

C. V. MEANS HONORED BY HIS FELLOW WORKERS

Long Years of Service From Office Boy To Traffic Manager

Charles V. Means, traffic manager, was given a most delightful surprise on Tuesday, October 26.

In honor of the thirty-two years of Mr. Means's service, the officials and the heads of departments of the company presented him with a seventy-two piece set of sterling silver flat ware, which was made in the beautiful Georgian Maid pattern.

Mr. Crowe, auditor for the company, and a long-time close friend of Mr. Means, made the presentation, which occurred on the tenth anniversary of the Means's wedding.

"Charley," as he is affectionately known to the officials and hundreds of employes of the company, worked his way from very humble beginnings to his place in the sun.

His parents moved to Los Angeles from a farm in Minnesota when Charley was just a youngster. He started his career in the street car game during the early horse-car days, first in the shops of the Redondo Railway Company, afterwards the Los Angeles and Redondo Railway under Mr. Huntington's ownership.

During the years that followed, Charley climbed right up the ladder as rapidly as efficient service rendered with never-failing good nature could boost him—from shops to chief clerk, freight department, assistant general freight and passenger agent and assistant superintendent.

With the consolidation of the electric passenger lines into the present company in 1911, he was made traffic agent, and in 1918 promoted to traffic manager, which position he now holds.

Mr. Means has made his department of unique service to the public. In addition to information of every conceivable kind concerning the Los Angeles Railway, his department is prepared to answer inquiries about inter-urban service, bus lines, railroads, steamship lines, resorts, theatres and even real estate subdivisions and how to get there. And the public is taking advantage of it, judging from the many inquirers served from the counters of

Traffic Manager and Office Force



Reading from Right to Left: Wilfred Lippiatt, clerk; Wm. Bass, clerk; Eric Lippiatt, clerk; C. V. Means, Traffic Manager; Miss Murray, stenographer; Miss Layton, information clerk.

the traffic department and the busy telephones.

Service of this kind, given with the uniform courtesy and patience which are the key notes of Charley's department, goes a long way toward making of the goodwill and general esteem in which the Los Angeles Railway is held by the public.

New Arc Welder Here

The new arc welding machine purchased by the company for use in the track welding of rail joints has just arrived. It will be mounted on a truck at the South Park shops.

The new welder has ample capacity to provide for two operators and will greatly increase the speed of the work which is now being done by the single unit of the old pattern welder, which is operated by one man only.

Girder Rail Ordered

An order has just been placed by the purchasing department with the United States Steel Company for 1000 tons of 116-pound steel girder rail.

The steel will be shipped the last of this month and is expected to arrive at the harbor by the holidays.

EXTRA! EXTRA!

On the insert sheet of this week's Two Bells will be found the reproduction of a model trip sheet.

The average of properly made out trip sheets is high, but there is no reason why it should not be 100%. It is the careless conductor who brings the score down—all the same as a ball team. The batting average of every member of the team with one exception may be 100%, but one poor player at the bat brings down the percentage of the team as a whole.

The suggestion is made that conductors fold this extra page showing the model trip sheet into a convenient size and carry it with them for reference.

Mrs. Roberts Calls

Mrs. John Roberts, secretary to the general manager, who has been away on leave of absence for a number of weeks, was in to call on the company last week.

Every one of her many friends were glad to see her looking so well and are looking forward to the time when she will be entirely recovered and back at her desk in 1010.

MEETINGS FOR ALL SUPERVISORS AND INSTRUCTORS

Superintendent Hill Inaugurates a New Series of Meetings To Discuss Operation

On October 21st at Division 4, the supervisors and line instructors held the first of a series of monthly meetings.

The line instructors met in two separate groups. Night supervisors were in session from 3 to 3:30 p. m., and the day men met at 4 o'clock.

Under this plan the supervisory service was not interrupted.

