



TWO BELLS

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

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

Discourtesy Complaints Average only 43 Monthly Through the Year 1925

WITH the final figures for the year tabulated, it is shown that the discourtesy complaints in 1925 averaged 43 per month. Commendations averaged 51, and total complaints averaged 139.

In every month but one, the letters of commendation exceeded the letters charging discourtesy. The single exception was the month of April, in which 46 discourtesy complaints and 43 letters of commendation were received.

December closed the complaint records for 1925 with a total of 144 for the month. The charges of discourtesy showed an increase of nine over November, which is rather out of the ordinary. Although December brings the heaviest travel of the year, it has been found that the Christmas spirit of cheerfulness has a tendency to reduce the number of discourtesy complaints. In every year from 1921 to 1924 December discourtesy complaints were lower than the average, but inability to get Santa Claus on a low

wave length apparently changed the frame of mind of many people last month. Nevertheless, 54 discourtesy complaints over a month in which upwards of one million passengers were carried daily, is by no means discouraging.

Fare and transfer trouble complaints dropped from 47 in November to 36 in December, and "starting too soon" dropped from 10 in November to 1 in December.

Sixty-five letters of commendation were received in December. This mark was exceeded only once during the year, and that was last January.

Following is the summary for December:

Report of Complaints—December, 1925

Classification	Nov.	Dec.	Loss or Gain
Discourtesy	45	54	9
Fare and Transfer Trouble	47	36	-11
Starting Too Soon	10	1	-9
Passing Up Passengers	8	8	0
Carrying Passengers Past Stop	9	10	1
Dangerous Operation	4	5	1
Short Change	4	7	3
Miscellaneous	13	23	10
	140	144	+ 4
Commendations	47	65	+ 18

Slight Change In Uniform Coat Is Improvement

The first uniforms and caps manufactured under a new contract have been received by the uniform department and are attracting much favorable comment. The only change in the outward appearance of the uniform is in the coat. The flap over the small pocket on the right hand side, which is principally used by conductors for carrying a punch, has been removed. It gives the coat a neater appearance and makes use of the pocket more convenient.

The material used to reinforce the edges of the pockets and other points of the coat that are subject to particularly hard wear is a little softer than that formerly used, but it is just as strong.

MEETINGS AT DIVISIONS JAN. 18-22 CALLED

The first meetings of trainmen in the new year will be held the week of January 18 and will be devoted to the claim department. C. M. McRoberts, general claim agent of the company, will be the principal speaker.

Previous meetings at the divisions which have been divided among several speakers, have not permitted a sufficient amount of time for a thorough analysis of accident prevention and accident protection work from the standpoint of the claim department. At the coming meetings, a number of specific accidents will be reviewed, particularly with a view to pointing out the weak points of the company's defense in case of legal action.

Defense Essential

There have been a number of cases in which the street car men have been blameless, but the company has nevertheless experienced considerable difficulty in building up a solid defense, due to the failure of the crew to note some of the important facts, such as distance and relative position of vehicles in making the customary report.

The points of particular importance in making reports will be discussed with a view to helping trainmen give the claim department essential information.

Witness Record Good

The great improvement that has been made throughout the system in procuring witnesses to accidents has shown many trainmen that this work is not difficult, but merely requires intelligent, systematized effort. Further help in procuring witnesses will be given at the meetings.

During 1926, meetings of trainmen will be held in alternate months. It is proposed to devote the greater part of each meeting to one of the departments that is closely associated with the work of motormen and conductors. The company orchestra will appear at the meetings and furnish the entertainment. Each division superintendent will be chairman of the meetings at his division. Attendance records will be kept throughout the year.

Following is the schedule for the meetings beginning Monday, January 18:

- January 18, Division Three.
 - January 19, Division One.
 - January 20, Division Two.
 - January 21, Division Five.
 - January 22, Division Four.
- Meetings will be held at 10 A.M., 2 and 8 P.M.

Historical Photos Loaned for Book

The request made by R. B. Hill, superintendent of operation, for old photos of men, equipment, or scenes connected with the Los Angeles Railway, brought in a number of interesting pictures. Copies will be made of the most desirable pictures and used in an illustrated history of Los Angeles transportation which Mr. Hill is compiling. All employees who have old-time pictures are asked to write their names and addresses on the reverse side of the photos when sending them in, so that they will be returned. Mr. Hill will keep some of the pictures on hand for several weeks to make comparison so that the best pictures may be selected.

