

Community Chest Drive Outlined

G. B. A. BACK FROM EAST WITH NEW IDEAS

George Baker Anderson, manager of transportation, and R. B. Hill, superintendent of operation, have returned from the convention of the American Electric Railway Association in Atlantic City with several new ideas for street railway service, but fully convinced that the Los Angeles Railway has many points of superiority over street car systems in many of the eastern cities.

Mr. Anderson has been an active worker on the committee on traffic congestion relief, and presented much valuable data that has been compiled in Los Angeles. He was elected chairman of the committee on traffic congestion relief for the ensuing year, and was made a member of the executive committee of the Transportation and Traffic Association of the American Electric Railway Association. The work of the Transportation and Traffic Association is the study of the problems of street usage from the economic standpoint.

L. A. Men Praised

Mr. Anderson said that the Los Angeles Railway trainmen are commended everywhere for their high standards of service and courtesy. "As I have told them many times before, I have nowhere seen any service that can compare with that of our trainmen. For many years, I have observed the service in New York, Boston, Buffalo, Detroit, Chicago, San Francisco—and I come back to Los Angeles ready to tell our conductors and motormen that they are the most courteous and efficient trainmen of any street railway I know of. Other street railway men from different parts of the country who have observed the service in Los Angeles have praised the Los Angeles Railway for the high standards of its employes, maintained over the difficulties of its service."

Weather a Big Help

Trainmen in Los Angeles are fortunate in working conditions, Mr. Anderson said, recalling the bad weather in eastern cities that make the job of the trainmen back there a harder one.

Mr. Hill read a paper on bus opera-

(Continued on Page 2, Col. 4)

Billy Snyder, Married 20 Consecutive Years, Given Surprise Party

IN celebration of the twentieth wedding anniversary of Mr. and Mrs. W. H. Snyder, an enthusiastic but orderly party of supervisors and dispatchers descended upon the family home at 1104 West Thirty-eighth street October 17, as unexpectedly as a prohibition enforcement raiding squad, and proceeded to "throw a party." Mr. Snyder has been with the Los Angeles Railway 23 years, and is now assistant director of traffic.

The big moment of the evening came when W. B. Adams, director of traffic, presented Mr. and Mrs. Snyder with a full set of dishes without dropping more than four pieces. In his presentation speech, Mr. Adams read a history of Mr. Snyder's life, which included such intimate details as Billy's playful stunt of pushing a geranium pot from the bedroom window-box onto his grandfather's head, for which he was sent to bed without any supper.

An ambulance call was turned in somewhere in the neighborhood about midnight. Unfortunately the siren was mistaken for that of a police flying squadron machine, and the party broke up rather suddenly, but everybody wished Mr. and Mrs. Snyder many happy returns of the day.

Popular Traffic Officer Honored

As a result of a successful evening of entertainment, October 17, at the Masonic Temple on Pico and Figueroa Street, the Los Angeles Railway Square and Compass Club will present a program November 21 to which all employes and members of their families will be invited.

Members of the club and other friends presented an appropriate gift to William Saager last Friday night, when the third degree was conferred upon him. During daylight hours, Mr. Saager is "Officer Saager" and directs traffic at Eleventh and Broadway. He is one of the most popular members of the police traffic department.

Second Bus Put On Normandie Ave. Line

The Normandie Avenue bus, which was established last Monday between Fifty-fourth and Seventy-first Streets, developed such a volume of business that it was necessary to add a second bus to the evening rush hour service last Thursday. The new schedule gives a ten-minute service from 4:40 to 6:40 P.M.

Division 1 Makes 99 Percent Mark In Association

DIVISION One has set a high mark in the Wives' Death benefit branch of the Cooperative Association. Ninety-nine per cent of the men under Superintendent E. C. Williams who are eligible to participate in this branch of the Association have filed the necessary cards.

The Wives' Death benefit branch is intended to increase the value of the Association. An assessment of 25 cents is made on the death of the wife of an employe who is a member of the section. The family is the beneficiary of the fund created by these assessments.

NINE MAJORS FOR SECOND CHARITY APPEAL

Organization of the various departments of the Los Angeles Railway for participation in the second annual Community Chest Appeal has been started with the appointment of nine majors and A. B. Merrihew as colonel. The system of military organization which was carried out effectively last year is being continued by those in charge of the Community Chest.