Superintendent of Operation Hill is a great believer in getting together and swapping ideas, and he has instituted these meetings for that express purpose. In this way, new ideas can be sprung on the family, as it were, and threshed out and shaped up into practical working order. Operating difficulties are of course the chief topic of discussion. The hazards of operating the street cars through traffic are constantly increasing, and how to meet the problem is a source of continual serious concern to the officials.

Mr. Hill has made the meetings very informal affairs, and anyone present is urged to throw his hat in the ring with helpful suggestions.

LINE "2" NOT "G" FOR GRIFFIN AVE.

Full knowledge as to which car passengers should transfer in order to reach the Griffin Avenue line seems to be lacking among some of the trainmen.

Operators on Line "G" report that passengers are constantly boarding their cars at the corner of Seventh and Main Streets with transfers from the west side and expecting to go to Griffin Avenue.

Bulletin No. 91, issued in Two Bells June 28, 1926, gives explicit directions concerning the rerouting of Line "G," which no longer serves Griffin Avenue. Line "2" now serves West Adams and Griffin Avenue and the transfer point is Seventh and Hill Streets instead of Seventh and Main.

Please remember this and avoid inconveniencing passengers.

TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Working Up

At one time every man at the top was at the bottom. The struggle they had to make gave them the strength and training that enabled them to push off the load over them and rise above it.

The man at the bottom, or the man who is struggling to get to the top today, will be the boss tomorrow. The bosses—call them that for a better name—have to quit bossing some time, and others will have to fill their places.

In the natural order of things the man with the best all-around record is the man who takes up the work of his superior. But he doesn't qualify himself by doing "just enough to get by." He does more than that, and he does it better than anybody else.

Musings of the Old Timer

By George E. Ferguson

"On the night that it all happened it was raining and I was pulling switches, flagging railroads on a Maple Avenue and Eastlake (now Lincoln) Park night run. Motorman McClannahan was my skipper and, not knowing that robust Robert was a great deal busier than 'a one-armed paper hanger with the hives' up in his station at 6th and Main on account of being alone and also as the gentle rain was causing yours truly to bear a close resemblance to a water fountain in full play, and also desiring service after a few hours, perhaps it was minutes, or may be it might have been seconds, I jiggled the receiver hook. Ye Gods, I thought the phone pole had fallen on poor me.

"Just one jiggle and good old Robertus was there with 'What's the matter?' 'Nothing,' I replied, 'only I wanted to get in out of the rain.' 'Rain?' he said, 'there are about twenty or more wanting to do the same thing as you at other places, so do not become impatient—your time is so and so.' Then he closed his key and I suppose that anybody else who had the temerity to jiggle got the same thing, but he said it in such a nice way that while he meant an awful lot, one could not take any offense.

"Like all of the supposed to be down-trodden masses, I, up to that time, had a neat little speech always ready to get back at any boss who tied into me, but when the time came, the man from Hacklebarney put it over and made it stick.

"As the time rapidly approaches," said the Old Timer, "when the days get short and the nights grow long, I can't help but think back into the first years of my street car work in dear old Los Angeles. If all the old boys that were doin' their stuff back in 1904-5-6 and 7, could pass in review, what an imposing parade it would make: big and little—short and tall—lean and fat—sour and pleasant, all would bring back fond memories. Scattered throughout the world are ex-L. A. Railway employes. Every man who left the service in good standing, no matter where you may find him, will always have nothing but good to say of their former officials and the men who worked on the platforms.

"Today I recall my corpulent friend, 'R. A.,' better known as 'Bob' Pierson. Service in Des Moines and Chicago, fitted him for the road that he has traveled since entering the service of our company. He has made good.

"First he wound 'em up; then he was a dispatcher; next a temporary schedule maker; then chief of instruction, and he is now resting (???) as supervisor of merit system, and if that isn't some job there never was one. Always being fair in his dealings with the platform men has made this rotund person a favorite, and in all my years of association with him we only tangled once. Even then he was so dern nice about what he said that he took all the wind out of my sails and I, like the Arab, folded my tent and silently stole away.

Five Little Words

There are five little words, I'd have you know,

They are "Pardon me," "Thank you," and "Please."