Track Renewed At 48th and Hoover Sts.

The special work and curves at Forty-eighth and Hoover Streets are being renewed by the track department.

The Belmont Avenue track from First Street to Temple is to be reconstructed and paved in the near future.

Macy St. Bridge Work Is Progressing Well

At the rate that work is progressing on the Macy Street viaduct, the track department will be laying rail on the structure within two months. The present temporary track arrangement will be maintained without any change until the new track is built and cars are running over the new viaduct.

NEW SCHEDULE FOR LINE "P" CARS

A new schedule on Line "P" is effective Sunday, January 10. It provides an increase of three early runs and a decrease of two late runs. The maximum number of cars on the line remains at 73.

Owing to the fact that travel is heavier on East First Street than on the Pico Street section of the line during the morning and evening rush periods, some of the westbound cars will be diverted during the morning to run south on Spring Street from First to Main to Eleventh to Georgia to Pico, and return east over the regular route. This will provide additional service on the East First side, and by using Spring Street instead of Broadway, the cars will not pick up Pico passengers.

The rest of your days depend upon the rest of your nights.

LINE INSTRUCTORS ARE GIVEN REVIEW

The 43 line instructors were called into the instruction department last Tuesday and Wednesday for a review of rules and points to be emphasized in training new men. Owing to the varied and interesting discussions that developed, the sessions lasted nearly four hours. The review of the rules was conducted by Dan Healy, chief instructor, and instructors W. G. Miller and W. E. Snell.

Thanks for Bonus

Expressions of thanks for the recent bonus have been received from the following trainmen. T. J. Trabue, W. Brotherton, and T. E. Shanafelt.

"There, now, Martha, you've gone and ordered flower seeds that take two years to bloom."

"You mind your own business, Hiram, this is last year's catalogue."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Bouquets Exceed Bricks In Comments on Service

ON A NORMAL business day we carry more than a million passengers on the cars and buses. Every passenger has a definite impression at the end of his ride as to whether the service was satisfactory or unsatisfactory. Every passenger might express his opinion in terms ranging from "rotten" to "perfection." Nevertheless, comparatively few of the passengers are sufficiently impressed to put their opinions in writing. The average person is inclined to take good service, even if it is above the average, as a matter of course, and even if he dislikes some feature of the service, he dismisses it from his mind before he gets to the point of writing a letter to the street railway management about the incident.

The fact that during 1925 the letters commending trainmen for particular courtesy and efficiency exceeded those charging discourtesy in every month but one is a fine indication of the good service rendered by trainmen and the impression it makes on passengers.

A total of 617 "bouquet letters" was received during 1925, making an average of 51 per month. A total of 519 letters alleging discourtesy was received making an average of 43 per month.

During 1924 the "bouquets" exceeded the "brickbats" in only six of the twelve months.

There are always improvements that can be made in the mechanical features of service. A few dozen miles of subway and overhead rail would work wonders for the convenience of electric railway patrons. Engineers differ as to the best locations for subway and elevated travel, and nobody knows where the money would come from even if the engineers could reach an agreement. Despite this situation, every trainman has the ability to improve service as it has been improved in 1925, by giving the best possible service under the existing conditions.

Div. 4 Regains Witness Lead And Sets High Mark of Year

DIVISION Four retaliated against Division Five for taking the lead in the average number of witnesses per accident during November by winning first place last month and setting a new high record for the system. In November Division Five was the leader with an average of 7.80 witnesses per accident. Last month Division Four raised the mark to 7.86. The previ-

ous high mark for Division Four was 7.73, made in November.

During December, 1671 accident reports were turned in. This was the highest for any month of the year, with the exception of June, when 1700 were reported. Witness cards totalled 11,361 last month, making an average for the system of 6.79. The detailed score is as follows:

Division	No. of Accidents	No. of Wit. Cards	Average Witness Cards per Accident
Division 1	299	2014	6.70 percent
Division 2	406	2497	6.15 percent
Division 3	385	2622	6.82 percent
Division 4	289	2272	7.86 percent
Division 5	292	1956	6.70 percent
Total	1671	11361	6.79 percent

Buses Require More Gas Pumps

A third gasoline pump is to be installed at the company garage and bus headquarters on Sixteenth Street immediately. At present, gasoline is pumped from a double service station in the center of the garage yard, but plans have been drawn preparatory to changing this system so that four piers will be erected, each equipped with gasoline, oil, air and water. These piers will be built on the south side of the garage yard, so that buses can drive on either side of them, and the space now occupied by the service station will be cleared.

