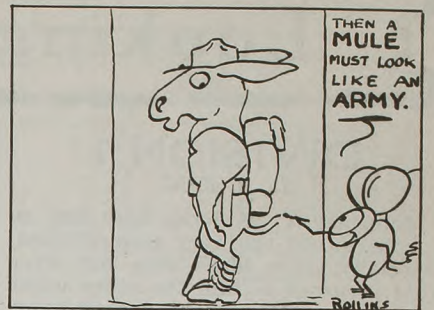
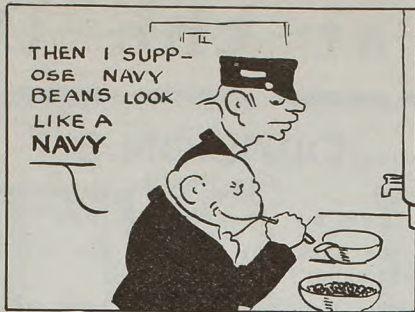
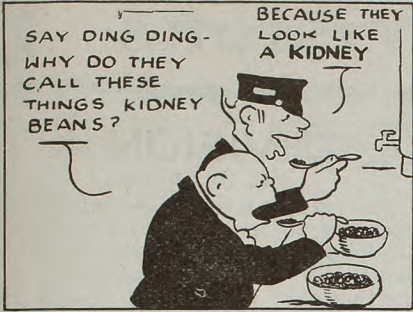
The fare will be 5c which includes transfer to and from connecting Los Angeles Railway street cars. A 10c fare paid will include transfer to and from Los Angeles Motor Bus Company lines or Los Angeles Railway 10c Bus lines in accordance with Los Angeles Railway Bus Division L & JPT No. 3, CRC No. 11. School tickets will not be honored on this line.

*F. Van Vranken*

# Conductor Ding and Motorman Dina Dina

Ding, Where Have You Been?

By Rollins



## Bouquets And Things (Hand Picked)

For Mtr. J. F. McCormick, Div. 1  
D. W. Tinsley, Div. 1

Los Angeles Railway.

Gentlemen:  
A good word for Motorman 731, "R" car, and his team-mate. I have ridden with them for two years, and never have I heard a discourteous remark from either of them, and am always greeted with a smile and a cheery good-morning. And Mac (that's what they call 731) is the only motorman I have ever seen, in Los Angeles, who watches the streets for possible car riders.

Yours truly,  
C. W. CROWELL  
823 Cole Ave.

For Condr. E. A. Radford, Div. 1

Los Angeles Railway.

Gentlemen:  
I want to write a word of commendation regarding 2450 on the D car.

It has been my lot to ride with him in the car to 5th and Olive at about 8:30 for several mornings and noticed how attentive and courteous he was to the passengers—often putting himself to much trouble to direct the passengers, especially so to the strangers, who are unacquainted with the streets of the city.

Very cordially,  
MISS DINA RAMSER  
449 South Olive Street

For Condr. J. Rose, Div. 2

Los Angeles Railway.

Gentlemen:  
I would like to commend Conductor 2850. On Saturday, Sept. 19th, a Vermont Avenue car stopped at 39th and Vermont. A blind man wished to get off and No. 2850 not only helped him off the car but stopped the automobile traffic and helped clear over to the sidewalk.

Very truly yours,  
H. E. BRIEGLER

For Condr. I. L. Mattern, Div. 4

Los Angeles Railway.

Gentlemen:  
This afternoon about 3:45, Conductor 1134 on the Pico line was thoughtful and considerate of my comfort to such a degree, I wish you to know it. On boarding his car at Western Avenue, I asked him to tell me the stop nearest the Forum Theater. Two blocks before reaching there, I mistook the stop and started to leave the front exit.

By his excellent memory and quick action he prevented it and took me comfortably to the more convenient stop.

After witnessing three glaring discourtesies on a Western Avenue bus, Conductor 1134's behavior was especially appreciated.

Sincerely yours,  
MARGARET CAMPBELL  
5712 La Mirada Ave.

For Motr. A. E. Downing, Div. 5

Los Angeles Railway.

Gentlemen:  
It is my pleasure to report to you the courtesy of your motorman 3217 in an "M" car on Sept. 29th.

I was going an unfamiliar way and he showed great kindness in figuring out where I should leave the car—the time being in the middle of the day, he could do this without neglecting his duty in any way—and I appreciated it.