The nine majors who have been appointed are: E. C. Williams, Division One; T. Y. Dickey, Division Two; E. R. Dye, Division Three; L. L. Wimberly, Division Four; George E. Ferguson, Division Five; George Link, engineering department; Walter Brown, mechanical department; F. Van Vranken, Los Angeles Railway Bus Division and Los Angeles Motor Bus Company; R. B. Hill, General offices Los Angeles Railway.

Lieutenants to be Commissioned

The majors have been asked to select captains and lieutenants for their divisions to complete an organization, so that every employe will be reached without any of the lieutenants being called on to make any great number of calls.

The Los Angeles Railway is placed in Division 41 of the Community Chest campaign. The division consists of public utilities, and is divided into five battalions, and Mr. Merrihew is colonel of Battalion "A". Perhaps we may have a bugler and a guard house, to give additional military touches to the Chest Appeal before the campaign starts on November 9.

Goal Set at \$9455

Last year, Los Angeles Railway employes contributed \$8461.70. The quota for the 1925 appeal in the company is \$9455.00. This figure is based on the actual number of employes in proportion to the contribution made last year.

The company is to give the Community Chest car cards to be displayed in the street cars, and such other publicity help as is possible.

In one year of operation, the Community Chest has demonstrated that it provides the most efficient means

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TRACK GUARD TO BE SET HALLOWE'EN

Every available man of the operating and engineering department will be on duty Hallowe'en night, October 31, to guard against accidents and damage to equipment due to the pranks of children and childish minds. The utmost cooperation of trainmen is essential in careful operation and in making prompt telephone reports of dangerous or suspicious conditions.

It will be recalled that a rather serious accident was caused by children soaping the tracks on the line "H" grade near Bimini, and every effort will be exerted to prevent a recurrence. Men will be stationed on practically all grades and dangerous points on the system, with full authority to take whatever steps may be needed with those who jeopardize lives and property.

Six Cars Added to Line "W" Service

Six cars were added to the Line "W" service last Monday, providing 2½ minute headway in the morning rush hour, in place of the former 3½ minute service, and a two-minute evening rush hour headway in place of the former 2½ minute service. Four of the added cars are on morning schedule and two on the afternoon sheet.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Community Chest Replaces Waste With Efficiency

MAYBE you remember the time you looked all over the place for that pet suit of yours that was just the thing for a wet day, and the feeling that came over you when "the wife" recalled that only last week she sent it with the contribution to the Children's Home. Or the time when you missed that cherished tobacco-pouch, and this same Watcher over your Comfort proclaimed in triumph that the useless thing, after lying about for many months, had brought 25 cents at the rummage sale for the benefit of the Old Ladies' Home.

Maybe you remember also that feeling of irritation that came over you when the sixteenth charity drive canvasser came to you in the sixteenth week, and called for your share of the quota for the current "Week."

When the community was smaller, our good mothers and the churches got together and put cheer in the hearts of the poor and afflicted. Later, the various charity organizations, to meet the urgent need for funds to carry on their work, waged costly campaigns, each with their "week" and a harrassed public growing weary of being "driven."

November 9 to 19 is the campaign period of the 1926 Community Chest—the united appeal of 137 charity organizations. The city and outlying districts will be canvassed for contributions to this organization, which, since its establishment last January, has become indispensable in social welfare work in Los Angeles, as the support and aid of the various agencies which care for the poor and afflicted of the city.

Twelve additional agencies are within the Community Chest this year, and the quota is \$300,000 above that of last year.

In the old system of the "drive", single agencies often spent more money in the actual cost of the campaign than the Community Chest, representing many, spent to collect and disburse the entire quota of 1925. When you give your money to the Community Chest this year, you will know that only 5 per cent of it will go toward the expense of collecting it from you and of getting it to the suffering ones for whom it was intended. Last year, the cost was 5.7 per cent.

