

# Instruction Change Presented

## SHOP TO HAVE 3 BABBITT FURNACES

Authority has been issued for the purchase of three new electric babbitt pots for use at the South Park shops. This equipment will replace coal and gas heat furnaces which have been used for melting babbitt heretofore.

The metal is used to coat the armature bearings and journal bearings in street cars to give them a hard wearing surface.

The electrical equipment for the babbitt shop will be furnished with automatic control features to shut off the heat at the desired temperature.

When the order is delivered the babbitt room will be moved from its present location in the central shop to the southwest corner of the blacksmith shop.

## 10,000 Creosoted Ties To Be Bought

An order for 10,000 ties of creosoted pine has been placed by the company for use in track construction. Although the company buys about 10,000 ties every other month, this is the first order that has been placed for the creosoted type. Heretofore redwood ties have been used, but it is believed that the change will prove worth while in maintaining a steady roadbed.

## Oil Salvage Plant Is Running Again

The oil re-claiming plant was put in operation at the Vernon yard last Thursday following removal from the Sixteenth Street garage. The machine refines oil that has been used in buses and trucks, so that the waste material is destroyed and the oil that remains is perfectly satisfactory for use again in the motor vehicles.

## 53 St. and Moneta Track Is Renewed

The track department is renewing the special work at Fifty-third street and Moneta Avenue. The curve and switches are used particularly for the operation of Division Two cars in and out of the car house.

Rex Boardman New Orchestra Leader



REX BOARDMAN, motorman of Division Four, has been appointed director of the company orchestra, succeeding H. W. Padden, who has left the company service. The orchestra has been standardized as a ten-piece organization and is now perfectly balanced. When the musical group was formed last March, an effort was made to use practically every man who could play satisfactorily, but it soon became apparent that to produce the best effects of musical balance it would be necessary to reduce the number of some instruments.

Mr. Boardman is one of the newer men in the Los Angeles Railway, but showed an immediate interest in the orchestra. His appointment as director is a recognition of his musical ability. He has had extensive experience in bands and theatre orchestras in this country and in England. He is popular with his fellow musicians and is making many friends in the present series of concerts being given at the divisions.

The personnel of the orchestra is as follows:

S. E. Goslee, Motorman, Div. No. 1, Cornet; G. Harvey, Motorman, Div. No. 1, Trombone; H. E. Weaver, Conductor Div. No. 1, Violin; A. L. Eastham, Conductor, Div. No. 2, Saxophone; M. Taylor, Conductor Div. No. 2, Traps; W. V. Sweet, Motorman Div. No. 3, Piano; L. L. Sweet, Conductor Div. No. 3, Saxophone; R. Boardman, Motorman Div. No. 4, Cornet; A. H. Eidsen, Conductor Div. No. 5, Bass; H. W. Childress, Motorman Div. No. 5, Violin.

### Shop Boss on Vacation

E. L. Stephens, master mechanic, has left his office at the South Park shops for a vacation of two weeks. In his absence Walter Brown, general foreman, is in charge of the shops.

## New Men To Qualify On All Lines Of A Division With The Same Line Instructor

THE plan of the transportation department for changing the system of line instruction for new men, as explained to trainmen of Divisions Three, Four and Five, at meetings during the past week, will be put in effect soon after October 1.

The details of the arrangement were explained by Dan Healy, chief instructor. He will speak at Division Two on Tuesday, Division One on Wednesday. Three meetings will be held at each division, at 10:00 A.M., 2:00 P.M., and 8:00 P.M. The company orchestra and Hawaiian quartet will furnish music and the company will furnish cigars for the smoker meetings.

The outstanding feature of the change is that hereafter a student will break in on all lines of the division to which he is assigned, under the instruction of a single line instructor instead of having a different instructor for each line.

### Pick Instruction Runs

Approximately one-fifth of the runs in each division will be designated as instruction runs, and will be used for training new men. These will include swings, day-lights and early night runs. They will be selected with particular reference to the time they begin and end and the convenience with which students can reach the car house and make the best use of their time.

