

SELLING STREET CAR TRANSPORTATION RECAPPE RETURNS ADAMS INVITED TO TEAM WORK ESSENTIAL TO SUCCESS VISITED MANY PRESENT VIEWS AT CITIES OAKLAND MEET

Automobiles and Sidewalks Keen Competitors. Patrons Must Be Met With Highest Standards of Personal Conduct

Special Article by Geo. B. Anderson, Manager of Transportation

No business can realize the maximum of success unless its salesmen are qualified to "deliver the goods." This rule holds good in all activities of life, whether commercial or of other nature.

In these days the term "salesman" has come to be applied to every human agency interesting anybody in an enterprise whose success depends upon the good will of the public. Even the preacher whose convincing eloquence brings flocks of people to his church is a salesman, as the term is now used. So is the man who can convince a prospective employer that his service is needed on the job that is ready for somebody.

But the greatest salesman of all are those who do their part in providing transportation service for a million riders daily, rendering that service not only so that people will accept it as it is tendered, but so that they will like it and talk about it to their friends, thereby becoming salesmen themselves.

Street car transportation salesmen—motormen, conductors, supervisors, dispatchers, schedule makers, loaders, even information men, operating superintendents and managers—will compare most favorably in selling ability with salesmen in other lines of business if and when they realize the importance to the industry and the effect upon their own careers that will result from knowledge of correct principles of "merchandising transportation" and the continuous application of such principles.

The management is deeply sensible of its own obligation in this matter. It realizes that it is the duty of all in authority to define and promote certain standards of courtesy, consideration, co-operation, personal appearance and other factors in salesmanship generally.

We realize, and we believe that all men coming in personal contact with the public know, that the end sought will not be attained if we simply refrain from personal bearing and action that may be offensive to a sensitive nature.

We realize that we are engaged in a competitive business. All persons are not compelled to ride our cars. Therefore the automobile is a competitor. So are the sidewalks competitors to a large extent.

If we do not bear this fact in mind it may not be easy to attract the riders that the industry needs if we are to better our own condition.

It therefore becomes our duty, not only to the public but to ourselves, so to render service as to make people prefer to ride the street cars rather than to go about in their own automobiles or afoot.

To accomplish the best results in this direction—results that will be permanent—we must realize that individual effort, completely co-ordinated, is essential. Otherwise a score of indifferent men would have it in their power to undo all that is accomplished by the great majority working in harmony. The rule that a chain is only as strong as its weakest link applies here as it does in mechanics.

Every one of us, therefore, must know to start with that it is in his power to attract customers or repel and alienate them; that one man has it in his power, as long as he is permitted to remain in a position to do so, to wreck the good work of a hundred, to despoil the splendid structure of friendliness and good will so essential to success that has been erected and is protected by the other ninety-nine.

Team work is an attribute which has never proved more valuable than it can be made to prove in this connection.

Team work between individuals makes all work as one man.

Team work between the street railway (which here means all employes) and the public it serves is absolutely indispensable.

Team work will sell rides by making them pleasant, will insure continued employment, and certainly will make life easier and more pleasing to all concerned.

"Whoever is too 'big' to do a little thing, is too 'little' to do a big thing."

L. A. Recappe, superintendent of schedules, has just returned from an extensive trip through the East. He left Los Angeles on September 28 and visited Chicago, Cleveland, Buffalo, New York City, Philadelphia, Pittsburgh, St. Louis and Washington City.



Mr. Recappe visited the various departments of the transportation companies serving each one of these cities and talked intimately with men and managers in order to get a good idea of operating conditions and methods of procedure of rendering service in these cities.

He was particularly anxious to get information that would bear upon the conditions in Los Angeles and that could be applied to operation of the street cars here. He found the transportation companies suffering from the same handicaps in regard to delays, lack of street area and the enormous movement of motor vehicles in use, as obtain in Los Angeles.

The executives of each of these street car systems are concentrating on the problem of efficient use of streets—the separation of traffic into two classes of, "necessity" and "non-necessity," and mitigating the parking evil.

Nowhere in the large territory covered did Mr. Recappe find any city engaged in as ambitious a program of street opening and widening as is Los Angeles. Chicago is working on a street widening program in the loop district and is trying out the theory of a two-level street on one particular street. St. Louis is tearing down fourteen blocks of buildings for widening one of its principal arteries, Olive Street. New York is building miles upon miles of subways, though the problem of financing the present subways is still unsolved and the people are groaning under a tremendous tax burden.