In this day of rush, there are few of us who have the time to spare from the business of earning a living to do the old-time ministering to the poor. We can't depend now upon the mothers to reach all those who need help—the city poor are unknown to most of us. Give a little out of the little or the much that you have, and know that you have helped someone, not only to have his Christmas dinner, but to many dinners thereafter—or perhaps the medical treatment that he needs.

Company Restaurant Popular Serves Special Sunday Dinner

A good chicken dinner and plenty of choice if you don't like chicken, is offered by Harry Tuttle at the restaurant at Division Three, on the special Sunday menu. Harry says there's room enough for the family if you are down that way on Sunday.

Just look over this menu—and all for sixty cents!

LOS ANGELES RAILWAY CORPORATION RESTAURANT
600 West Avenue 28
Sunday, October 25, 1925

60c—OUR SPECIAL SUNDAY DINNER—60c

::: SOUP :::

Chicken Vegetable

::: SALAD :::

Sliced Tomatoes with Thousand Island Dressing

::: VEGETABLES :::

Cauliflower in Cream - - - - Mashed Potatoes

::: CHOICE OF :::

Stewed Chicken with Egg Noodles - Fried Belgian Hare, Hunter Style
Hot Tea Biscuits - - - - Coffee, Tea or Buttermilk

::: DESERT :::

Choice of

Ice Cream or Blackberry Cobbler

BULLETINS

Issued October 26, 1925

BULLETIN NO. 181
Notice to Conductors

Transfers presented at Monroe and Virgil by passengers walking over to line "C" from Vermont Avenue may be honored in either direction.

This effective Monday, October 26th, 1925.

BULLETIN NO. 182
Notice to Conductors

Pass No. 3313 issued to Mrs. Ruth Driggs, wife of W. A. Driggs, Transfer Clerk, reported lost in Bulletin No. 74 has been recovered.

R. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 334 October 26, 1925

A new Wilshire bus schedule will become effective Thursday, October 22, and there will therefore be conducted a line shake-up.

Operators on this new schedule will please note that there is a change from double deck to single deck buses after the evening rush hour on the Wilshire Boulevard line and two of the replacements are made by buses pulling out of service on the Melrose Avenue line. These buses in coming from Melrose to the station on Olive Street between Fifth and Sixth where the transfer of buses will be made, will operate from the corner of Melrose and Western Avenue, east on Melrose, south on Vermont, east on Seventh, south on Valencia, and from that point over the regular Wilshire route to the point of change.

There will be a few minutes to kill in making this change which will be made on Valencia Street immediately north of Eighth Street, see schedule.

BULLETIN NO. 335 October 26, 1925

The intersection of 8th and Union Streets is dangerous due to the heavy north and southbound traffic on Union. You will under no circumstances exceed 10 miles per hour crossing this intersection in either direction.

Please watch this carefully.

J. Van Vranken

MAJORS NAMED FOR CHARITY APPEAL

(Continued from Page 1, Col. 4)

of meeting the charitable and welfare demands upon the city. Last year's subscriptions cost the Community Chest 5.7 percent to collect and disburse. This year the cost will be only 5 percent on account of the initial organization which was established last year, being ready for use in the 1925 campaign.

Appreciation

Los Angeles Railway Association.
Dear Friends:

I wish to thank the Association for their kindness and help during the sickness and death of my husband, H. L. Sugg.

I also take this opportunity of expressing my heartfelt appreciation to the boys of Division Five for their many acts of kindness and help in the sickness and death of my beloved husband, H. L. Sugg, also for the beautiful floral offering. I especially thank Mr. and Mrs. Buxton, Mr. and Mrs. Gragg, Mr. and Mrs. Morgan.

Mrs. Calla Sugg and Family

SELECTION OF TOP BONUS MEN BEGUN

Superintendents of the five divisions have been asked to make a preliminary canvas of Merit System records to select possible winners of the extra cash awards paid in connection with the annual Christmas bonus.

With the return of R. B. Hill, superintendent of operation, from the American Electric Railway Association convention, conferences of the Division superintendents will be held soon at the main offices to hasten the selection of the top trainmen and to review the results of the Merit System for the year, so that any changes that have to be made can be announced at the time the new bonus year starts, December 1.

The plan of making special awards to the top men of the system started in 1921, the second year that the system was in operation. The ten top motormen and conductors of each division, and the ten top safety car operators will receive awards in addition to their regular bonus check, ranging from \$10 to \$100.