### General Choice Coming

After the instruction runs have been designated at the five divisions there will be a general choice or "shake-up", at which trainmen will select runs according to seniority. A man who selects one of the instruction runs may expect to be displaced frequently, unless he has been appointed line instructor. When the run is needed for instruction purposes the trainman regularly holding it will be assigned to the next best run to which his seniority entitles him, but it will be impossible to guarantee the same amount of time as the instruction run when this shift is necessary. Naturally, a line instructor will receive pay for the actual time that he works, plus the instruction pay of \$1.00 a day when he is on an instruction run other than that which he selected in the "shake-up".

### Will Correct Difficulty

The change has been decided upon to remedy a condition which was unsatisfactory to the trainman as well as the company. A student was under a severe handicap in trying to learn operating practices on the road from five different men with five different systems. The difficulty became ap-

(Continued on Page 2 Col. 4.)

## Healy Illustrates Value of Rules

During the course of the division smokers, Daniel Healy, lion tamer extraordinary, reviewed the qualifications for a line instructor. He said that a line instructor must be truthful and emphasized the point by saying that it was instructors and not an editor for *Two Bells* that he was seeking. That looks like a dirty dig from a rusty shovel, but editorial dignity requires that the remark be disregarded. We must consider the source, as the farmer said when he was kicked by an animal with long ears.

Were it not for such a feeling of editorial dignity we might seize upon the opportunity to write a severe criticism about certain traffic law violations. The fact that Motorman Maggie had to "slug" car 301, the line "W" owl, at 6:26 A.M. September 10, in the intersection of Figueroa and Washington street to avoid striking an automobile that failed to make the boulevard stop, according to the crew report, and which automobile was driven by Mr. Healy, would make good material for a story.

But editorial dignity must be preserved and we will not write anything about the incident, and you will never know by what a narrow margin the meetings were continued and you members of the Cooperative Association saved fifty cents.

## Office Bowling Team To Begin Play Oct. 1

The main office bowling team will roll its first game in the Electric Club League October 1, at Jensen's Recreation Alleys in Hollywood. The schedule has not been compiled yet, so that announcements of the opponents for the first match will be made later. Carvel Gurholt of the auditing department, is captain of the team and will select five men from those who have been practicing at the alleys every Thursday evening.



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## What Are Your Chances To Get Ahead Here?

**I**N DISCUSSING the new instruction system at the divisions, the point was made that every man entering the train service has one chance in twelve to go up the line of promotion in the transportation department. This figure is based on the number of men in train service and the number of positions in the transportation department, ranging from line instructor to superintendent.

Assuming that every man in the train service today stays with the organization, the man who starts up the line of promotion must show his ability over eleven other men. In such a large organization as this, it is well recognized that a number of men will leave the service during the year, some of whom may be material for executive positions. Many men move from the transportation department to other departments of the company and get a foot-hold on the ladder on which they climb to top positions. Just how much these conditions affect the promotion ratio of one to twelve is a matter of mathematics that it is not necessary to dig into in this column.

The man who is determined to advance himself will put just as much energy and study into his job, whether there are 11 or 1100 men ahead of him.

The first step up the line of promotion is an appointment as line instructor. To hold such a position a trainman must have a thorough knowledge of his duties, and such other general knowledge of the system matters as the instruction department may require. This makes willingness to learn the first essential for the man who would succeed.

After he is appointed, judgment becomes one of the essential qualities of a line instructor. Judgment is a rather high-sounding name, but in this line of work it is the same as ordinary common sense.

Common sense is necessary to give instructions in the most simple but effective manner. It is necessary, in reviewing the work done by a student, to determine whether he has got the ability to be a trainman. Some men show that they have not got the fundamental intelligence to handle the work of a street car. Others show that they have not got the temperament to handle a large number of passengers without letting the numerous annoyances break down the standard of courtesy which the company requires. It therefore becomes the duty of a line instructor to use his judgment to determine whether a student can live up to Los Angeles Railway standards.

Last, and first, a line instructor must practice the Golden Rule. It means patience, consideration, and fairness—and as Dan Healy says, "It is not merely a label on a can of tomatoes."