Los Angeles is particularly fortunate in having a compulsory height limit to buildings. Other cities are having their traffic problems complicated by tremendously tall buildings which

At the recent joint meeting of the Oakland and Los Angeles Traffic Commissions held in this city, W. B. Adams, director of traffic, represented the company in a discussion of traffic conditions. He pointed out that material relief had been afforded by the passage of the new traffic ordinance, particularly in the observance of the jay walking and near side traffic lane turn.

When asked what assistance the Los Angeles Railway had lent in expediting the movement of traffic in general, he showed that by accelerating the movement of street cars all other classes of vehicular traffic benefited and that the company had resorted to the use of group movement of cars, front end loading, switch point control and the use of Los Angeles Railway traffic men at particularly congested points.

In conclusion Mr. Adams spoke of the traffic problem as being one of the entire community, not one for the benefit of individuals or classes to the exclusion of others—a problem to be solved by correlative effort, not by competitive achievement.

After the session Mr. Adams was requested to present his views at a similar meeting to be held in Oakland later on.

EXTENSION BUS LINE

On November 15th, the Washington St. bus line will be extended to Hines Ave., thence to Adams, on Adams to the end of the carline at Alsace Ave., forming a connection between line "W" and lines "2" and "3".

pour great crowds of workers into the street at the rush hour.

Cleveland is just starting the method of computing time tables that we have had in use for four years.

Mr. Recappe found in making his inquiries among the officers of the various transportation companies that he became a dispenser of information rather than the recipient. Everywhere in the East Los Angeles is cited as an example of the last word in traffic regulation, and we have many methods in use here that are being watched with interest by other transportation companies.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Selling Rides

An article on another page by the manager of transportation is commended to all connected with the transportation department, and particularly to trainmen and those superintending and supervising transportation.

Transportation can be sold, just as any other commodity can be sold, by the adoption of correct merchandising practice.

The article to which attention is directed indicates in outline some of the things that may be done by those in various degrees of authority to promote the sale of rides by devices that are always at hand—human properties that can readily be developed, to the benefit of the railway and to the individual employe as well.

Drivin' L'il O'l Street Car

By Conductor F. J. Frietsch

Have you ever stopped to ponder,
Stopped to reason, stopped to think,
Of the amount of autos on the streets
today?
It's a certain indicator
That the risks are growing greater,
So it's up to you to drive the safest
way.

The first don't is rather easy, and it
Dwells upon the rest.
Don't entertain the thought that this is
junk,
Don't harbor that impression,
For that's just a fool's confession,
Don't think that this is all a lot of
bunk.

Don't think that you're so perfect, for
You've always lots to learn;
Don't forget that things progress most
every day,
And to aid in any movement
That will constitute improvement,
Don't forget to read the bulletins,
And heed just what they say.

Don't take your blooming street car
Out with the single thought in mind
That not a blessed thing depends on
you;
Don't let that thought deceive you,
Don't forget it's bound to grieve you
When you find the thought not likely
to be true.

Don't think your little street car
Is a Duesenberg straight eight;
Don't try to purloin Barney Oldfield's
stuff,
For there isn't any need
Of unnecessary speed;
Just do the best you can and
That's enough.

Don't forget to sound your gong
When you're passing other cars,
Don't fail to throw your power off as
well;
Don't fail to use discretion
When you near an intersection,
For something might be coming—
Who can tell?

Don't over-rate your power to outguess
the guy ahead,
For in guessing, nine times out of ten
you'll flunk,
For that guy may not be thinking,
Or perhaps he has been drinking,
And you can't outguess an hombre,
When he's drunk.

Don't think when near an auto,
And there's plenty of room to pass,
That all you have to do is add the
juice,
For if this is the female kind,
She has a right to change her mind,
And the result is—well, you know,
So what's the use?

Don't try to bring your street car
To a sharp and sudden stop;
Don't think that you can stop it on a
dime,
For there's always danger lurking
If your brakes should not be working,
And who's to blame? why you are all
the time.

Don't think that this is applesauce,
It means a lot to you;
Of course there's lots of guys who
Say, "I won't,"
But they're the guys that holler
When they're paying out the dollar,
They're the guys that's out of work
Because they don't.