Regularity of work is one of the factors that is to be taken into particular consideration this year, in selecting the top man.

TRACK DEPT. PUTS IN NEW CROSSING

The track department reports considerable activity for the week on various parts of the system.

At Sunset Boulevard and Figueroa Street, new crossing special work is being installed. The heavy movement of automobiles at this intersection makes the job particularly difficult.

Cement is being poured for the curbs and landings on Vermont Avenue between Sixty-third Street and Florence. This is part of an extensive improvement job in which the tracks are being lowered and placed in the center of the right-of-way strip.

Three temporary cross-overs which have been in use on East Twelfth Street and Stanford Avenue during the construction of storm drains in that territory, have been removed and normal operation has been restored. Lines "B" and "G" were affected by this work.

The concrete construction crew has poured a new flooring in front of the three machines at Slauson Substation. This flooring is over the tunnel used for making repairs to machines, and replaces wood.

G. B. A. Returns With New Ideas

(Continued from Page 1, Col. 1)

tion, based on experience of the Los Angeles Railway. His talk was voted at the convention the best paper on the subject of the A. E. R. A.

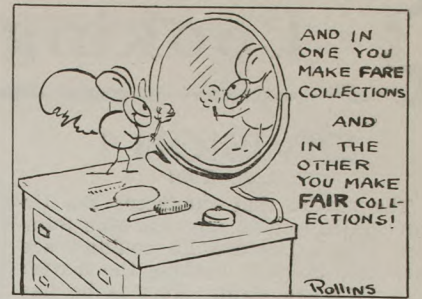
P. B. Harris, chief engineer, who was the third Los Angeles Railway man at the convention, is combining his vacation with the convention trip and is returning via the Panama Canal.

Baby Girl and Cigars

A baby girl was born to Mr. and Mrs. John C. Sleeper on October 14. Mr. Sleeper is in the Schedule department. Mother and daughter are doing fine. The cigars were greatly enjoyed.

Conductor Ding and Motorman Ding Ding

Ding, Where Have You Been? - By Rollins



Bouquets And Things (Hand Picked)

For Motr. M. M. Spence, Div. 1
 Motorman No. 1895.
 Car 321, September 27, 11 P.M.
 Dear Sir:
 I wish to thank you again for keeping my grip for me, which I left on your car, also for your politeness and elegance of manners. The company should be congratulated on having such courteous men.
 Yours very truly,
 W. H. CLAUSSEN
 103 W. White Oak, Monrovia, Calif.

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

While riding on one of your cars yesterday I was immediately and pleasantly impressed by the courtesy of a conductor in your service, in the lovable way he cared for a mother and baby in arms. I do take great pleasure in mentioning same to your System in having such a kind, thoughtful employe. His number was 200.

Respectfully, a patron,
 W. J. WILSON
 835 West 27th

For Condr. W. H. Brennan, Div. 4
 Los Angeles Railway.
 Gentlemen:

I wish to report to you an unusual courtesy extended to me last evening by one of your trainmen, (Car No. 61, "C" line, at 9:30 P.M.).

I boarded the car at Hill street and requested the conductor in question to inform me when we reached Occidental street. As you know, it is approximately a twenty minute run to this street and upon reaching there the conductor called and stopped the car. Perceiving that I failed to hear him, he walked to the front of the car and informed me again that we were at our destination.

Sincerely,
 E. M. NICKERSON
 Automobile Club of So. Calif.
 Figueroa and West Adams

For Condr. A. J. Hathwell, Div. 1
 For Condr. R. L. Harmon, Div. 2

Los Angeles Railway.
 Gentlemen:

I was on an "R" car last night and noticed Conductor 2902 go to the door of the car and call the name of the streets over and over again.

I also received very courteous treatment recently from Conductor 450, he putting himself out to direct me.

Respectfully,
 MRS. EMMA R. LANG
 1026 West 23rd St.

For Condr. J. C. Kitchell, Div. 2

Los Angeles Railway.
 Gentlemen:

I cannot refrain from writing you in regard to Conductor 2160. He certainly is one of many. This morning on the Vernon car between nine and nine thirty, I was a passenger from Moneta Avenue to Pico and Vermont. He called every stop, telling what car to take to the different directions.