## WITNESS AVERAGE GAINING AS DIV. 4 SETS NEW MARK

**A** STEADY increase in the number of accident witness cards obtained over the system is noted by the claim department for the month of August. The general average was 5.51, an increase of 20 points over the July average of 5.31. Division Four heads the list again with an average of 6.65 cards turned in per accident.

Division Two is second again, as in July, with an average of 5.46 cards per accident, and the other three di-

visions show a substantial gain over the July report.

The year's highest monthly average of witness cards per accident was attained last month by Division Four, and this average of 6.65 is only approached by the same division in its record in June of 6.41.

There were 1387 accidents in August, as compared with 1581 in July.

The detailed report of witness cards received is as follows:

### REPORT OF WITNESS CARDS RECEIVED PER ACCIDENT MONTH OF AUGUST 1925

Division	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
1.	246	1179	4.79
2.	368	2012	5.46
3.	324	1734	5.35
4.	222	1538	6.65
5.	227	1178	5.18
<b>Total</b>	<b>1387</b>	<b>7641</b>	<b>5.51</b>

# BULLETINS

Issued September 14th, 1925

### BULLETIN NO. 147 Notice to Motormen

Motormen operating other cars must be especially alert at times when car No. 2501 is in or near curves, as this car requires much more clearance room than the ordinary car.

### BULLETIN NO. 148 Notice to Motormen

At 54th Street and Mesa Drive, south-bound, some motormen on line "E" are not pulling up far enough to bring the rear step of car on the landing.

Special attention must be paid to this, or people alighting at the rear end are liable to injury.

### BULLETIN NO. 149 Notice to Trainmen

Telephone No. 108-06, shown on first page of 1925 rule book as being connected with the Exchange Board, has been discontinued.

Do not try to use this number in the future.

### BULLETIN NO. 150 Notice to Conductors

Effective September 14th, bus tickets sold by the Wilshire Bus, or bus transfers punched as issued by bus line No. 3, will be good for walkover privilege at 5th street to lines operating on Hill, Broadway, Spring, or Main, in either direction.

Bus tickets sold on Los Angeles Railway lines operating either north or south-bound on Hill, Broadway, Spring or Main will be good for walkover privilege at 5th Street to the Wilshire Bus at 5th and Olive.

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

### BULLETIN NO. 151 Notice to Conductors

Pass No. 6300 issued to W. J. Williams, Conductor Division No. 1, and reported as lost in bulletin No. 135, has been recovered.

### BULLETIN NO. 152 Notice to Conductors

Fireman's Pass Book No. 21694, issued to Fireman H. J. Johnson, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 153 Notice to Conductors

The following passes are reported lost: 413 issued to H. E. George, Cash Receiver.

483 issued to Geo. Cooper, Store Department.

2193 issued to M. K. Hyland, Repairman, Mechanical Dept.

5726 issued to H. Rendell, Motorman Division No. 4.

7904 issued to L. A. Nickler, Conductor Division No. 2.

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

### BULLETIN NO. 154 Notice to Conductors

Pass No. 8311 issued to Bus Operator G. D. McCarty is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 155 Notice to Trainmen

Please cancel Bulletin No. 146, and make correction in new rule book as follows:

Page No. 32, Section No. 5 of Rule No. 67, when northbound on Central Avenue at Air Line, flag from the near side. When southbound on San Pedro at Air Line, flag from the near side.

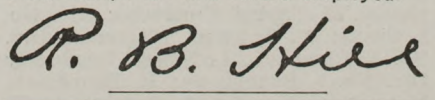
### BULLETIN NO. 156 Notice to Trainmen

Complaint is made that cars on line "L" at Country Club Drive and Freemont Place make considerable noise in passing over special work at too high rate of speed, and also by ringing gong unnecessarily.

Trainmen will exercise special care and avoid making any unnecessary noise.

### BULLETIN NO. 157 Notice to all Employees

Employees who witness an accident, in addition to giving their name and address on witness card, will also please show occupation and where employed.



# BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

### BULLETIN NO. 306 Sept. 2, 1925.

Bulletin No. 305 shows in the last paragraph that transfers issued by Eagle Rock City Bus Operators to the "E" line street car of the Los Angeles Railway is good for transportation north of Avenue 45. This should read "West View

## SCHEDULE SYSTEM DESCRIBED IN MAGAZINE

National recognition has been accorded the schedule department of the Los Angeles Railway in the publication of an article by L. A. Recappe, superintendent of schedules, in the September issue of "Area", the monthly journal of the American Electric Railway Association.

The time-tables and the method of compiling them used by the Los Angeles Railway which has made that department one of the most efficient of its kind, are explained at length by Mr. Recappe, who gives the personnel of the department, the system of traffic observation and the establishment of running time. The article is illustrated by charts of traffic conditions, a reproduction of a time table, and the forms used for checking and tabulation of traffic checks.

## ANNOUNCE CHANGE OF INSTRUCTION

(Continued from Page 1, Col. 4)

parent when the new man was put on a run and attempted to work in accord with his motorman or conductor.

With the establishment of the new system the announcement is made that the line of promotion in the transportation department will start with the line instructors. Men who aspire to be supervisors, dispatchers, foremen or superintendents must win their spurs as line instructors. Applications for appointments as line instructors will be received by the instruction department up to September 22. Blanks will be provided for these applications and the selections will be made before the end of this month.

Avenue" instead of "Avenue 45." The distance between the two is only a few hundred feet.

**BULLETIN NO. 307** Sept. 2, 1925.  
C. R. Bowe has been appointed Supervisor, Bus Division.

**BULLETIN NO. 308** Sept. 2, 1925.  
On Labor Day, which occurs on Monday, September the 7th, 1925, Sunday schedule will be operated on all bus lines with the exception of the York Boulevard Bus. Please be governed accordingly.

**BULLETIN NO. 309** Sept. 3, 1925.  
Commencing Saturday, September the 5th, the turn around on the south end of the San Pedro Street Bus Line will be changed from its present route and will run as follows:

From the intersection of San Pedro and 84th Place, West on 84th Place, South on Wall Street, East on 85th Street, Layover on the south side of 85th Street, immediately west of San Pedro Street.

**BULLETIN NO. 310** Sept. 3, 1925.  
Beginning Saturday, September the 5th, Figueroa Street buses will lay over on the east side of Figueroa Street, immediately south of 58th street instead of just north of 58th street as at present.

**BULLETIN NO. 311** Sept. 4, 1925.  
The new Eagle Rock City Bus Line, which goes into operation on September the 8 is to be known as No. 11.

**BULLETIN NO. 312** Sept. 4, 1925.  
Effective September the 14th, 1925, passengers of the Wilshire Boulevard Bus Line will be given walk over privilege from 5th and Olive Street to cars of the Los Angeles Railway at 5th and Hill, 5th and Broadway, 5th and Spring and 5th and Main Streets. Street car passengers will also have the same walk over privilege from the above mentioned points to the Wilshire Bus at 5th and Olive St.

**BULLETIN NO. 313** Sept. 10, 1925.  
The new schedule on the Melrose Ave. Bus Line for "Sunday Only" becomes effective September the 13. Operators and Conductors of this line will be governed accordingly.

**BULLETIN NO. 314** Sept. 10, 1925.  
Beginning at once the price of the Bus Operators and Conductors' uniforms will be reduced \$2.50, the present price for the two piece suit will be \$35.00 and \$37.50 for the three piece suit.

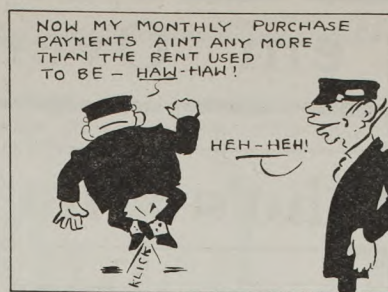
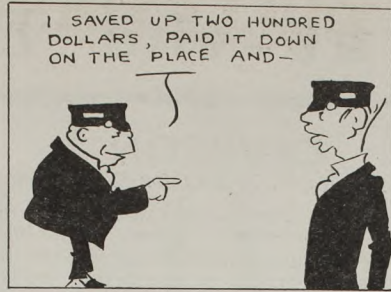
The new uniform shirt is proving out very satisfactory, both in the matter of wear, appearance and also fast color.