"Dey ain' no jestice no mo',"
mourned Rufus to a friend. "Sam,
ah's a sick man. Guess ah's gwine die,
suah. Ah goes to de doctah, an' he
says mah veins am too close. Says ah
got very close veins an' de oney help
fo' me, he says, am to eat chicken brof
free times a day, an' stay in nights.
An', Sam, dat jes' kaint be done!"

Passenger: "Mr. Conductaire—I no
speek Engleesh ver' well. Explain,
please, what means your orders to
motorman? You says slow up—he
says I have already slowed down."

Conductor: "That's because the car
in front is behind and we're ahead."

Passenger: "I give up. I will
nevair learn ze Engleesh."

The bigger the summer vacation, the
harder the fall.

A chap getting married is usually an
enthusiastic "yes" man.

Armistice Day

We pay silent and grateful tribute today to those gallant sons of America who have given their lives that the great principles of liberty and justice might endure. Their heroism, their love of country, and their self-sacrifice will forever constitute the richest pages of American History. The traditions received from their forefathers gave them the inspiration for patriotic service which will be a consecrated guide for future generations. We shall always remember the brave soldiers of our Allies, whose supreme sacrifice on the battle fields of Europe in the cause of right, made victory possible.

JOHN J. PERSHING,
Commander of the American Expeditionary forces.

: LARY LAFFS : "Haul" of Fame

Old Lady: "I have some friends passing through and I would like to know when the eastern limited arrives."

Agent (without looking up): "Two to two."

Old Lady: "When does the eastern limited leave here?"

Agent: "Two two."

Old Lady (raising her voice): "Will you please tell me how long the eastern limited stops here?"

Agent: "Two to two to two two."

Old Lady: "Say, mister, I asked you about a train's time—not its whistle."

Husband (rushing into the house): "I got a dollar a week raise."

Wife: "Oh, goody. That will pay another installment. What shall we buy?"

Jack and Jill went up the hill,
Not for a drink of water;
And that is why they both fell down—
They drank what they hadn't orter.

Two darkies were discussing the nationalities of certain Bible characters when Sambo said to Jim:

Sambo: "Does yo' s'pose Saint Peter was a nigger?"

Jim: "Naw, Peter wasn't no nigger," was the positive reply.

Sambo: "What fo' makes yo' all say Peter wasn't a nigger?"

Jim: "Kase, ef he'd been a nigger, dat roostah neber would hab had a chance to crow t'ree times."

"Your grandmother would have objected to being photographed in her bathing suit."

"If you could have seen grandmother's bathing suit, you wouldn't wonder."

In the parlor there were three,
She, the parlor lamp and he.
Two are company, no doubt,
So the little lamp went out.

Rooney: "Which would ye sooner be in, Casey, an explosion or a collision?"

Casey: "In a collision."

Rooney: "Why?"

Casey: "Because, in a collision, there ye are; but in an explosion, where are ye?"

There is quite a bit of talent among the Los Angeles Railway boys.

Mr. Anderson, our manager of transportation, insists that our trainmen are an exceptional lot of men, but the fact is brought home to us by various items that drift into the editorial office.

We have our orchestra and quintette, of which we are duly proud and with whose names and "phizzes" we are familiar through a number of pictures in Two Bells.

Down at Division Five there is a corking good quartette named by the heroes of that division the "Harmony



Hounds." Fred K. Mason leads this aggregation, while H. E. Tetreault fills the role of tenor, A. H. Eidsen, baritone, and H. O. Lillie, basso.

Here comes Elmer Wood to announce that the Bus Division is just about to introduce a Hawaiian quartette to the waiting world.

From time to time we have printed in Two Bells poems written by trainmen, also prose articles and helpful suggestions. In this issue is an excellent jingle by F. J. Frietsch, conductor at Division Four.



Some very clever original cartoons have appeared in Two Bells drawn by trainmen. Motorman E. Rittershaus, Division Three, formerly of Uncle Sam's Navy and a contributor to the Navy Magazine, is among them.

H. Floyd Shover, conductor at Division Five, is another contributor, and you don't have to laugh easy to enjoy his cartoons. He sent to us the other day two pieces of work of a more serious nature—one, which we will not divulge, will appear in New Year's Two Bells. The other is a pen and ink sketch of Division Five.