Yours respectively,
 MRS. W. L. RICHARDS
 242 West 46th

For Motr. D. C. Bacon, Div. 5

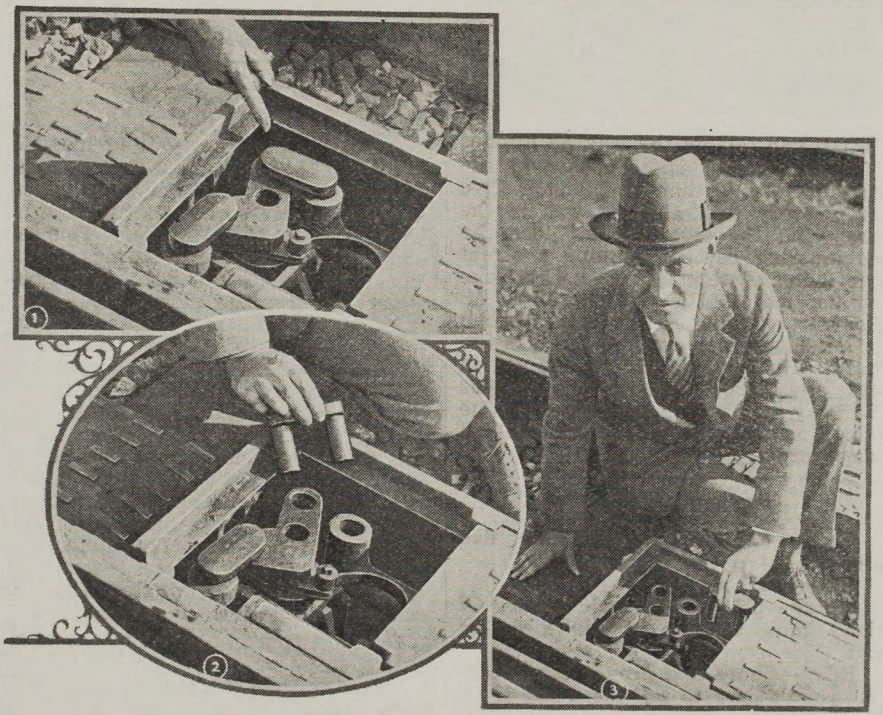
Los Angeles Railway.
 Gentlemen:

I take this opportunity to call to your attention to one of your employes, No. 327. This man is a motorman on an "M" car to Third Ave. He is conspicuous because of his courtesy, accommodation and carefulness. I commend him heartily.

MRS. J. H. THORNE
 3963 Third Ave.

Pictures Show What To Do With a B. O. Electric Switch

No. 1 indicates the part to be removed for manual operation of an electric switch. No. 2 shows it lifted out of place and No. 3 shows John Collins, supervisor of safety placing it inside the switch box so that the switch repairer will know where to find it immediately.



By R. R. SMITH
 Assistant Superintendent of Operation

AS pictures often are more effective than type in describing parts of mechanical equipment, the above photographs were taken to illustrate the correct method of handling an electric switch that has gone out of commission and therefore has to be operated manually.

When we consider the number of electric switches which we have in operation and the number of times each day that each switch is called upon to perform its work, we cannot help but take off our hats, not only to the manufacturer who has developed such a reliable device, but also to the men who have charge of keeping the apparatus in proper working condition; and yet we sometimes cause these repair men considerable trouble by not handling this apparatus as it should be handled.

Link Can Be Removed

Cut No. 1 shows mechanical parts of an electric switch with the box cover removed and the different parts in their proper place. It sometimes happens that due to foreign matter getting into the switch box, or due to portions of the mechanism becoming worn, that a switch not only fails to operate electrically, but that the trainman finds that he is unable to pry the switch point over with such tools as he has at his command.

The result is that in order to avoid delay, trainmen, or others in charge of service, sometimes find it necessary to open the switch box and remove certain portions of the mechanism, in order that the switch point may be readily pried over.

In cut number one a finger is shown pointing to the particular piece of apparatus which it is necessary to remove under these conditions.