Oh, use them quite often wherever you go,

There are few words more useful than these.

These five little words are filled with a power

That money or fame cannot give;

So commit them to memory, this very hour,

And use them as long as you live.

The knocker may be heard the most at first. But, in the end, he'll most likely be taking orders from the booster!

Suppressing a moment's anger may save a day of sorrow.

Laziness is rust that attaches itself to the most brilliant men.

The fellow who is pulling on the oar has no time to rock the boat.

The best system is the one that gets the job done with the least delay.

Why Don't People Vote?

Because it does not cost anything.
Because they are too tired or lazy.
Because some one else can not do it for them.
Because they do not think.
Because they put it off until it is too late.
And mostly just because.

It is a safe bet that, providing it cost five dollars, increased their credit rating, put their name in the Blue Book of the four hundred and gave them first hand tips on prize fights, baseball games and horseraces, there would be such a rush at registration bureau that the governor would have to call out the National Guard to keep people from being killed in the mob.

LARY LAFFS

Thrush: "Heard from Woodpecker since he went to Arizona?"

Wren: "He died."

"What of?"

"Concussion. He tried to drill for a worm in the Petrified Forest."

An old negro, when brought before the judge, was asked if he were the defendant.

Pointing to his attorney, he said, "Dah de defen'ant. I's the gent'man what stole de chickens."

"Yer don't mean to tell me the bloke choked a woman to death in a crowded cafe an' no one interfered?"

"Yes. They all thought it was some new dance."

"Shut off dot radio, Izzy."

"But, Papa, it's a swell piano solo."

"Eggsactly. Dun't be wasteful. Oser tune in on a full orchestra or toin it off!"

Wife: "I'm sick of being married."

Hubby: "So's your old man."

A large colored washerwoman was being married, and when it came her turn to answer the questions, the parson said, "Susanna, does you take this yere man to be yo' lawful wedded husband, for better or fo' wuss?" "Jess as he am, Parson, jes as he am. If he gets any better, Ah know de good Lord's gwine to take him, and if he gits any wuss, I'll attend to him maself."

Air Pilot—Well, how do you feel after your trip?

Timid Passenger—Down and out, thank goodness.

There was a young fellow named Pratt,

Who stopped near his mule for a chat, When he woke up in bed

The next day he said "I sure got a kick out of that!"

A Chinese named Ting Ling

Fell off a street car

Bing Bing!

The Con turned his head,

To the passengers said:

"The car's lost a washer, Ding Ding!"

"Don't be afraid to soil your hands,

Don't wear a lazy frown;

You can't make footprints on the sands

Of time by sitting down."

"What became of that hired man you got from the city?"

"Aw, he used to be a chauffeur, and the doggoned idiot crawled under a mule to see why it wouldn't go."

It was a small dinner party, and the dessert stage had been reached, when little Edith said:

"Will dessert upset me tonight, mother, or is there enough to go 'round?"

There was a man who fancied that, By driving good and fast, He'd get his car across the tracks Before the street car passed.

He'd miss the street car by an inch And make the pilot sore. There was a man who fancied that. There isn't any more.

Lady (who was afraid of limited cars): "Well, does this car stop in all directions?"

"Certainly, lady. Both ends stop at the same time."

Teacher (to seven-year-old)—So you have broken off a tooth, have you? How did you do it?

Seven-year-old—Oh, shifting gears on a lollipop.

A peg that's round won't fit, I'm bound In any hole that's square; But if a man that's square is 'round He'll fit in anywhere.

EVOLUTION

Ambition of 1870—A gig and a gal.

Ambition of 1920—A flivver and a flapper.

Ambition of 1950—A plane and a jane.

Another sign of age is for people to begin telling you how young you look.

Tim Callahan was working for a railroad. The superintendent told him to go along the line looking for washouts.

"And don't be so long-winded in your next report as you have been in the past," said the superintendent. "Just report the condition of the road-bed as you find it, and don't use up a lot of needless words that are not to the point. Write a business letter, not a love letter."