F. VAN VRANKEN, Manager.



# Conductor Ding and Motorman Ding Dina

By Rollins



## Bouquets And Things (Hand Picked)

For Motorman M. L. Herson, and Conductor B. Dixon, Division No. 3  
Los Angeles Railway,  
Gentlemen:

I desire to commend to your consideration the courtesy and kindness shown me by car crew No. 851 and 2588 at Inglewood, California, September 2, 1925. In riding cars in many cities this service will be a pleasant memory and will travel far.

Sincerely yours,  
J. L. CROSBY,  
141 N. Highland Ave.,  
Indianapolis, Ind.

□ □ □

For Motorman G. Rupp, Division No. 5  
Los Angeles Railway,  
Gentlemen:

Motorman No. 1893, Car No. 1256, "M" line, is deserving of commendation for exceeding courtesy to a crippled passenger at Second and Broadway about 9:30 A. M. today, September 4.

Yours truly,  
W. C. MORRIS,  
421 W. Adams St.

□ □ □

For Conductor F. C. Reis, Division No. 3  
Los Angeles Railway,  
Gentlemen:

I highly recommend Conductor No. 48 for his courtesy in handling passengers on and off the cars. He runs on the "B" line, and I ride from 42nd St. to 12th St. and Central Ave. with him, which I think is the heaviest part of the line. He is one of the best conductors I have ever ridden with.

Yours truly,  
PHIL PAYNE,  
1326 E. 42nd St.

□ □ □

For Conductor H. D. Webster, Div. No. 5  
Los Angeles Railway,  
Gentlemen:

As I boarded a Grand Avenue car downtown last evening I found myself in the embarrassing position of having only four cents in my purse. I told the conductor of my predicament and he very kindly loaned me the fare.

I am writing to return the money loaned to me and to express to the company my appreciation of a kind and considerate conductor. His number is 1962.

Yours truly,  
MRS. GRACE BINKLEY,  
1026 West 45th Street.

□ □ □

For Conductor R. H. Swinford, Div. No. 3  
Los Angeles Railway,  
Gentlemen:

Your Conductor No. 2346 caught my observation yesterday as I rode on a "W" car, because of his largely developed courtesy and quiet attention to his patrons. It gives me pleasure to tell of this.

Very truly yours,  
B. F. BERNSSEN,  
740 South Broadway.

□ □ □

For Conductor H. O. Shafer, Div. No. 3  
Los Angeles Railway,  
Gentlemen:

On the "W" line, Sunday August 23rd, and going north toward the Plaza, Conductor No. 1836, politely helped an old man on the car and giving him useful information about stops at Sycamore Grove.

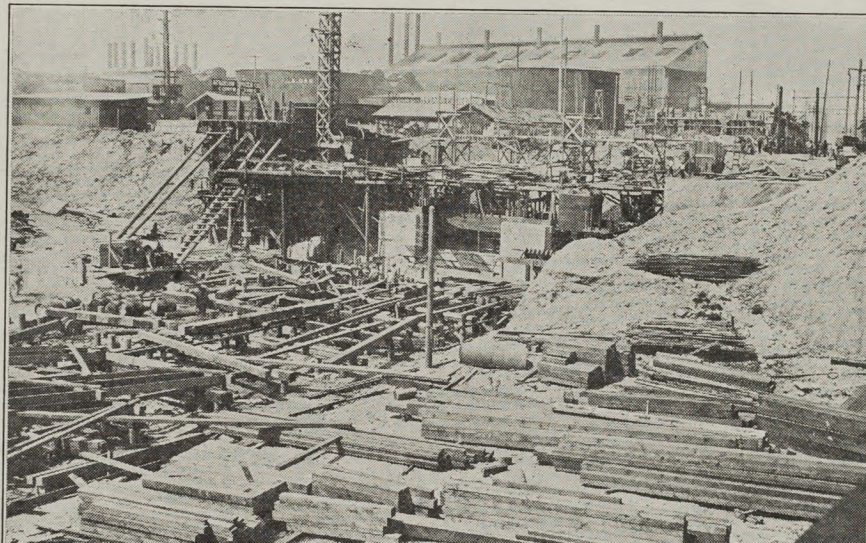
The conductor said it is best to help such conditioned people on the cars to avoid possible accidents.