The re-arrangement of facilities is necessary, as 75 buses have to be filled with gasoline, oil, and water each night. With the four piers constructed, it will be possible for the garage men to work on eight buses at a time.

The Office Boy's Letter of OFFICE NEWS

Wel maw wee boled agen last munday nite to see hoo is going to represent tha cumpny on thersday nite, and ov corse i wuz one ov tha hy bolers and bekuz ov that fakt i led the teem too viktry. ther is a feller hoos name is Gladstone Makdonuld and hee thinx he iz sum boler, wel hee ot to be bekuz he haz a survayors outfit with him wen he boles and thru mathamatikal kalkulashun he sumtimes gets a stryke and besides that he carries a six shooter with him to keep others frum yoosing hiz bol. But he wil learn better after assoshiating with us men for a wile. Wilsun hoo walks like my olde friend charlie Chapplin had al hiz kids there with him to see wat a good boler thair dad wuz, and Jes Yardbro hoo used to tame ratlesnakes in Teksus wuz thair too and all tha people thot he had deleryum treemers bekuz wen

BULLETINS

Issued January 11, 1926

BULLETIN NO. 1 Notice to Conductors

The following passes are reported lost: 3374 issued to Blanche L. Perry, wife of Conductor Perry, Division No. 5. 3415 issued to Mrs. Nilla E. Marsh, wife of W. E. Marsh, Conductor Div. No. 1. 3673 issued to Mrs. Gertrude E. Widner, wife of Ben Widner, Carpenter, Mechanical Department.

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

BULLETIN NO. 2 Notice to Conductors

Numerous complaints are made to the effect that some conductors are still advising passengers that Los Angeles Railway bus tickets, Form S-Bu-3, may be used on the Sunset line of the Los Angeles Motor Bus Company at points east of 6th and Rampart.

Conductors must be very careful not to so misinform passengers.

P. B. Hill

BUS BULLETINS

BULLETIN NO. 381 Jan. 4th, 1926.
Eagle Rock City Line

On account of the Los Angeles Railway stop for the street cars being at Yosemite and Eagle Rock Blvd. for inbound cars and at Addison Way and Eagle Rock Blvd. for out-bound cars, the buses on the Eagle Rock City Bus Line will lay-over on the southside of Yosemite, east of Eagle Rock Blvd. until noon and will then layover on the north side of Addison Way east of Eagle Rock Blvd. after 12:00 noon. This to accommodate the great number of passengers transferring. The turn around at Buena Vista Terrace and Annandale Blvd. will be made in the intersection of those streets and layover on the east side of Annandale, immediately south of Glen Arbor Walk.

J. Van Vranken

National Electric Claim Agents Assn. Honors McRoberts

Pacific Coast companies are taking a leading part in the affairs of the American Electric Railway Association of Claim Agents. This is a section of the A. E. R. A. organization which embraces most of the departments of trolley systems in the United States. J. H. Hanlon, claim agent of the Market Street Railway, San Francisco, is president of the association, and C. M. McRoberts, general claim agent of the Los Angeles Railway, is chairman of the program committee. Both men have occupied leading positions in the Pacific Coast Claim Agents Association, which is composed of the men who handle accident prevention and accident claims for the electric railways of the Pacific Coast.

Mr. McRoberts will have the important job of preparing the program to be presented in conjunction with the American Electric Railway Association convention next summer. The place for the gathering has not been announced, but it is expected to be named by the executive committee meeting this month in St. Louis.

Next May, the Association of Railway Claim Agents, which is made up of steam line men, will meet in Los Angeles, and Mr. McRoberts has been appointed a member of the entertainment committee for that association.

he throed tha bol down thee ally he wood jump up and down like an In-diun. Sum ov the wimen feinted but i reashured them that Jes was alrite and that in a few minuts he wood be fully sivilized, and so all the wimen looked at me with admireing ies and said i wuz a brave gie.

Ivery Bean.