A man is not always to be blamed for having enemies—but he is for not having friends.



Bulletins

Issued November 8, 1926

STREET CAR

No. 171—NOTICE TO CONDUCTORS

Complaint is made that cars are being operated across Manchester Avenue on Vermont at entirely too high rate of speed.

The increased traffic on Manchester makes this a dangerous point, and cars must be operated in every case in such a manner as to make the operation perfectly safe.

No. 172—NOTICE TO CONDUCTORS

The following firemen's passes are reported lost:

No. 32301, issued to Fireman Alvin L. Nelson.

No. 32384, issued to Fireman Charles A. Schroeder.

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

P. B. Hill

BUS

No. 527—BUS

Effective November 1, 1926, bus operators and conductors will issue cash fare receipts Form C. F. R.-1 to all passengers from whom a fare is collected on all bus lines in cases where the electric cash fare box is out of order and cannot be used. You will also issue cash fare receipts to passengers from whom fare is collected at terminals and fare zone points where the hand collection of fares is made necessary.

Do not put money collected by hand through the fare box for which cash fare receipts are issued.

When making your turn-in to the cashier at the end of your run detach stubs of cash fare receipts issued, place them in special cash fare receipt envelope addressed to the auditor. You will account for all cash fare receipts and money collected in the proper space on your trip sheet.

No. 529

Bulletin No. 486, issued July 27, 1926, which pertains to Route and Fares for Melrose Avenue bus line, is hereby canceled and the following instructions are effective:

ROUTE: From Melrose and Western Avenue via Melrose Avenue to Orlando Avenue.

Turn around at EAST TERMINAL via Manhattan Place, Marathon Street, Western Avenue.

WEST TERMINAL turn in intersection.

FARE: (a) Between Western Avenue and Fairfax Avenue one way five cents, no transfer.

(b) Ten-cent fare one way includes transfer to and from Los Angeles Motor Bus Company busses. Los Angeles Railway street cars or bus line.

(c) Between Fairfax Avenue and Orlando Avenue one way five cents, no transfer.

(d) Operators leaving Western and Melrose Avenue westbound must collect the proper transportation to Fairfax Avenue. Upon arrival at Fairfax Avenue stop bus and announce "END OF FIVE-CENT FARE ZONE — PASSENGERS WILL PLEASE DEPOSIT FIVE CENTS FARE IN FARE BOX WHEN LEAVING THE BUS." Operator will be held responsible for this being done.

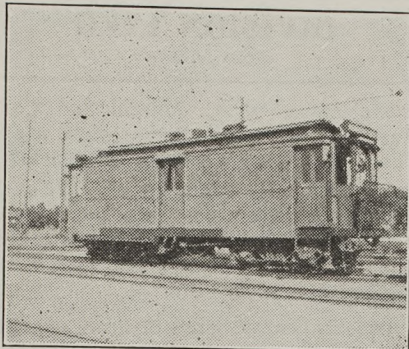
(e) Leaving Orlando Avenue east-bound operators will collect five cents cash fare which is good only to Fairfax Avenue. On arrival at Fairfax stop bus, collect additional fare by hand and issue cash fare receipts Form C. F. R.-1 as generally provided for in Bulletin No. 527 issued October 27.

(f) Should passenger through error place ten cents in box for payment of fare beyond Fairfax Avenue in either direction, operator must issue hat check which will be lifted in lieu of five-cent cash fare when collecting in second zone.

The Wrecker That's A Righter

The writer, in quest of news, accidentally, of course, paid a visit to the yards at Division 5, and the following fancied interview with wrecker No. 9401 ensued:

"Hello, old wrecker. You sure have a pretty soft job—nothing to do day after day."



"Pretty soft, eh? Nothing to do but sit out here in fair or foul weather and take things easy, eh? Believe me, neighbor, when the dispatcher sends out his call for the wrecker to report at the scene of a mix-up, no matter which one is called, when the crew is on board we're 'raring to go."

"I've often wondered why it is that they call us a wrecker. Why not give us our real name of 'Righter,' because

we go not forth to destroy, but to right whatever wrong that may have been committed. Our equipment in this day and age is inspected at intervals that keeps us fit at all times, and there is not a job that is put up to us that we do not tackle and get 'em moving."