I wish more such men could be conductors.

Yours sincerely,  
AL FURBISH,  
326 East 52nd Street.

## Macy Street Bridge Over River Well Under Way

Upper picture shows Macy street during search for a collar button lost by an Irish Foreman and below is temporary track for street cars



OUR Los Angeles river may not be quite as wide as the Mississippi and we will concede that sometimes a spade and bucket are required to locate the flow of water, but nevertheless, it rates some mighty bridges.

The accompanying pictures show what is going on in construction of the new Macy street viaduct, which was started two months ago. Some of the first cement work can be seen in the picture above and moulds are rapidly being built for additional thousands of tons.

The lower picture shows the temporary track arrangement that has been made for the convenience of line "B" patrons on the west side of the river. A 20-foot strip has been condemned to the north of the former street line and will be used to provide a wide approach to the viaduct. It is in this strip that street car track has been laid, with a curve connecting

with the regular track. The rail that was in the center of the street has been cut back as far as the Santa Fe crossing and temporary track provided.

The arrangement enables the street car to run within a few feet of the foot bridge across the river that is in use during the construction of the viaduct.

A similar arrangement has been made on the east side of the bridge and temporary track has been built.

Completion of the viaduct will be of great value to the east side as it will provide a wide channel for the flow of business. While temporary inconvenience is being experienced, residents of the Brooklyn Heights territory are anxiously looking forward to the day when the bridge will be opened, with resultant benefit to the business and property values.

## On The Back End (Contributed)

Passenger: "Conductor I want to get off at Car Stop street."  
Conductor: "Sorry, but there is no such street."  
Passenger: "S'funny. That's the sign I saw at the place where I got on."

We were running along on Pico,  
There was scarcely a thing in sight,  
When suddenly the car was "big holed."  
I certainly shook with fright.

Sweat broke out on my forehead,  
Down my neck to trickle.  
The motorman suddenly left the car,  
He returned with only a nickel.  
—Duke Lowen.

Conductor F. Baglieri has located his Chevy. Was found near the Fun House at Venice, which goes to prove that there is humor among thieves.  
That's taking a joke too far though.



Another new Conductor for Div. No. 1, an eight pound boy at Conductor Z. S. Longuevan's home, mother and boy doing fine. How about the cigars?

Famous last words: "That's my changer."

## Chief Engineer Will Make Panama Trip

P. B. Harris, chief engineer, is planning to leave September 22 to attend the fall session of the American Electric Railway Association in Atlantic City. The coming convention is of particular interest to men in the operating and engineering departments of street railways throughout the country.

Mr. Harris will combine his vacation with the convention trip and return to California by boat, via the Panama Canal.

## Broadcast Programs Make Many Friends

The company orchestra was featured on radio programs of Station K N X, The Express, September 2 and September 5. Other engagements for radio concerts will be announced later. A good number of letters and "applause cards" have been received, indicating that the programs have been well received.



# Looking 'em Over at the Divisions

## DIVISION 1

C. E. Carson, batting for D. B. Kohl

Card received from Clerk Charlie Farrah from Mexico, Mo., said he was having a fine time, lots of fried chicken. Also said it was only 104 in the shade. The heat probably has something to do with the name of the town.

Motorman W. L. Campbell has been granted six months leave to attend the new police school.

Motorman G. M. Katzenberger has been granted 15 days to visit relatives at Escondido. Also, I believe he is going to see how the perch are biting over at Lake Hodges.

Motorman Wm. Coswell took 30 days to see the sights in Salt Lake City.

Conductor A. D. Webb took 15 days to visit Spokane, Wash.

Conductor J. A. Hagest is still confined at the Roosevelt Hospital and would like to see some of the boys. He is improving but is unable to get around.

Motorman J. W. Fenicle, L. P. Freshwater, J. A. Wigren and Conductors E. L. Ayers and L. J. Stephens returned to duty this week after all having good vacations.