The second cut shows this piece of apparatus being removed.

Put it Where it Can be Found

The third cut shows the proper place to deposit the part after it has been removed.

Attention is called to this latter feature, due to the fact that we have on several occasions had parts of the apparatus removed and placed on the curb or in the gutter, or left lying outside the switch box, resulting in their becoming lost or broken.

Every electric switch is also equipped with a snap switch in a box located on a convenient pole, and whenever it is found necessary to disconnect the switch point the snap switch should be turned off in order that the switch magnets will be rendered inoperative.

Attention paid to the above details and proper compliance with the brief instructions given will not only save time, but will remove any cause for complaint which the switch repairers may have been justified in making in the past.

- Be sure and remove the proper link.
- Be sure and put it in the proper place.
- Be sure and put the box cover back in place.
- Be sure and turn off the snap switch.

On The Back End (Contributed)



Following the discovery of a live and active fish in the cistern of University substation, the electrical department has been looking over the system very carefully in search of further indications of a whale colony. It will be recalled that at University substation the fish was found in a tank of water which is usually at a temperature of 91 degrees. Apparently it came through the small opening of the water meter but when W. R. Pollard, chief operator of Soto substation reported that he formerly had two fish in the water-cooling tank of that substation and that one was still active, the electrical construction gang was ordered to put a wire screen over the open cistern in case any more fish come down from heaven with the rain!

Heard on a Double-Decker
 R. Butler: "Her niece is rather goofy looking."
 M. Lander: "Don't say 'knees is' say 'knees are'."

Well, how do you like your new runs, boys? You ought to know something about them by now. Especially as to what terminal they go to.

Gather around while I let you in on another secret. Bus Operator W. A. Ellis, while working on Lincoln Park, called in and said the Reo had a flat tire. But he didn't get to lose any trips, because some told him the street was rough and all of the Reos have solid tires. A good one, eh, Al?

The following news item is contributed by the Duck Hunter's Association of Division 1—"Switchman Houts says he is ready to take another trip to Salton Sea, where (when it rains it pours). Houts says that you will never know what you miss until you have to sleep in a Ford with the water running hub deep underneath. And eat breakfast standing knee deep in mud, with a little muddy water in place of coffee to wash down the bread crumbs."

For Motr. K. J. MacPherson, Div. 3
 Los Angeles Railway.
 Gentlemen:
 Was on the car yesterday and in changing, the motorman No. 2861, was very kind in waiting for me, and I noticed that he was a very careful driver.
 MRS. NELLIE GRANT
 4513 South Hoover

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The reason that conductor Ed. Urban couldn't catch any fish this Summer wasn't because he couldn't see them, for there is nothing the matter with Ed's eye sight. Fact is he has developed such keen sight since being on the cars, that with one fleeting glance he can tell whether that shiney piece out in the street is a quarter or a washer. In fact he can tell you whether a stamp has been cancelled or not from a distance of two hundred feet and we say that is some feat.

Clerk James would like to suggest that—

Motorman Tupper be kept busy on the road as the counters are showing the heavy strain.

That Johnnie Ulm, J. Henschall and H. G. Solt come out from behind the brush because we all recognize them.

That all the newly married men call the wife or sweetheart and tell them what they are working, because the division clerks are very busy answering questions such as, "Who is working with me today? Who is my motorman today, is he any good? How long has he been here. What kind of a conductor have I got? Let me have my locker key, I forgot mine? How about getting off this P.M., etc."

Conductor Singer says that working an Instruction Run is fine stuff as it gives a fellow a chance to see some new scenery once in a while. Glad you like it Singer.

On pulling a car out of the barn the other morning, Harry Lozier went thru his daily performance of washing the windows, polishing the seats, etc., then returned for his cushion. In the meantime some one else pulled his car out of the barn and after appealing to the hardhearted switchman, Harry found out to his dismay that he had the wrong car, so he had to shine up another.

There has been some mighty nice work done last week in bringing in the witnesses, just keep it up boys and let's see where Division One will be this month.

DIVISION 2

R. C. Hoyle

Harry Travers, was around last Tuesday for the first time in about two months during which period he was recuperating from sickness in the mountains.