Sincerely yours,  
M. CATHERINE VAN VLEET  
3867 South Harvard

## Appreciation

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

Gertrude Keeler and Audrey Cross

## WHO KEEPS TAB ON THE TABULATING GIRLIES?

A large share of the company bookkeeping on the cost of sharpening a pencil or buying a new street car is done automatically by the girls pictured above who are experts in the operation of comptometers, punching machines, sorting machines and gum vending machines. The two young men keep busy as machinist mates. The batting order, from left to right is: Ruth Jamison, Albert Broughton, Berenice Churchill, Nelle Cleaver, Helen Montgomery, Norma Weiss, Ann Hammond, Bee Ringo, Lillian Wilson, Nellie Ressler, Mary Irish and Joe Rundle.



## Intricate Cost Of Service Accurately Set By Machines

ONE hundred quick fingers, belonging to the ten girls pictured above, are the "power behind the throne" operating the many intricate machines that do the tabulating work of the auditing department. The tabulating work is in charge of Miss Nelle Cleaver. Miss Helen Montgomery supervises the work of the comptometer operators whose duties are related to the tabulating.

Among the jobs that keep these fingers busy is the punching, sorting, and tabulating of an average of 170,000 cards a month; cards which record the costs and classifications of labor and materials; mileage, accident statistics, and daily and monthly revenue.

On red, white, blue, yellow, and brown cards, 7½ inches long by 3¼

inches wide, are figures arranged much like the keyboard of an adding machine, in columns classified on each card according to whether the card is for listing labor, material, mileage, accident, or revenue. After the comptometer operators have made the additions and checks on the various data, the cards are punched with corresponding figures, then they go through the sorting machine, which sorts them by means of the position of the punches, simplifying the process of tabulating.

This is the system by which the girls tabulate daily passenger revenue, daily mileage for the various lines, and for individual cars and buses; distribution of labor and material for the cost accounting, and accident statistics.

## Order Placed For 6 Single-Deck Buses

An order was placed last Thursday for six more Fageol double-deck buses, to be used in the rapidly developing bus system of this company.

On the same day the company filed an application with the Board of Public Utilities and Transportation for a permit to operate buses on Alvarado Street, between Sunset Boulevard and Washington Street. Residents of the territory affected have advocated the bus line for some time. The petition filed by the company specifies that operation will be in the nature of a trial to determine whether enough patronage can be developed to warrant the service.

## October 24 is Date For Monthly Dance



The monthly dance of Los Angeles Railway employes, the families and friends will be held October 24. Ordinarily the dance is held on the last Saturday of the month but the affair

## On The Back End (Contributed)

### The Street Cars of L. A.

This verse is contributed by Mr. John Pottinger, one of our regular customers who rides the Manchester cars of Line "M".

Street Railways are a problem  
And cars that run thereon.  
The question is debatable  
Been argued pro and con.

Go out to Arizona,  
Or any other state,  
Where cities have street railways.  
See how they operate.

Come back to Los Angeles  
And see which is the best,  
The method of transporting  
That always stands the test.

I know there's many critics,  
Will tell us what to do,  
To have a perfect system  
By following their view.

To look on is quite easy  
To find fault is the same,  
To regulate the schedule,  
Is sure no easy game,

For there are many angles,  
And to adjust them all  
Requires understanding,  
And would some minds appall.

So if there's faults "forget them"  
Be boosters is my thought,  
For the best railway system  
That any state has got.

—JOHN POTTINGER.

End of the week—We take our hats off to Henry Ford, the man who put the "hick" in vehicle.

Irate Manager—Late again! Have you ever done anything on time?  
His Clerk—I bought a car.—Answers.

I wonder just what she meant, a boost or a bust! Lady wrote in and said: "Have ridden your cars for many days and wish to send in a few kind words for Conductor 023. I think he is very courteous and an honest man and I am sure he would not take anything, not even a bath."

"I took a run with no Sunday time, so I can go to church."

Jones (venturing out for the first time in his new car)—Don't talk for a few minutes, my dear; here is a telegraph post coming.—London Opinion.

"It's the beginning of the end," murmured Conductor Lashbrook of "F" Line, as his car left Athens terminal.

was moved up one week this month as the Foresters, in whose hall at Tenth and Olive the dances are held, will be using the ball room for one of their social affairs.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Motorman T. W. Ryan says that as a rule he is not very superstitious, especially about black cats, but after what occurred to him the other night over on the "N" line he doesn't want any more to do with black cats. It was a dark and stormy night and the rain was falling fast and Ryan was running slowly thinking all the while that he was going to be careful and avoid having an accident. As he was moving along cautiously a black cat ran in front of his car and only by making a quick stop was he able to keep from running over it. Dismissing the incident from his mind every thing went along lovely until late in the evening another black cat ran in front of his car. This time Ryan felt a funny feeling creep down his spine and so he was more careful than ever, and still nothing happened. Along about 1:00 A.M. when he was pulling into the barn he was still thinking about the cats and he gave a chuckle as he thought to himself that this was once he would put it over on the old Superstition. On reaching Second and Spring Ryan left his car to throw the switch and when he started up the front trucks went east and the back trucks went north and off went a couple of steps. Now you can decide for yourself whether it was luck or the black cats. P.S. Ryan has put his name down for being off on Halloween night.