BUS TRANSFER RULES TO BE CHECKED

A systematic visiting schedule has been arranged for members of the instruction department by which they will visit a few minutes with every conductor and safety car operator on the system, and after handing out a cigar (perhaps), they will ask a few pointed questions about transfers to and from bus lines. Particular attention will be paid to transfer rules involving the green buses of the Los Angeles Motor Bus Company. The decision to make a thorough canvass of the men who collect fares was reached following a recent conference of R. R. Smith, assistant superintendent of operation; F. C. Patton, assistant manager of the Los Angeles Motor Bus Company; R. A. Pierson, supervisor of the Merit System; and Dan Healy, chief instructor. Several angles of the transfer situation were discussed with a view to reaching a thorough understanding of the rules among trainmen.

ORCHESTRA PLAYS FOR CITY PARKS

The Los Angeles Railway orchestra and Hawaiian Quartet will entertain visitors at all the city parks Sunday January 10 on a radio program that will be broadcast from Exposition Park and picked up and amplified by the receiving sets installed in the various city parks by the city playground department.

The program played at the band stand of Exposition Park will be broadcast by a 50 watt portable set operated by Radio K-M-T-R, the K. M. Turner Radio Corporation, 1517 North Wilton Place. The Turner company will pick up the program at its main station at Hollywood, and re-broadcast it at 238 meters. The broadcasting from Exposition Park of Radio K-M-T-R is an experiment being tried by the park commission. A Sunday afternoon program is broadcast over Radio K-N-X, which is owned and operated by the Evening Express, from the band stand of Westlake Park, and this program is picked up and amplified in the other city parks. The Los Angeles Railway musicians will broadcast from 1 to 2 P.M. only. At 2 P.M. K-N-X will begin its program at Westlake Park, and K-M-T-R will go off the air. However, the orchestra and Hawaiian Quartet will continue to play for the entertainment of visitors at Exposition Park from 2 to 3 o'clock.

Last Thursday night the musicians were on K-H-J from 8 to 9 P.M., and on K-N-X from 10 to 11.

Appreciation

Expressions of appreciation for the services of the Co-operative Association have been received from Dan Cronin, C. D. Clark, John C. Kelly, and O. S. Wildermuth.

I wish to thank the Company for the beautiful flowers and kind expressions of sympathy received on the death of my wife.

Signed. A. J. Dominquez

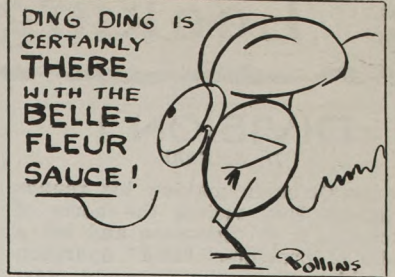
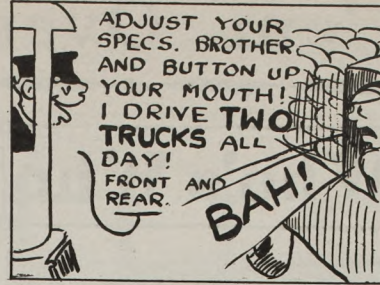
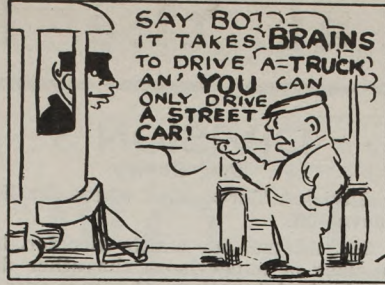
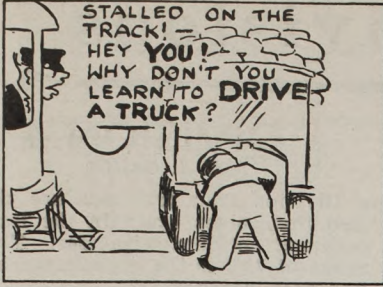
Joan—"Would you put yourself out for me?"

John—"Certainly I would."
Joan—"Please do, as it's after 12, and I'm awful sleepy."

Conductor Ding and Motorman Ding Ding

Our Debating Club

By Rollins



Bouquets And Things
(Hand Picked)

For C. N. Reddick, Div. 1

Los Angeles Railway.
Gentlemen:
Although I am a boy of 15 years of age, I think I have a right to comment on an employe of yours. His number is 3228 and he is on a "J" car. I noticed him help an elderly lady on the car. There was also a crippled boy on the car. He carried the little fellow to the curb and then resumed his duties. He gives information cheerfully and calls out every street. I think he is a typical LARY employe.