Tim proceeded on his tour of inspection, and when he reached the river, he wrote this report to the superintendent:

"Sir: Where the railroad was the river is."

Bulletins

Issued November 1, 1926
STREET CAR

No. 167—NOTICE TO CONDUCTORS

The following passes are reported lost: 1390, issued to W. J. Donaldson, substation operator, engineering department.

6778, issued to Walter Eckert, motorman Division 4.

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

No. 168—NOTICE TO CONDUCTORS

Pass No. 1967, issued in favor of M. K. Hyland, truck repairer, mechanical department, and reported as lost in Bulletin No. 36, has been recovered.

No. 169—NOTICE TO CONDUCTORS

The following firemen's pass books are reported lost:

29807, issued to Fireman James Brooks. 32743, issued to Fireman Fred Treat.

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

No. 170—NOTICE TO CONDUCTORS

Effective November 1st, 1926, a change will be made in the routing of the San Pedro Street Bus Line at its North Terminal, which will, in addition to the transfer point at 61st and San Pedro Streets, permit passengers to transfer to and from northbound line "S" cars at 60th Street, and southbound cars at 59th Place.

Conductors will be governed accordingly.

R. B. Hill

BUS

No. 525

Some conductors and operators are copying on their trip sheets the opening or closing number of cash register reading from the trip sheet or from verbal report of the conductor or operator they relieve. This must be discontinued and beginning at once every operator and conductor must take the register reading from the register itself and be exceedingly careful that the proper data is inserted in the correct place on their trip sheets. Too many errors in this regard will result in an employee being charged with incompetency.

No. 526

New San Pedro Street bus schedule will become effective November first.

No. 528

Effective November first, transfer of passengers between the San Pedro Street bus lines and the "S" line street cars of the Los Angeles Railway may be made at 59th Street and Avalon Boulevard, 60th Street and Avalon Boulevard, or 61st Street and San Pedro Streets.

J. Nauvanken

MORE LARY MASONS

The Los Angeles Railway Square and Compass Club had a busy week. On Tuesday evening they visited South Park Lodge at 50th and Central Avenue and conferred the third degree on their fellow workers, W. H. Engel, conductor, and A. L. Luke, motorman at Division 2.

On Thursday evening they visited East Gate Lodge at Daly and North Broadway and helped to complete the final degree on E. E. Fogel, motorman, and Harry Wescombe, mechanic at Division 3.

The men were presented by the club with their Masonic emblems. At South Park Lodge the president of the club, Mr. E. R. Dye, made the presentation speech. J. A. Sheridan acted as Master of the team conferring the degrees.

Duck Hunt A Successful Affair

A party composed of R. James, night clerk; Bill Houts, switchman; L. Yera, assistant mechanical foreman, and R. Swartz, extra register clerk, spent last week at Salton Sea, shooting ducks.

They had a grand time, which, of course, means that they got a lot of game, bagging about a hundred ducks. They carried their own decoys and boat, which, by the way, wears the name of LARY.

Houts tells one on Nateman. He was in his blind and suddenly three boat houses appeared at a distance out at sea. The boats cruised around for a while and gradually faded from view. Nateman had hard work believing that it was a mirage and that he had not seen them.

While crossing the desert one of the cars in the party went BO and had to be towed twenty-five miles across the desert. Aside from this little difficulty, nothing happened to mar the trip and all returned the first of the week.



W. R. Houts, switchman; T. Nateman, register clerk, and R. James, clerk, above; L. Yera, assistant foreman mechanical department, Div. 1, and R. Swartz, register clerk, below.

DRAFTSMAN GOES

Arthur Little, draftsman, is leaving the service of the company today. He has been with the company since 1910, except for a time when he was engaged in engineering work with the Ventura Highway Commission.

Mr. Little's work, of which he is most proud, is his photography. Engineering may be his vocation but photography is his avocation. His pictures have been shown in the salons not only of the United States but also in Toronto, Canada, and London, England.