Motorman A. L. Chilson recently returned from a 30-day trip to Minneapolis where he visited his parents. Motorman Chilson says that winter had started in when he left and they had a few heavy snows.

Two old timers who recently returned to the Division after having left to engage in other work are, C. Culver and R. W. Miles, the boys just couldn't resist the calling of the cars so here they are back again.

Motorman E. Stuhr is taking a week off to rest up, and take in the various beaches. Conductor L. Rasmussen returned this week from a few months visit spent in the east. Rasmussen must have had lots of good things to eat as he has put on several pounds in weight while he was away.

## DIVISION 2

H. T. Hansen

Clerk B. I. Derry arrived home with a red lantern the other night. Mrs. Derry asked him where he got it. He answered, "some d— fool left it standing by a hole."

General choice of runs was held on Monday, October 12, which resulted in everybody being well satisfied.

Motorman R. R. Harrow has just returned from a 90-day hunting trip in the Santa Barbara Mountains.

Motorman L. G. Barnard has returned from a 30-day leave of absence spent resting up.

"I can't describe what I think of a pest like you," said the angry old gentleman to the book agent.

"Then sir, I have here the very thing you need. A new, complete dictionary, which contains just the word you want, to express yourself in any situation—now used throughout the land by millions of cross word puzzle fans."

Squire: "Did you send for me, my Lord?"

Lancelot: "Yes, make haste, bring me a can opener; I've got a flea in my knight clothes."

## Who's Who



THIS is George L. Rosen.

George is an operator on the Bus Division. He started his career with the Los Angeles Railway as a conductor working out of Division Two, in April, 1921. After transferring to the Bus Division in March, 1923, he was made the first bus supervisor in October of that year.

Rosen was born in Chicago and received most of his education in Iowa. He came to California in 1920. He is a married man, but although he was formerly a barber, he keeps his eyes open.

## BUS DIVISION

Elmer Wood

Twin Boys! Ain't that great? Operator R. J. Wood, a former student of Notre Dame, is the proud Papa. He says that mother and boys are doing fine. Congratulations, and thanks for the cigars.

Be a live wire and you won't get stepped on. It's the dead ones that are used for door mats.

O. O. Obenshain is on a 15-day leave, which he is spending up north in Fresno with his relatives.

Are you getting as many witnesses as possible? Or do you lose your head when you have an accident? Remember, "Keep Cool" and "Be Polite"—that's the way to get 'em.

Floyd Nolf, mechanic on the night crew since March, 1924, has changed to the day shift. C. O. Jones has been added to the night shift to take his place.

Word was received from Joe McCormic, a mechanic, who is on leave of absence, that he is snowed in up in Canada, and expects to come back when the weather permits.

T. Bolles is at the general hospital, and would appreciate the visit of any of the boys. The visiting hours are from two to three in the afternoon and from seven to eight in the evening.

C. O. Hynd, electrician at the South Park Shops, is helping out in the electrical department of the garage, temporarily.

## SHOPS

Jack Bailey

It's either a discussion of the world's series or duck hunting. We offer the latter in connection with four members of the winding room who hid themselves to the Salton Sea to emulate Diana in quest of said game. Being neophytes, two of the boys (George

## DIVISION 3

Dan Hanley

"I got my old motorman back."

The shake up is over. Is everybody happy? Then let's go!

Meet Conductor Whosit, been with the company 52 years. Was born on a tropical island near the North Pole, and owes his success to the following facts: Never drinks carbolic acid, never argues with a man larger than himself, and keeps his hat off the fare box. His favorite sport is trying to invent a two-door one man car. He is at present "Falling" at Grape Springs.

"Whoyagit for a con?"

Here's a new one: Conductor Muse missed out the other morning and when asked the reason he said "MY RUN PULLED OUT TOO EARLY."

"Whatsamatter you went on Brooklyn this time?"

Speed, Speed, everywhere, Aeroplanes, autos, trains and boats, but the speediest thing I ever witnessed was a strip poker party in the Sulu Islands. (When I did my hitch in the Philippines).