The following motormen have changed over to the back end at this division lately: D. H. Rom, C. N. Reddick, O. S. Patten, T. C. Eagleson, B. Loar, and C. W. Pittillo. WHY? Some say it must be bad eyesight . . . Mirror strain.

Stenographer D. B. Kohl and scribe for Two Bells at this division is taking a week off to rest up.

They say that Janitor Sweet has decided to change his baby's name to Babe Root because it likes to drink Root Beer.

Switchman Tom Doolittle is taking 14 days to go to San Francisco. He says to see the sights, but someone informed me it was to see a certain young lady and he would likely come back a married man.

Cash Receiver Kelly just dropped in to say hello and he brings back the usual fish story about getting the limit three days straight. He has been up on the Kern River enjoying a two weeks' vacation.

Last but not the least don't forget to get the witnesses. Put Division No. 1 out in front this month. Get WITNESSES.

For Motr. O. S. Patten, Div. 1

Los Angeles Railway,  
Gentlemen,

I must say a word of commendation for trainman 1457, "E" car. He actually puts himself out of the way to accommodate the people—for instance the courtesies he extended my wife and me are rare indeed. We would like to thank him through you for giving us a chance to catch his car at 7th and San Pedro late this evening.

Yours truly,

W. J. GARCIA,

1021 Doris St.

## HAD A REASON

The teacher had been explaining fractions to her class. When she had discussed the subject at length, she inquired: "Now, Bobby, would you rather have one apple or two halves?"

The little chap promptly replied: "Two halves."

"Oh, Bobby!" the teacher exclaimed disappointedly. "Why would you prefer two halves?"

"Because then I could see if it was bad inside!"—*Irish Times.*

## Who's Who



WITH five good years of service to his credit, we take pleasure in introducing John E. Croff, motorman of Division Five. John gets along with the world in good shape and has a happy faculty of ironing out the little troubles that confront him. This he explains by the fact that he formerly worked as machinist in a large electrical manufacturing concern, specializing in an iron. (Have you had yours today?)

In addition to being quite a shark in handling the controller and air handle,—John has made a study of handling fenders—street car, not automobile. He can flip them around with ease and dignity and insists that it is not necessary to make any noise in making the change at terminals on a quiet night, or any other time.

## BUS DIVISION

Elmer Wood

C. B. Lindsay, superintendent of the garage, is taking his two weeks' vacation, which he will spend partly at his seaside home, and partly in making short trips.

Chevrolet News: A. E. Johnson is able to support a sport model Chevrolet—a classy wagon, too.

So it happened, although not a word was said. A man looked at the air gauge on a street car, took his watch out and compared the two, and got off the car with a satisfied smile on his face. We cannot say what it was that took place in his mind, but it sure looked funny.

Japanese Signs:

Ladies' Furs Made From Your Skins or Ours.

A Barbarous Shop; Customers Promptly Executed.

Our Prices Are Almost Less Than Free of Charge.

Boys, if you haven't joined the Co-operative Association—why not? If you don't know about it, let this rouse your curiosity, and ask the clerk in the office or the supervisors about it and the different branches in the organization. It's something you should belong to, so do it now—"tomorrow may never come, etc."

Introducing new men: Herman A. Buehl, Frank R. Calvert, Edward L. Mullin.

## DIVISION 2

R. C. Hoyle, batting for H. T. Hansen.

During the two-day holiday of the preceding week Messrs. Madigan, Clark, Hansen, and Tex Bourland decided to try out Hansen's new Willys-Knight sedan. They took a trip down to San Diego and incidentally spent some of their time across the border at Tia Juana. They had a good trip and everything went fine until Hansen stepped into a shower bath and absent-mindedly turned on the water. Now baths are a good thing to indulge in, but when fully dressed they are not so much. How about it, Hank?

Word has been received from Conductor P. Atkinson from Waitsburg, Wash. Atkinson has been up there for the last three months and reports a glorious vacation. He will be back with us on October 1.

Motorman J. W. Neely has received word that his father is very sick and he has secured a 30-day leave to go back east and see him.