"We are not jealous of our relations that go ahead of us in the shape of the auto emergency trucks; they do all they can, but we know that when real help is needed 'send the wrecker' is the clarion call. I have done my bit in helping to right overturned cars, removing broken down trucks from the tracks, and a hundred and one other things. However, when I am called to help get the trucks off a human being, that is where the hearts of all of us ache with sorrow. I know that no motorman would deliberately run over a man, woman or child, and my earnest prayer is always that the greatest precaution be used by all our men."

"Well, old top, the whistle has sounded and my crew is here. Our talk is done, but remember that a 'wrecker' is always a 'righter'; we don't care how often the call comes, or how big the job, we are always 'raring to go.'"

BOUQUETS

The following are little stories of kindnesses cheerfully performed by our trainmen—the kind of stories that give the "Big Boss" a warm satisfaction and pride in his men:

For W. W. Stone, conductor at Division 4, from Mrs. Phyllis Franklin—a kind act to a blind man.



For P. G. Roberts, motorman, Division 3, from S. Nell Hutchins. Mrs. Hutchins was one of a rush hour crowd who appreciated the smooth operation of Motorman Roberts' car.

For A. B. Morse, conductor, Division 1, and R. W. Yandell, conductor, Division 4, from C. A. Ashley, an Eastern visitor in Los Angeles. Mr. Ashley expresses his appreciation of Conductor Morse for a particularly kind act to an aged couple, and of Conductor Yandell for



his smiling readiness to give information at all times.

For J. Gasparro, conductor, Division 3, from Miss Rebecca Glazer—general courtesy toward



his passengers and especial consideration of elderly or crippled people.

For L. A. Barnes, conductor, out of Division 3, from Mrs. Gilbert Schofield. The little act of

kindness noticed by Mrs. Schofield was the extreme patience and courtesy with which Conductor Barnes treated a very old blind woman who got on the wrong car and

wasn't sure where she wanted to go.

Mr. J. M. Scantlen Jr., conductor, Division 3, from O. E. Hiltbrand, general courtesy to passengers and conscientious attention to duty.



No. 531

During the reconstruction of Wilshire Boulevard the eastbound traffic at that point has to make a sharp turn to the left to avoid a storm drain ditch which crosses Wilshire Boulevard between Longwood and Highland. The attention of all operators is hereby specifically called to this condition in order that there be no accidents.

J. Van Branken

Garden At Melrose

Following out the policy of beautifying its substation property, the company is fencing and putting into lawns and flower gardens the vacant ground around the buildings at the Melrose substation. A net wire fence is already in place and the ground is being prepared for seeding.

NOVEMBER MEETINGS

A series of meetings will begin on November 15th and last through the 19th, at which Superintendent of Operation Hill will present various matters of importance to the trainmen. It is compulsory for all trainmen to attend these meetings.

The first series will be held at Division Three on November 15th. There will be three meetings at each division, the first at 10 a. m., the second at 2 p. m. and the third a 8 p. m. Division One will get the next series on November 16th; Division Two on November 17th; Division Five on November 18th and Division Four on November 19th.

Entertainment will be provided and the meetings will be full of interest in every way.

COMMUNITY CHEST

Dear Fellow Employee:

One hundred and fifty-four social welfare organizations, carrying on the work of human helpfulness in this city, will appeal to us through our COMMUNITY CHEST, between November 9th and 23d, for maintenance funds to provide for the continuance of their essential work in our city for the year 1927.

I believe in the Community Chest plan—it has been proved the best and most economical way to provide maintenance funds for our welfare institutions, and I sincerely commend it for your consideration.

Everyone is invited to do his bit. I would be pleased to see all of our employees contribute as generously as his or her heart and circumstances permit.

The quota for the company this year is eight thousand eight hundred dollars, which is approximately the amount we raised in 1925 and 1926. I believe we can easily raise this same amount now if we all put our shoulders to the wheel as before.

Yours for success,

A. B. MERRIHEW,

Col., L. A. Ry. Div.

Room 1025 L. A. Ry. Bldg.

In Appreciation

To the friends of the auditing and tabulating department, I wish to express my appreciation of the beautiful floral offerings and kind thoughts sent in memory of my dear sister, Mayme LaRue.

NELLE CLEAVER.

I wish to thank the boys of Division One for the beautiful floral piece, and their many expressions of sympathy on the occasion of the passing of my mother, which occurred Thursday, October 28th.

