

IMPORTANT MEETINGS PLANNED DIVISION SERIES BEGIN NOV. 15

In the rush of Christmas shopping, don't overlook the trainmen's meetings—Division Three on November 15th; Division One, November 16th; Division Two, November 17th; Division Five, November 18th; Division Four, November 19th.

Superintendent of Operation Hill is to be the principal speaker. He will go over the operation of the bonus system for the coming year and emphasize what is expected from the trainmen in the way of service. He will address his talk particularly to those men who are not quite up to the standard as to courtesy and safety. He will speak on those rules the strict observance of which is necessary under all circumstances.

There will be some entertainment features of the meetings which will be very interesting.

Every man is to attend at least one meeting either at his own or some other division.

FOG DANGEROUS SAYS COLLINS

Supervisor of Safety Warns of Grave Danger and Cites Instance

"The presence of fog is a source of grave danger," declares J. C. Collins, speaking of present weather conditions. He continued, "safeguard against accident by observing very strictly the rule for operating the car so as to be able to stop within the range of vision.

"A few days ago a car was standing at the foot of a down grade. The lights were out when they should have been burning. Fortunately for the passengers the car behind was being operated very carefully and the motorman was able to stop at the fender touch or absolutely within the range of vision. The motorman of the second car has not had a single accident this year.

"The other day a car was derailed, breaking a center line pole and injuring a passenger.

"Observation of the rule for changing handles when backing the car over the cross-over would have prevented the accident. Failing to do this the motorman backed his car over the switch point on the other track in such a manner that the rear trucks were on the south bound tracks and the front trucks were on the north bound track. This derailed his car.

"Men, operate according to the rules and you will be right. The rules are right. They are made that way."

There is only one man living who can make a man out of you—that's you.

MRS. ROBERTS RETURNS

Mrs. John S. Roberts, secretary to Mr. Kuhrts, is back at her desk much to the delight of her many friends in and out of the company. Mrs. Roberts had been ill for a number of weeks, but is now fully recovered and her cheerful smile will again greet those who enter the general manager's office.

Please Come Back, Bill

Last Wednesday "Our Bill" returned to our corner for an all-too-brief visit.

Heretofore Mr. Saager has always been an unusually efficient handler of this busy spot, but for once came near staking a riot. Traffic was tied up into a regular jam because of the volume and warmth of the welcome and reception tendered him by his friends

—numbering all who pass his corner—who could get anywhere within the congested district around him near enough to shake hands with him and to tell him how much they have missed him. One of the downtown dailies took photographs of him, and so great is the popularity of Our Bill that the photographer refused to allow one of the police lieutenants to stand alongside while taking the picture.

Always smiling, always pleasant, and always courteous to everyone, is it any wonder he kept traffic moving, and is greatly missed by us all at Eleventh and Broadway?



PRACTICE CARS TO OPEN YOUR HEART BE REBUILT IS CHEST APPEAL

The three practice cars, numbers 9011, 9012 and 9013, are scheduled to be rebuilt. No. 9011 is now in the shop and as soon as it is finished, the others will be taken in turn.

Each car is to have a long desk inside with a frame over the desk for schedules. This will give the new men a chance to practice copying schedules and making out accident reports wherever it is convenient to stop the car instead of coming back to the division house to do the work.

There will be three types of governors instead of one on all three cars. No. 9012 will have the K-68 type of controller installed. Two more motors will be added to the equipment of No. 9013, making it a four-motor car and it will have the K-35 type of controller.

These cars have always been called the "rough edge" cars, but Chief Instructor Dan Healy has never been able to make up his mind whether the rough edge is worn off the men or off the cars, so he insists that the correct name for them is "practice cars."

THE PRESIDENT'S MESSAGE TO LOS ANGELES

"The Community Chest plan of handling the benevolent and charitable contributions of a community is altogether the best that has been devised. I have had some familiarity with it in various communities and am convinced that it makes for better administration, and for a reduction to a minimum of indiscriminate and sometimes wasteful charities."

CALVIN COOLIDGE.

A. B. Merrihew, colonel of the L. A. Railway Division, makes the following report of results of the first two days' campaign:

	Subscribers	Pledges	Cash
Division 1	171	\$236.50	\$166.50
Division 2	20	48.50	39.50
Division 3	33	81.50	69.50
Division 4	246	387.00	162.00
Division 5	241	246.30	96.00
Mechanical	170	210.75	210.75
Totals....	881	\$1,210.55	\$765.25

EngineeringNo Report
L. A. Bus.....No Report
L. A. Motor Bus.....No Report
Offices—in building.....No Report

Repairs and Cases From Paymaster

The paymaster's office is now carrying a stock of extra coin tubes and repairs for the Johnson changers, and trainmen may obtain such supplies by applying at Room 905, Los Angeles Railway Building.