Conductor L. F. Van Zile has decided to forsake the ranks of the bachelors and join the benedicts. He is to be married Saturday evening, and in future will be at home to all in a new home just purchased in Maywood. The lady's name is not known at time of writing but that doesn't matter much as it is to be changed so soon.

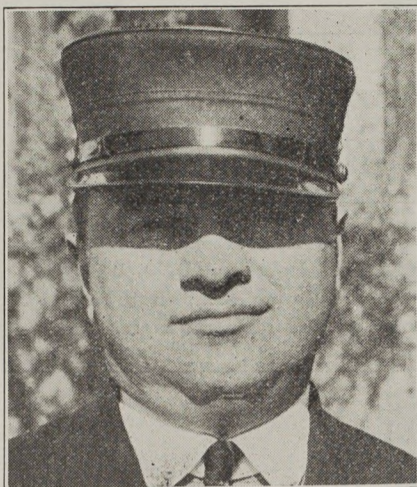
Motorman J. W. Neely has returned from the east after a three months leave spent visiting his sick father.

Conductor J. E. Roberts recently invested in a new Ford. Maybe Roberts will now be able to get here on time and prevent a few missouts. We know it is rather strenuous exercise for him to walk all the way to the barn from Moneta Ave.

Switchman J. E. Bourland and Motorman E. E. Smith are enjoying a little recreation these days at checkers. The other night I stood by watching the game, and believe me they sure were having a trying time, trying to move so fast that they shook the table, waiting room and the equanimity of the office force.

Doctor—How old are you little man? Small Boy—I'm five at home, six at school and four on the street cars.

Who's Who



YOU can tell by the way he hitches up his pants as he hops over the puddles that gather at Division Five after every rain, that he was in the navy and the fact that he does the engineering part of running a street car indicates that he was a chief machinist mate. His name is Otto M. Schuetz, a native of Illinois and proud of an eleven-year service record in the navy. He gave up life on the sea in 1921 and started with the Los Angeles Railway in 1924. In between times he was a machinist at one of the Oakland ship yards.

PROOF ENOUGH

Grady (after Riley has fallen five stories)—Are yez dead, Pat?

Riley—Oi am.

Grady—Shure, yer such a liar, Oi don't know whether to believe yez or not.

Riley—Shure that proves Oi'm dead. Ye wudn't dare to call me a liar if Oi wur aloive!

DIVISION 5

F. J. Mason

Congratulations Motorman J. E. "Pop" Croff and thanks for the cigars. You're a bear for punishment.

"Pop" decided that it took two to make a fight and took unto himself a sparring partner. He still sports an 18 karat smile but give him time boys, give him time. Some 'come crippled, some come lame, but they come smiling just the same.

Motorman E. J. Bloodworth tells of wheeling a two-car train up Main Street with a flivver running alongside the first car. The driver wanted to make a left hand turn, stuck his left wing out, turned behind the first car but much to his amazement struck the trailer amidships. When Bloodworth went back to see what damage was done the flivver driver said, "By golly I didn't know that these street cars ran so close together."

Eddie, our jolly janitor, who is at present in the general hospital, sends word over by Ted Miller, who was over to see him last Thursday, that he is indeed grateful for the little donation from the boys of this division and hopes to be around pretty soon and give us the "once-over."

Somebody asked Jack York which was the capital city of U.S.A. Jack replied "PITTSBURGH" and for once he was right.

Don't forget the Company Dance tonight boys, but don't lose your hat checks—you can always get another girl.

DIVISION 3

Dan Hanley

Get Witnesses

SHOPS

Jack Bailey

It was a thrilling, yelling mass of humanity that witnessed Tex Boland's come-back as the tables were turned and Lady Luck smiled on him and all who favored the Pirates. This all occurred during the returns of the world series in Boland's switchman shanty, over radio during noon hour through the courtesy of the departments combined. Returns were also received in the winding room and thus phoned through the main office to each department. Miss Rohlf, our ever smiling "hello girl", carries credit for this distribution, but wears the mourning colors for judgment in dollars and cents on the winning team. However, we have to hand it to Miss Verburg of the store department, at least Mr. Bollette had to. All-in-all, it's just a little fun mingled with our co-operative duties. We thank you.