Yours truly,
HERMAN KNOLLER
3655 East 1st Street

For Condr. H. H. Markhage, Div. 2

Los Angeles Railway.
Gentlemen:
It is with pleasure we bring to your attention the unfailing courtesy and attitude of Conductor 876 of the Maple Ave. line.

For many years we have been passengers.
Sincerely,
Ida Neill Beazley, May Neill
1616 Maple Avenue

For Motr. H. C. Wage, Div. 4

Los Angeles Railway.
Gentlemen:
Your motorman 993 on "P" car No. 411, which I take frequently about 7:45 A.M. on East First Street, is certainly worthy of commendation for the efficient way in which he manages his car.

As I try, whenever possible, to ride in the front part of the car, I have had the opportunity to see just how the motorman handles the car.
He is to be especially commended for the way he starts and stops the car, which is always smoothly and without jerking the car.
Yours very truly,
LOUISE M. HAMILTON
1928 1/2 Pennsylvania Ave.

For Condr. R. C. Young, Div. 5

Los Angeles Railway.
Gentlemen:
Will you please give Conductor 536—car 1225—five cents for me. He paid my fare for me one afternoon. It was raining and I had gotten on at the wrong transfer point.

Yours truly,
MRS. LOLA LINDNER
1907 1/2 West 48th Street

For Condr. B. B. Bowman, Div. 3

Los Angeles Railway.
Gentlemen:
I wish to bring your attention to Conductor 2694 for his gallant treatment of an old lady riding on the West Adams line. In twenty years of travel on this line, I have never witnessed a more courteous employe.

MRS. F. E. WHITE
2143 Redondo Blvd.

For Condr. P. E. Atchison, Div. 3

Los Angeles Railway.
Gentlemen:
This morning I rode down on a West Adams car, and must say I admire the manner in which the conductor treated his passengers. He was especially kind to an old gentleman in telling him how to get to Hollywood, also he called all the streets, which is very unusual, and I think he deserves mention.

Respectfully,
MRS. ELLA BINGMAN
1312 West 22nd Street

Chart compares 1924-25 Revenue
Look it Over It Wont Bite-Honest!



This chart compares the revenue taken in on the cars week by week through 1924 and 1925 with the average revenue for the year 1924. The straight, heavy line indicates the 1924 average. The light broken line indicates the business of 1924 week by week, and the heavy broken line indicates the trend of street car revenue during 1925.

AS EVERY employe is vitally concerned in the amount of business done by the street cars, the chart which is reproduced herewith is of considerable interest, because it illustrates the trend of patronage during 1924 and 1925. The diagram is prepared solely to show the comparative amount of revenue over corresponding weeks of the two years. The light broken line shows the trend of revenue during 1924. The heavy broken line shows the trend of revenue in 1925. The heavy straight line at the zero mark indicates the average revenue for the year 1924.

With this information in mind, anyone can look at the chart and see that the revenue for approximately the first half of 1924 was high and above the average of the year, while the latter half was below the average for the year with the exception of the brief period at Christmas.

Each perpendicular line represents a week, and the dates are given at the bottom of the chart.

Each horizontal line indicates one per cent, either above or below the average revenue of 1924. Thus it is seen that the 1924 business started in the first week of the year about 3 1/2 per cent above the average for 1924, while the revenue in the first week of 1925 was nearly five per cent below the average for 1924.

By following the trend of revenue in 1925, which is indicated by the heavy broken line, it is seen that it was not until the last week of Febru-

ary that the business last year touched the average for 1924. The up and down variation from February to April was caused by weather conditions. Whenever the thermometer went above 70 degrees during the spring, it brought out car riders; but on the chilly days they stayed at home.

The summer slump that is common every year, started in April in 1925. The low point in the week of June 18 was caused by excessive hot weather. Note that at the first of August, the 1925 line crossed the 1924 line and kept above it over the rest of the year. The last half of 1924 brought a big decrease in revenue, due to the power shortage and resultant curtailment of service and general business depression. The 1925 line jumped up in the first two weeks of September, due to the opening of school, and then continued on the up trend in a very encouraging way, past the average mark of 1924 in November, and remained above until the end of the year, with the Christmas business 5 1/2 per cent above the average of 1924.