"I pull in and out of Three, Hooray."

Have you taken on any eats in the company's restaurant of late? If not step in and you will be quite surprised. Lots of changes have been made, and all for your benefit. Bring the wife and kiddies down to supper some night. She will enjoy it, as nothing pleases a woman more than to get away from home cooking once in awhile. Perhaps she can offer some little suggestion that might help, for remember, it's your restaurant. If you patronize it you will derive the benefits thereof. Clean food, good service and a variety of eats on the bill of fare.

"Pittsburg - - - WOW!"

and Arthur) foundered in the mud and only by the unselfish heroism of Eddie Bremm were we saved from the dedication of a dollar for funeral ceremonies, "No foolin'." Excepting a horde of mosquito marks, a coat of sunburn and a lesson on becoming involved in insuperable difficulties they all reached terra firma and answer to the names of Eddie Bremm, Joe Valentine, George Johnson and Arthur Gerard.

Her: "Can you tell me why a black cow gives white milk that makes yellow butter?"

Him: For the same reason that blackberries are red when they are green."

E. J. Ellis of the machine shop has a limited number of vacancies yet in his studio of Charleston steps and ukulele playing. Just a few days left to enroll and we all should take advantage of this wonderful opportunity.

"Say, Johnny, where is the 'pint' shop?"

"How did you know my name was Johnnie?"

"I guessed it."

"Then guess your way to the Paint Shop."

Laying all jokes aside, if we were all judged by the socks we wear, wouldn't some of us create a darned bad impression?

We regret to announce the death of one of our esteemed shop mates, Adolf Kautzky, cabinet maker, who died rather suddenly on Saturday, October 10. We take this opportunity of expressing our deep sympathy to Mrs. Kautzky and her son. Mr. Kautzky has been employed by the company since July, 1924, and was well liked by all the boys who were acquainted with him.

## DIVISION 4

C. J. Knittle

Not many years ago we sang, "Turn back the universe and give me yesterday." In those days, men wore long pants and boys wore knickers. Now it's the other way around. In the matter of dress, men are making an admirable effort to turn back the universe, but a couple of trainmen found out at the shake-up that you still can't wear these new fangled rompers without being laughed at.

About the only thing this division needs is some hair tonic for the shoeshine brushes.

Motorman J. B. Keller is back from a vacation which ended on the sick list. J. B. is still suffering with a large bunion.

Supt. Wimberly to new conductor, "I have a report here that you were very discourteous in refusing this transfer."

New conductor—"Well, sir, it was a very cold night and I craved a heated argument." J.F.F.

Last Wednesday, Conductor Antonio Zorzi ate so much garlic he didn't have to turn the seats. He blew them over.

The extra men over here are forming what will be known as the "Gimlet Club." The slogan is, "Bore, brother, bore!"

Conductor Will Nabbit wants to know what to do when a passenger drops a fare in the box and holds out his hand. Ofergawdsake!

Last Saturday was the day of the Huffman-Stribbling fight. It was also the day of the U.S.C.-Utah football game, and on top of all this, it was pay-day.

We can easily understand why a fellow forgets his necktie on such an exciting day but cannot see why he should seem disappointed when another trainman says, "here, you may use mine."

M. J. Richardson was the one who forgot. Operator W. Green was the Good Samaritan.

One of our conductors is so efficient he calls the streets when there is no one on his car.

## DIVISION 5

F. J. Mason

Payday, October 10, 1925, Motorman Dave Hershey announced the arrival of a baby boy—mother and baby doing fine. Congratulations Dave, and thanks for the smokes.

World's Series Bulletin.....see Jack York.

Don't forget tomorrow, Sunday, October 18, 1925, you work your new runs.

The shake-up went off O. K., nothing exciting happened outside of Motorman "Count" Smith sticking a cigar in Monteverde's ear. Even that doesn't sound exciting, but when you come to consider that the cigar was alight it was plenty warm enough for Monty.

Quite a few of the boys stayed together on this shake-up, but most notable of all, the combination of Motorman J. E. Croff and Conductor H. W. Hunt still sticks, making it well over three years that they have been teaming up. Conductor Hunt has been sick since June 19, 1925, and here's hoping, with "Pop" Croff, that he'll soon be back on the job and have the old battery working.

Motorman Joe LaGue writes from Charleston, W. Virginia, "enjoying trip, wonderful country, but give me Los Angeles, Cal." And so say all of us, with the exception of Jack York, who still raves about Pittsburgh.