J. B. LAIR, Foreman Div. One.

We wish to thank the boys for the beautiful flowers and the comforting words that were spoken. The kindness to the memory of our loved one greatly softened the pain of the awful blow and will ever be remembered by

—MRS. ALLEN W. SMITH, MRS. CLARA SMITH, MOTHER, and BROTHERS and SISTERS.

DIVISION ONE

H. N. COLE

Motorman R. T. Gamble is taking ten days off to rest up preparatory to the Christmas rush.

Motorman F. L. Bedell is taking a thirty days vacation to rest up. He says he has worked very hard this year and feels the need of a good rest.

Conductor F. J. Canning is spending ten days seeing the sights of his home town, Huntington Park.



Franklin A. Bridge, 11 months son of Walter Bridge, motorman at Division One

Conductor J. D. Sweeten has taken thirty days off to visit friends and relatives in Maggalema, N. M.

Conductor D. A. VanDyke is receiving congratulations on account of the arrival of an eight-pound baby girl at his home last Tuesday night. Her name is Mary Alberta. Van is all smiles and we are smoking good cigars.

A good many of us fellows will soon have an opportunity to renew our acquaintance with Supt. Williams. Those of us who had the wrong understanding as to the meaning of "Speed of car" as per the last questionnaire, will be told all about it.

Conductor Curly Adams seems to have a splendid appetite, judging from his frequent visits to the restaurant across the way.

A lady lost her slipper as she was boarding my car, and seemed very much embarrassed as she climbed the steps with her shoe in her hand. Her companion came to her rescue by saying: "Why should you care, you have no hole in your stocking."

Ask Conductor Yohler to tell you the joke some one played on him one day last week, and mention "Guinea-pigs." If he refuses to tell you, just ask Clerk Charlie Farrah. He knows.

BUS DIVISION

ELMER WOOD

Conductor E. L. Herbel has resigned from the service to take up other work.

Operator M. W. Herrmann is on a thirty-day leave of absence. He will spend the time around the city and doing odd jobs at home.

Elmer Wood, division scribe, was laid up at home for several days last week with the grippe.

This Looks Like A World's Record Made By Division Two

Conductor P. R. Blanton and Motorman C. A. Wells, out of Division Two, were delayed by an accident to another car at 51st and Santa Fe.

Going to Monroe and back to Vernon and Wall, just to show that they were not loafing on the job, they handed in 403 transfers, 31 school tickets, 5 bus tickets and \$10.00 cash. A matter of 15 bus tickets were sold for good measure. Not counting deadheads, which don't amount to much, anyway, they carried 654 passengers and checked in only 10 minutes late.

DIVISION TWO

E. A. MOXLEY

Conductor J. B. Crow says he is in favor of the five-day week. He wants the football games to be held on Saturday morning so he can rest up Saturday afternoons and then work around the house on Sunday. Some idea, Crow, if you can get it put over.

Motorman O. Daniels granted thirty days just to lay around and rest up.

Motorman G. F. Morgan has been off the last ten days suffering from La-Grippe, etc.

We are glad to report that Conductor H. C. Peck is coming along nicely. Peck's leg was badly injured last August while doing some work around his house.

Conductor F. Ostendorf has returned from seven days leave spent in San Francisco. Ostendorf says Southern California for him.

Motorman C. S. Haldeman has been appointed permanent flagman.

Motorman J. E. Baker has decided to change over to conductor. Says the traffic is too much for him.

SHOPS

JACK BAILEY

Finding it almost impossible to reach the many employe friends personally, Mr. and Mrs. T. E. Davis request the pleasure of having all who wish to attend the marriage of Herbert Ormston on Wednesday evening, the tenth of November, nineteen hundred and twenty-six, at eight-fifteen p. m., Church of The Good Shepherd, 937 West 51st Place. "The Vicar and I will be there."

To our great disappointment, Art Clinton of the machine shop returned without the mentioned bride. We are led to believe he was just sputtering us. We will watch the air mail after this.

R. L. Sloan of the electrical repair department spent a three-day visit at his uncle's ranch at San Luis Obispo.

A. G. Sundeen, E. R. D. man, went on a trout fishing expedition over the week-end. He went up the San Gabriel Canyon, where the road ends and the great open spaces begin. When asked if he caught any fish, he replied, "Well, if I had eleven more with the one I caught I would have had a dozen; but apples, oh, boy! I dragged home about two gunny sacks full."