Our good friend Turner of the M.M. Office says:

"Take it from me fellows, when you have a vacation don't spend it in a dentist's chair as I did."

Now smile and show your toofies, Mr. Turner.

Some of the "Old Timers" of the store department with their wives had a surprise party on the newlyweds—Tootsie and Bill Reynolds, last week. On account of the unpreparedness of the host and hostess the guests brought the refreshments, ice cream, cake and "cigars" with them—the entertainment being supplied by Tootsie, vocalist, accompanied by Bill on the piano. The evening was voted a success and everyone expressed a desire to be "invited" again.

Robert Harvey, foreman of the air department is back from his much needed vacation on account of illness. Bob is looking better every day and we are sure Bob is on the way to recovery.

Dog gone my time, I've got one now, On our friend Hatch, and it seems somehow,

Old Lady Luck just turned her head, Mr. Cop pinched Hatch, and calmly said:

"Pull to the side, want to test your lights," Poor Hatch replied, "Are they too bright?"

"Oh, hell, no, that's not the cause, They don't check up with the vehicle laws,"

Mr. Hatch was awarded with a kind invitation,

To call on the judge to make reparations.

Now, this is the way it was told to me,

It may be right, or wrong, But the smile that used to adorn Hatch's face,

That smile, that smile is gone.

—Ted Gray.

DIVISION 4

C. J. Knittle

Looking back over the events of the past week to pick a good one for an opener, we find that Stenographer Benedict pulled the most laughable brodie. "Benny" jumped in his flivver Wednesday noon to go in search of hash. He stepped on the starter several times but each time the lizzie yelled "nothin' doin'" so Benny undressed the engine, pulled it apart, stuck it together and yelled, "now go, you fool!" The flivver lost its temper and cried out, "Who was your nigger last year?"

"Benny" dashed in the division and dragged Bill Crane out to discipline the liz. And Bill soon told Benny it didn't need discipline but instead—about ten gallons of gas.

We notice Conductor Cooper, veteran of "C" Line who took a Pico run in the shake-up, has already scurried back to his old love, the Crown Hill furrow jumpers.

Ching Wong, our new laundryman, called for the wash last Monday, and thinking he might understand broken English better, Mrs. Scribe says, "When you fetchee, Ching? Fliday? Sattiday?"

"I can bring it either day, madam, or Thursday if you wish" answered Ching smoothly as Mrs. Scribe flushed with embarrassment.

The happy domicile of Motorman R. P. Beckman was blessed with an eight-pound baby girl last Monday.

"Pa" Beckman is wearing an inflated chest and many Havana Ribbons were smoked to the baby's wealth, and happiness.

Note to printer: Please print following poem if suitable. If not, fill in with "Yukon Jake" or "The Shooting of Dan McGrew."

VOICE O' THE PEOPLE

On a baby owl—I'll say—SOME BABY!
On a heavy trip, and I don't mean maybe,

The car was loaded and we were late
And glad that the folks did not hesitate.

We were Edgemont bound, and past Vermont,

When a good looking girl was heard to remark,

"That motorman is certainly there!
He opens 'er up and forgets he has air!"

Now these few words that you just read,

Were words that came from a wise young head.

And you'll wonder who is this lad of snap

So I'll tell you, friends, it's L. S. Knapp.

—AN ADMIRER.

BUS DIVISION

Elmer Wood

What do you think R. L. Arnold did last week? Well, I'll let you in on a little secret. He came to work with only one puttee on, and pulled half of his run without it. Howzat? Don't tell anybody I told you, Al.

The Garage boys wish to challenge another team or otherwise, in soccer. From what I hear, shins get kicked more than the ball. They also tell me the Scotchman outplays them all.

If somebody hadn't the courage to be stupid now and then, the world would be a terrible dull place, wouldn't it, Al?

Operators R. O. Westby and D. J. Weeks changed over to conductors in the line shake-up on Wilshire last Thursday.

Introducing new men: John Lerner, formerly a truck driver; C. W. Goen, formerly a driver for Olson's Bakery; M. E. Dudley, also a former truck driver; and W. S. Douglas, who was changed over from the Los Angeles Motor Bus.