It is not often that Two Bells delves into the technical end of the street railway business, and it is always risky to publish a graphic chart because somebody wants to know if there is any snow on the peaks, or buttercups in the valleys. However, this chart, prepared by H. A. Perryman of the auditing department, looked quite interesting, so we took a chance, even as Steve Brodie.

Here endeth the lesson in the transportation business.

YOU'RE WELCOME

L. A. Railway Corporation.
Gentlemen:
We wish to express our thanks and appreciation for the special bonus check given to us on Dec. 15th.
Yours Respectfully,
MR. and MRS. G. J. SMITH
4807 Third Ave.

Pierce Arrow Bus Bought

Our bus division is getting real ritzy now and has added a six-cylinder Pierce Arrow coach to the family. The new bus is being painted at the South Park shops preparatory to being placed in service. It seats 25 passengers.
How's your percentage?

On The Back End
(Contributed)

One of our Pico cars collided with a milk wagon at Valencia Street last Wednesday, sending can after can of milk splashing into the street. Soon a large crowd gathered. A very short man coming up had to stand on tiptoe to see past a stout woman in front of him.

"Goodness!" he exclaimed, "what an awful waste!"

The stout woman turned around, glared at him, and said testily: "Mind your own business!"

There is a sign in a barber shop window at 1031 Temple Street that reads:

LADIES AND GENTS SHOES
SHINED
INSIDE

Don't Try It Here

TOKIO—Rumors that many persons were stealing free rides on street cars caused 400 officials of the company to disguise and attempt to "beat the company." The final report showed that only five of the 400 were caught by vigilant conductors.—Clipping from L. A. Record of December 21, 1925.

Lady Customer (To Haberdashery Clerk): "My husband is a conductor and I'd like to buy him one of those railroad ties I hear him talk about."

When on North Main Street, order spaghetti.

Foreman Owens to Register Clerk Miller—"If someone should die and leave you \$50,000, what would you do?" Miller—"I'd count it."

(Conductor Walinder of Division Two spills this one):

A lady asked Walinder to stop at 32nd St. (Walinder works on the Main St. line, and 32nd St. is not a regular stop.)

Walinder politely informed the lady that he could not stop. The lady then proceeded to call him down and said he would have to stop or she would report him to her husband whom she stated holds a high position with the company.

Walinder replied, "Well, if that is so, I guess we will have to stop, and let you off. By the way, lady, what position does your husband hold?"

Lady—"He is a tower-man."

New Year Greetings

Los Angeles Railway.

It was nice of you to put that little greeting in your cars for the benefit of the people of Los Angeles, but I personally want to extend to your conductors and motormen my thanks for the courteous treatment at all times to the general public and myself in particular whenever I have occasion to patronize the yellow car lines.

It gives me pleasure to wish each one individually health, happiness and prosperity in the coming New Year.

Mae V. Osier
Sanford Hotel
San Diego, California

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Santa Claus in making his rounds Christmas Eve, visited the home of Motorman T. W. Spurgeon and left a bundle of presents. "Dad" Spurgeon in looking over the presents next morning found a real live boy, the first to find its way to the home of the Spurgeons. "Dad" Spurgeon was quite pleased over the occasion and with a broad smile on his face, he told us all about it the next day. Now Santa Claus will have to bring a little larger bundle of toys next year.

We regret to announce the death last week of Mrs. A. J. Dominquez, wife of Motorman A. J. Dominquez, and Mrs. G. B. Newberry, wife of Motorman G. B. Newberry of this division. The division extends sympathy to them in their time of sorrow.

Mrs. G. H. Hilstrom and children returned this week for a three months stay in Boston, Mass. They were in the east during the unusual cold spell and they were mighty glad to return to sunny California again. Motorman Hilstrom says he did enough batching to last him for a life time.

Mr. Crowe of the auditing department, in a speech delivered by him during the bonus meetings, stated that last year there were over 50,000 correction slips issued from that office on account of conductors making mistakes on trip sheets and register cards. No solution could be offered for this large number of slips being issued, until Conductor E. Urban came forward and explained that as it took five slips from the auditor's office to get one slip from Mr. Pierson's office, the system works out just the same as if you were collecting tobacco coupons.