His work in the drafting room has been all special work and the rail and paving records.

Harold Petrie, who has been assisting Mr. Little, will have charge of the rail and paving records, and Arthur Genn, who does the map work, will take over the special work.

The company regrets very much to lose Mr. Little, but wishes him success in whatever line of work he takes up.

Reprint From the Hollywood Magazine

By Cedric Hart

The writer wishes to take this means of publicly commending Conductor A. J. Maryhew of L. A. R. R. line "M," and Mr. Clothier, of the Lost Article Department of the same organization, for their promptness in returning a bundle of music material which this thoughtless writer left on said "M" car last week. If you are prone to be as careless as I was, then get on Maryhew's car. He is capable of doing not only his own thinking, but other people's as well.

BUSES AND MORE BUSES

Double-deck Fageol buses, Nos. 718 and 719, have been delivered. These buses are equipped with an air gauge on the dash which is like those used on the street cars. In fact, this particular one is exactly the same, with the two hands registering the tank pressure and the brake cylinder pressure.

Single-deck, 29-passenger Yellow Coach gas-electric bus, No. 1710, has also been delivered. This bus is equipped with air brakes, and has a lever type electric control.

Yellow Coach 21-passenger buses, numbered 152 and 153, which have been on trial, have been purchased and are being painted and placed in operation.

BUS ROUTE CHANGE

Effective November 1st, the north loop of the San Pedro Street Bus Line will be change to operate as follows: San Pedro Street, 59th Place, Avalon Boulevard, 60th Street, San Pedro Street, with terminal at 59th Place and Avalon Boulevard.

New schedule will be effective as of that date.

In Memoriam

Allen W. Smith, motorman at Division 2, Sunday, October 24, 1926.

D. C. Ross, flagman, Wednesday, October 27, 1926.

A REAL BOUQUET

Los Angeles, Calif.,
October 21, 1926.

Mr. R. B. Hill,
Supt. of Operation,
Los Angeles Railway.

Dear Sir:

I sincerely hope that you will kindly pardon this letter which is written to you in commendation of your street car system of Los Angeles, which I venture to say is without a doubt the finest that I have ever traveled on, having been over Scotland, England, Africa, Canada, the whole of the United States and Mexico, and in no place have I found better morale than you have among your employes, and in no place is there so much courtesy shown the public as is given the people of Los Angeles by all of your employes on the street cars. I have often remarked this when riding to other patrons, who certainly agreed with me, and I think that you are to be very highly commended as the traffic manager of the system.

Yours very truly,

A. C. MacDONALD,
2505 South Hope St.

A Soldier's Children



Jack, aged 8, and Lily, aged 5, are the son and daughter of A. D. Arnold, clerk in the master mechanics' office. By the pose it looks as if Junior is expecting to follow in father's footsteps and be a soldier.

Mr. Arnold is one of the few left of that first army put in France by the British in August, 1914. This army was referred to as the "Contemptible Little Army," but they sure did their part well. Mr. Arnold saw the whole thing through in France and Belgium right up to Armistice Day.

Ask him if he will ever go back to England and you will always get the same answer, "Not unless I can have a return ticket."

Digging wells is the only business where you don't have to begin at the bottom.

DIVISION FOUR

C. J. KNITTLE

Miss Knittle & Parents

How would you like the job of writing up your own family? The editor said it must be done, so here is your scribe with his buddy and Betty Rae who arrived October 4.

Clerk W. A. Driggs had the misfortune of breaking an ankle last Monday. He was at home at the time and was stepping out to the back yard when the door closed on his foot. Driggs instinctively attempted to free himself and in jerking his foot the ankle bone was fractured.

Division Four trainmen had an accidentless day last Sunday.

Motorman E. D. Wakeham is taking a fourteen-day vacation.

Motorman H. L. Keever, who recently took a fourteen-day leave to try out a laundry route, is back on the job.

Conductor F. J. Frietsch is taking a thirty-day leave to rest up and visit his mother and sister in Frisco.