C. A. Nieman, carpenter helper, left Saturday p. m. for Porterville, but was back bright and early Monday morning. We might mention that these trips are being quite frequent, so don't crowd, girls; Porterville has him charmed.

Cliff Parker of the store department is thinking seriously of entering the fish and chip business. He thinks there are so many poor fish in California he can make it work. However, he could get the place and place, but will the "jack" come in?

DIVISION FIVE

FRED MASON

Motorman W. C. Martin and Conductor R. D. Martin have taken a six weeks leave of absence to visit the folks back in Carlton, Texas. We just found out that these two boys were brothers, and when being questioned about it R. D. replied, "Yes, he's been my brother all my life."

Last Saturday being Hallowe'en, the office gang came in for a swell Hallowe'en cake made by Mrs. E. Johnson, wife of Motorman E. Johnson. To say that the cake was good would be putting it mildly. It was a WOW and when everybody went back for a second helping they were out of luck. Accompanying said cake was some poetry, and as the limited space will not permit all of it to be republished, here's the closing verse:

Some unknown fairy thought well of the boys of Division 5,
And felt assured that they were very much alive,
And knowing that a little fun now and then is enjoyed by the best of men,
Sent to them some real cake,
Which I assure you was a real pleasure for me to make.

If you ever want any chewing tobacco, see Charlie Durrett. No, he doesn't chew, but he knows where to get it.

Conductor Tex. Hiller said that on his next vacation he's going to Canada and drink Canada Dry.



Baby Eidsen

Have you a "Little Fairy" in your home? Conductor A. H. Eidsen and wife will tell the whole world that they have, as the picture above will show.

You may think you know, but do you?

A failure is a fellow who has quit trying.

The highway of success has many detour signs.

DIVISION THREE

L. VOLNER

On a postcard received from Motorman D. M. Hope, who is now in Ottawa, Canada, he states they have two inches of snow and very cold weather. Says California looks good to him.

Conductor I. C. Grubbs left the hospital November 1st. He thinks he will be back to work in a few days.

Several months ago Conductor C. Rogers, having more change than he liked to carry in his pockets, put several rolls of nickels and other small change to the amount of \$11.12 in his purse, wrapping it into a roll with a rubber band.

He then hid the purse in the sand box.

On pulling into the barn, he started to get his money to turn in, but could not find it. Having had a heavy load and a crowd on the rear end, he was satisfied someone had beat him to it. He paid his shortage and had forgotten the matter, when a few days ago the clerk asked him if he had lost any money. He said he had, some time ago, and told the amount. The clerk knew it was his by his name being on the rolls.

The said box becoming clogged, Mr. T. Aldridge, mechanic, was cleaning it out when he found the purse. The motorman, having used the sand, caused the purse to work down to the bottom of the box.

Motorman O. E. Sasse has resigned to take care of his oil property in Texas.

Conductor O. M. Stuart has resigned to open up a lunch room and confectionery in Pasadena.

Being able to handle a car pays in several ways, as Motorman S. I. Spikes found out the other day. An auto tried to beat him to a crossing, both car and auto running at a high rate of speed.

Mr. Spikes, by ably handling his car, prevented demolishing the auto. The driver, knowing he was to blame, and to show his appreciation for not getting wrecked, threw a dollar to the motorman.

Do you ever try to get witnesses? If not—why not? We sure need them.

DIVISION FOUR

C. J. KNITTLE

Conductors Parham, Blades, Chalker and Dusty Rhoades have recovered from the egg bombardment they suffered while passing Clarence Street in Boyle Heights, Hallowe'en night. Parham and Chalker had to be relieved to change clothes. The others were only slightly shell shocked.

Safety Operator J. L. Young is in Brownwood, Texas, on a ninety-day leave.

Conductor Park is a most unlucky cuss. Last Wednesday afternoon about 3:10 he boarded his "C" car in the yard and prepared it to pull out at 3:17, but at 3:14 an extra man came out with a bundle of transfers and took the run off him because he had forgot to check in.

The following men are on the sick list: Frank Reynolds, W. H. Snow, G. F. Sullivan, J. G. Schroeder, conductors, and H. R. Bodycott, safety operator.

The state rests.

Take time to think or somebody else will for you.