Conductor J. N. Merritt leaves this week on a leave of absence, for Colorado, Texas, where he expects to stay for some time in order to regain his health.

Motorman M. Scherer left last week on a trip to Yugoslavia, Austria, where he expects to visit with a number of old friends. He will be gone about three months.

Conductor L. J. Stephens, well-known conductor of this division resigned last week to return home to his parents in Chicago, where he intends to engage in another line of work.

Conductor J. O. McArthur, left just after the holidays on a ninety-day leave to visit his parents in Mt. Vernon, Georgia.

DIVISION 2

H. T. Hansen

Hello, Friends of Street Car Land! Happy New Year. After the rush of the holiday season, it seems good to have a chance to go at a normal pace again. Division Two wishes all a happy New Year and hopes that New Year's with all the racket and ringing bells heralded the coming of a happy and prosperous time for all.

Other bells were ringing besides the New Year's bells, announcing the wedding of one of the members of Division Two. It gives us great pleasure to congratulate the lucky man, Conductor C. I. Jones. Conductor H. B. Goodwin officiated as best man. We have not secured the lady's name at this writing, but wish them success and joy. The happy couple will spend their honeymoon in San Francisco.

The "Wanderlust" has inveigled some of the members of our division, and they are enroute to distant shores, seeking to quench their thirst for travel.

Motorman J. H. Hale has secured

Who's Who



April 6 will mark the end of David M. Wood's 29th year of service with the Los Angeles Railway. He is a conductor at Division Two. From the early days of street car service to the present, Conductor Wood has given the company efficient and loyal service. He has participated in the annual bonus faithfully and has won the highest regard of his co-workers and superiors for the quality of his work and spirit.

DIVISION 5

Fred Mason

No accidents last Sunday and the little black cat walked in on us and stayed with us is still sticking around. Tommy Maitland, who hates black cats, says that the reason we had no accidents was because we were feeding the cat on white milk. If Tommy fell down and broke his leg the first thing he would look for would be a black cat and if there wasn't one around he would draw one on the sidewalk with a piece of black chalk.

Don't forget tomorrow is NO ACCIDENT DAY.

Frank Adams is sore as a bear. He just got a package from Chicago, labelled "Do not open till Christmas."

Conductor A. C. Ragle is off on a 90 day leave of absence to visit the folks in Odon, Indiana.

Glad to welcome Conductor Fred Skarda back again. He left us a short time ago and went to Div. 3 on a trade. He came back this trip on a trade with Condr. F. Rettke and says he's back to stay this time.

Johnny Robinson says he still buys Wrigley's chewing gum and that Ed. Link still chews it.

a 90-day leave of absence and will spend most of his time visiting Manila, in the Philippines.

Motorman W. G. Stephens took 90 days off, and is on his way to visit relatives in Vancouver, B. C.

We are sorry to report that Condr. S. G. House met with an accident last week, and was severely injured. He was struck by a truck swerving around the car at the terminal of the "O" line (Slauson and Main). House will probably be off some time with his injuries.

The "Wanderlust" is not the only hobby that takes us away. Another hobby that usually comes long about this time of year is the "Home-building Bug." Conductor W. W. McGuire has secured 30 days off to fix up his home and attend to personal business affairs.

Sincere and deep sympathy is offered to the family of our late Conductor J. C. Wells, who passed away at his home

DIVISION 3

Dan Hanley

Division Three—Out where the East leaves off.

Mr. Adams, our traffic director, had a class of supervisors the other day, kind of giving them the once-over in the way of an examination.

"Now then," he said, "Can any of you men explain the meaning of the words 'derail' and 'detrack'?"

"Sure," replied one of the supervisors, "Derail is de thing dat when there is two of them dey makes detrack."

Only 176 days to the fourth of July. Buy your fire-works now.

*Pushing up daisies
Is Motorman Crocker;
Put his key
In another man's locker.*

Special announcement: It was an 8½ pound baby girl that Santa left Conductor Dilts, and not a boy, as we reported. Just a slight error. Conductor Dilts also told us one: "Talk about infant prodigies! I went home the next day and kiddo was playing on the linoleum!"

"I'm sure a tough hombre now," said Motorman Lasser, as he ordered a cup of coffee and a dish of wild animal crackers the other morning for breakfast.

Motorman Runyon says, "This evolution stuff is alright, but where I came from never bothers me. It's where I'm going that worries me most."