Conductor J. Barrere was granted a sixty-day leave and is motoring to Buffalo, N. Y.

DIVISION ONE

H. N. COLE

Traffic man Burke says he and the rest of the traffic force are anticipating a fine time Hallowe'en night, patrolling the lines to see that the natives don't tear up the track and hang it on the trolley wire.

Motorman F. E. Hart has returned from a two months' motor trip in the Middle West. He reports hard times in the sections he visited, and says almost everybody is trying to get to L. A. He declares that he is much better satisfied now with old L. A. He knows how to appreciate the climate and prosperity and everything else connected with this part of the continent.

Conductor Rom was pulling out to seventh and Grand "only." It was an "R" car and as he turned the corner at Seventh and Grand, a passenger jumped up and exclaimed: "You no go to Sixth and Grand View? You no tell me?" Rom told him he had shouted till he was hoarse and ready to drop in his tracks, then the passenger smilingly said: "Hu la la, gimme trans."

Motorman Fagin of the "J" line has taken two weeks off to take an auto trip to Frisco and other places up north.

DIVISION TWO

E. A. MOXLEY

This being the Hallowe'en number, we are wondering how many pranks are going to be played on the various members of Division Two. We hope they all have a good time.

Our genial and somewhat loquacious friend, Motorman A. T. Munn, whose physique has earned for him the endearing term of "Fat," has finally yielded to earnest solicitation and gone down to Murietta Hot Springs, where he will engage in the arduous task of rolling off some of his superfluity (in other words, avoirdupois). The need for reduction has become more pressing as the days have gone by, as those who were desirous of ascending the division stairs had to wait until Monsieur Munn descended before attempting the journey upward.

Motorman E. G. Smith has returned from a 60-day deer hunt and fishing expedition. Mot. Smith brought back one deer and lots of fishing experience.

Cond. F. Ostendorf was granted a 10-day leave. He is spending a few days in San Francisco, having gone there by boat, and if the trip agrees with him he will return the same way.

Conductor J. C. Retters has resigned to pursue other work.

We are sorry to hear that the wife of Motorman H. R. Smith is seriously ill and in the hospital.

Division Two extends sympathy to the relatives of Motorman A. W. Smith, who passed away suddenly last Sunday while waiting to make relief at Vernon and Wall Streets.

A telegram was received by Conductor E. V. Fiedler stating that his wife had passed away in Chicago, Ill. Fiedler is now en route to that city to take care of funeral arrangements.

SHOPS

JACK BAILEY

W. B. Wilson and E. E. Wing, side kicks of the upholstering room, spent a very busy week-end near Catalina doing their stuff in deep-sea fishing. Wilson had a good story all fixed up about Mr. Wing feeding the fish. Wing comes back with that as a good reason why Wilson bought the fish market out.

Joe Guarino, cabinet maker, has left the service to go into business for himself.

A. H. Kline, machinist, has bought his annual new Dodge machine. This time he is sporting a roadster.

John Shultz, painter, is not satisfied with the exercise gained from swinging the brush, but prefers a week-end trip to Palm Springs for a splash in the mud. By the looks of John's whiskers, we judge that mud baths are quite stuck up things. John was head-over-heels in love with the last one. We think the rope broke.

A. M. Reid, carpenter, is on the sick list, suffering with a bruised foot.

Another good man has followed Mr. William's example and had his teeth extracted. None other than Bill Herbert, carpenter. Mush in the morning and soup for lunch.

BUS DIVISION

ELMER WOOD

Fellows, don't forget that the box on the wall with the sign, "Two Bells," is for all items of interest that any of you may have. Please put them in, and they will be sent in to the paper. Personals are desired.

Operator M. F. Wilson is on a thirty-day leave of absence.

New men at the division are: J. G. Simmons, A. E. McDonald, M. Cooper, B. D. Sagnebin.

GARAGE NEWS

C. B. Lindsey says the sweetest music ever heard is that made by the rivet hammers on the steel structure for the new repair shop.