Conductor J. E. (whiskers) Roberts spent the week-end at Catalina and after looking 'em over on the beach, says he is sorry he couldn't stay longer. He also lost a perfectly good breakfast on the way over.

Among the men reporting back from vacations this last week we have R. A. Drake, J. W. Ray, E. L. Corwin, L. L. Smith, C. F. Eastman and A. Lewis.

That's all there is, there ain't any mo'.

## DIVISION 3

Dan Hanley

Just received a postal card which reads:

Big Bear Lake.

To all the Boys of Division No. 3:

"Am having a fine time up here on my vacation, regards to all."

Yours respectfully,

E. R. DYE,

Supt. Division No. 3.

"Hey, Harry, this celery tastes terrible, don't you guys ever wash it," raved Conductor Gorham at lunch the other day. "Sure," breezed Harry, "and we only use the best perfumed soap."

An angel we have in Mary La Mar

With eyes of blue and stockings red  
She rolled them in front of a line "E"  
car

'Nuff said.

Visit the Plaza Theatre. Helman and Neal (Props.).

The meeting held at the Division Wednesday for the purpose of informing you of the changes in the manner of instruction proved quite a success.

## PREPAREDNESS

Willie was under orders never to go in swimming. And mother meant to see that he obeyed. So one day she became suspicious.

"Willie, your clothes are wet," she said. "You have been in the water again."

"Yes, mother, I went in to save Charlie Jones."

"My noble darling! Did you jump in after him?"

"No, mother. I jumped in first so as to be there when he fell in."—*Youth's Companion.*

## DIVISION 4

E. G. Benedict

Motorman C. Beekes and wife are the proud parents of a seven-pound baby girl who arrived Sunday, Sept. 6.

Conductor E. F. Hedtke and Motorman F. M. Loftis began vacations this week.

## AUTO GAYETY

Just a little party.

Just a little mash.

Just a little honk-honk,

Just a little smash.

Just a little screaming,

Just a little crash;

Just a little bug-house,

Too much "toot" and cash.

—Smiles and Giggles.

Sick Man—"I feel as tho' I've been thru' Hell."

Friend—"Now, Bill, don't go crossing your bridges till you come to 'em."

—Sydney Bulletin.

Some people can't see the point unless you get down to brass tacks.

—Newark Ledger.

Customer—"How do you sell this cheese?"

Grocer—"I often wonder myself, ma'm."

FOREMAN BOYD'S "IN MEMORIAM"

Luck has thou deserted me?

I sit in deep despair,

Thinking of the hundred bones

I paid out to grow hair.

Shine on like the moon above me,

Throw off thy radiant glare.

The dough that I spent on thee

Why didn't thou grow hair?

D. L. Lowen, Div. Four Poet.

Conductors Bowen and Ketchum have returned from their vacations after covering many miles of open country, over hill and vale, forest and desert. They have some great experiences to relate to anyone who cares to learn about camping out, touring, etc.

Motorman Kelley has returned from a vacation in Kansas and the Middle West and reports the grain harvest over. Several others are back on the job and we would like to hear some of their tales as the fishing is getting rather dull.

Ye Scribe Knittle will be back on the job next week and we are sure you will appreciate some more "Good" news again. It will be a pleasure to read his fresh line of patter after the long refreshing rest he has had.

## DIVISION 5

F. J. Mason

All the boys who are reporting back from leave say, "Well, it's sure good to be back."

I didn't feel that way about it, myself. I said, "It was indeed gratifying to be able to get back."

As Motorman E. R. Blackwell said, "Tiajuana" is Mexicano for "Vacuum Cleaner."

Motorman Charlie Durrett is back on the job again after a 90-day lay off spent in St. Louis, Mo., and other places too numerous to mention, and too darn hard to spell.

Night Clerk C. E. Cline will be back on the job tomorrow after spending a quiet two weeks' vacation. Not being used to sunshine and daylight exposure, Charlie ought to be sporting a swarthy complexion. We'll see.

Motorman A. J. Spohn is also back on the job after a six weeks' hunting trip.

Here's some good news for 'Kickers.' The football season will soon be here so don't weaken.