Famous sayings: "I'm going to work every day, from now on."—Conductor Beatty.

Wotawoil—wotawoil.

SHOPS

Jack Bailey

Speaking of wedding bells and repeating only what we hear, well founded rumors are going the rounds concerning an Electric Repair man named Fred Anderson. We all wish you and yours the best of luck, Fred. Cigars?

"Gasoline Lee," once a big oil magnate was made happy today when he was presented with a second hand pass holder given to him by Reuben, "A friend in need." Who says the machine shop boys are not big-hearted. "Thanks for the buggy ride."

Ain't this great? A big boy weighing some nine pounds or more, and an arrival on Christmas Day. Tom Donohue, a trimmer, is the proud father. Thanks for the cigars, and many happy returns.

The truck shop carries the sick list this week. James Love has a touch of pneumonia. J. B. Mathis is in the general hospital with the smallpox. The boys wish them a speedy recovery.

After two whole years of hard steady work our friend Harvey Campbell suddenly discovered he had saved enough to take his first day off, December 30, 1925.

John Schultz of the paint department has been contemplating buying a machine for the last seven years. If some of you salesmen can play pinochle and have anything but a yellow car to offer this may be a good prospect.

in Inglewood last week, and was buried in the Inglewood Cemetery.

Here is a story told by one of the members of our division: When I went to the station I said to the conductor, "Is this my train?" And he says to me, "I don't think so, for it's got the Company's name on it." "I'm going to take it anyway, by heck," I said to him. And he said, "You want to be mighty careful about that, young man, for there have been several trains missed lately."

DIVISION 4

C. J. Knittle

Division Four trainmen are glad to find themselves again in the lead for securing accident witnesses. The average of 7.86 is the highest mark that has been reached.

Motorman Ed. Smith is Division Four's heaviest trainman—Two hundred and ninety pounds—mostly stomach and caboose. Everybody enjoys seeing Ed. laugh. So much of him seems to be having a good time.

Pico line had a shake-up Wednesday evening and Thursday. One run was added.

Conductor Sambus is always ready to lay off his run when the clerk asks him if he'd like to. If the clerk does not ask him, he asks the clerk. However, last Tuesday morning Clerk Ellis said, "Want to lay off today?" and Sambus replied, "No, thanks." The division gossips thereupon whispered, "Sambus must be going to grab up another frau."

Our roller towel has had a longer run than "Uncle Tom's Cabin."

"I suppose," said a lady to Conductor Joe Chappus, "if I pay fare for my dog he will be treated the same as other passengers, and be allowed to occupy a seat."

"Of course, madam," answered Joe politely, "he will be treated the same as other passengers, and can occupy a seat, providing he does not put his feet on it."

Good-bye, folks. Please go out the exit way, a crowd is waiting at the next street.

BUS DIVISION

Elmer Wood

Matrimony is in the air. Now don't forget to announce the day and the lucky girl's name, Mr. M. F. Osting. I'll say it's mighty hard to keep news like that quiet. It's bound to get out sooner or later, so why try? (Ask me, I know.)

I haven't heard about all of the lines that were extended, accidentally or temporarily, yet. But I caught a drift that Bruce Pentland and W. S. Campbell, both running the outer loop on the San Pedro and Main Street line, took a little spin down to Manchester, but found it pretty rough, so they will continue on the regular route and turn at 85th Street.

Conductor R. J. Clark says he likes the way his new operators keep on time, because he doesn't have to work as hard now as he did before the shake-up. Operator E. J. Minazzi also states that he is very sorry that F. H. Walters took a run in which he won't have him for a leader, as he will have to pick up his own share of the passengers now.

How do you like your new run?

Page the insurance agent. Operator M. C. Simms purchased a brand new Harley Davidson motorcycle. He joined the death benefit association, too. (Oh, yes.)

By the way, C. G. Day, did you get that sandwich? Day gave L. W. Powers fifteen cents to get him a package of cigarettes. Three weeks passed before Day saw Powers again. And then! Well, to make the short story long, Day told Powers to go out and get a ham sandwich. Powers asked him if he wanted an egg in it. Day scratched his head and said, "Yes, I wouldn't mind." Then Powers said, "Well, give me another nickel then." Now in case you can't see the joke, Powers wanted a cup of coffee that morning. But he didn't get it that time.