Jesse Doerr, mechanic, has returned from a six weeks' leave of absence. He says that he had a wonderful trip. He stopped in every state on his way from San Francisco to Detroit, and he also visited his home town, Murphysboro.

DIVISION THREE

L. VOLNER

Motorman J. W. Stewart is back from his visit to Scotland. The climate and "fare" must have agreed with him, for he is looking fine.

Motorman J. E. Sharp has resigned to accept a position with the School Board.

On October 24th, at 11 p. m., a boy was born to Conductor J. San Marco and wife. Mother and babe are doing fine.

Motorman H. Raymond has been granted a 50-day leave. His application says to "REST."

G. W. Dilts has gone to Pocatello, Idaho, to visit his mother, who is sick.

W. A. Hubbard, motorman, has taken ten days off duty to visit friends in the city.

Conductor J. J. M. Wilson has gone to Murietta Hot Springs to take an 18-days treatment.

Motorman G. M. Nankeris is on a six days' vacation, after breaking in a student.

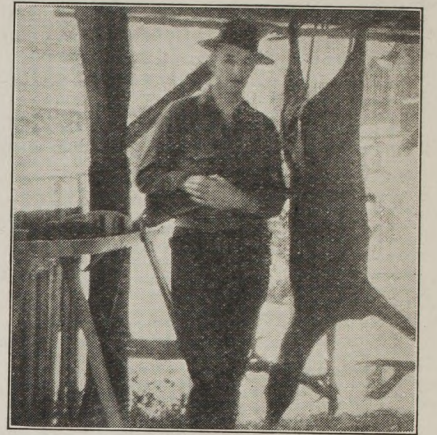


Ruby is fifteen months old and the granddaughter of Motorman J. S. York. Mr. York is very proud of the young lady. Wouldn't you be, too?

Just to remind you to be very cautious tonight (Saturday), Sunday, and Monday nights, for the boys will be out and all kinds of pranks will be played on the trainmen.

DIVISION FIVE

FRED MASON

From Siskiyou County

Those of you who didn't believe that Conductor Leonard Boatman really got a deer on his ten-day hunting trip can look this over. Here's the big boy himself and the one he got. You will note also that there's quite a fall of snow on the ground.

Conductor Ray Hayman was busy putting out the cigars last Friday, October 22nd, celebrating the arrival of a baby girl, weighing 6½ pounds. This makes the second girl for Ray. Congratulations, kiddo, and thanks for the smokes.

A letter has been received from Motorman H. T. Hart, who was called away to Harris, Saskatchewan, Canada, on account of serious injuries sustained by his mother in an automobile accident. We are glad to say that he has hopes for his mother's recovery and wishes to be remembered to all the boys of Division 5.

Motorman E. N. Winer said "Good-bye" to the old gang last Tuesday. Tuesday, by the way, is fight night and he used to take them in. Anyway, that was the night that he picked to get married on and the little round ring took the place of the big squared one. His old conductor, Frank Weir, acted as best man. Well, goodbye, Winer, old boy; any time you want to work a night run just let us know and we'll fix it so that you can get out with the boys once in a while.

Watch your step tonight, boys. It's Hallowe'en, and boys will be kids. The fog will make it a little tougher, so go slow and easy.

TUNE IN ON THESE

The Los Angeles Railway Stringed Quartette will broadcast over KFQZ, November 1, from 8 to 9 P. M.; over KHJ, November 4, from 12:30 to 1:30 P. M.; over KNRC, November 5, from 9 to 11 P. M.; over KHJ, November 6, from 8 to 10 P. M.

The quartette will play for the U. S. veterans at Sawtelle on November 3.

The L. A. Railway Orchestra will broadcast over KHJ on November 2, from 10 to 11 P. M.; over KMTR on November 3, from 10 to 11 P. M.; over KFQZ, November 4, from 9 to 11 P. M.; November 5 the orchestra will play for the 1630 Club of the Bureau of Power and Light.