Pass cases may now be obtained from division superintendents and also from the paymaster.

Members of the mechanical department at the divisions can obtain pass cases from the division superintendents or from the master mechanic's office, which also carries a supply.

Wedding Bells

Louis Panner, stationer, who has been with the company for several years, was married to Miss Lois Robinson on the morning of November 11th. After spending a few days at Catalina, Louis will resume passing out supplies to us from Room 901 today.

Many a wise man has picked up a good suggestion where some fool dropped it.

IMPORTANT NOTICE

This is to direct the attention of all in the Transportation Department to instructions published in Two Bells May 10, 1926, relative to co-operation with the Investigation Department, of which Mr. W. H. Van Volkenburgh is chief.

Mr. Van Volkenburgh, Mr. G. W. Bruffett and Mr. P. V. Mathews have full authority to question any person connected with the Transportation Department on any matter pertaining to that department or to its employes insofar as their activities may affect their work or the morale of the department. No employe thus questioned need fear that his position will be endangered or his rights interfered with in any way as the result of such inquiry, if he be found blameless in any matter under investigation.

Information sought by any of the investigators named, provided it relates to the relationship between employes and the company, must be given when so requested.

GEO. B. ANDERSON,
MANAGER OF
TRANSPORTATION.

TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Not Just "Good Enough"

Everybody in the little town where I once lived as a boy called him "Daddy" Schnieder; and to us youngsters he was one of the most interesting people in the whole place because he used to make such wonderful things in the way of furniture. He was proud of the fact that he had learned his craft fifty years before under a very expert cabinet designer and builder in the Old Country—and everything he ever turned out was a specimen of the finest workmanship.

One day a group of us boys were admiring a sideboard the old man was making for the richest woman in town. To us it looked as though he had put on the last finishing touches. "Daddy" himself stood looking at it in silence. We couldn't see a single chance for improvement anywhere, and we said so.

"Ach!" he replied with his slow smile, "it ISS goot—goot enough for a king. But—it is not goot enough for me. I will make it still much better, and when it pleases ME, it will be for a king too goot yet!"

Is it any wonder old Daddy Schneider had twice as much work in front of him all the time as he would ever be able to do?

There, indeed, is the basis of all true success in business, from the smallest task to the greatest—doing our work so well that when it pleases US it will be what the old cabinet-maker called "too good for the king."

And what are some of the rewards for work so extra-well-done? There's our own satisfaction! There's our record of results, known to the department and noticed at headquarters! There's the praise and admiration of our associates! There's the steady employment that good work always earns! Best of all, there's the first chance at bigger opportunities ahead, which good work always wins us!

Read Before You Sign

"Cheerful credit" is a lodestone which often draws the guileless into signing documents the import of which they do not thoroughly understand. There is a rule of the Company, No. 10, which states: "Employes must not assign wages without the consent of the superintendent of operation."

Several trainmen have come into conflict with this rule. Perhaps innocently enough, they have undertaken to purchase articles on the installment plan and have signed contracts without reading them over carefully.

On all such contracts, usually in fine print, there is an assignment of wages provided for.

These contracts are too often signed up in a hurry and only when a lapse occurs and the installment house starts action does the purchaser realize the provisions he has subscribed his name to.

A man may be said to have sober second thought when he declines another drink.

"A lame duck usually gets that way from ducking responsibility.

"The difference between ability and success is work."

Because life is an education for eternity, it is sometimes difficult.

The world has two classes of people to deal with—the useful and the useless.

"Why worry so much about money? The things that you want most are not for sale."

Everyone admires pure grit—except in spinach.

Narrow-souled people are like narrow-necked bottles; the less they have in them the more noise it makes coming out.

Hitting the high spots can give a man an awful jolt.

It always reads: "He worked his way up." Note the "worked."

A grape fruit is just a lemon that had a chance and made good.

The way to get a great deal of work done is to be continually doing a little.

The following commendations are from passengers who take the time out of perhaps a busy day to write the company what they think of some trainman who has only performed his duty, but did it with a courtesy and good nature that commended him to the passenger.



For Conductor H. F. Henley, Division Two, from Jane Hallam, who says that Conductor Henley is most courteous and radiates good nature.

For Conductor C. E. Vassar, Division Three, from Mrs. C. Heisner, who says she is a regular patron on the "L" line and commends Conductor Vassar for his consideration of his passengers, especially elderly people.



For Motorman T. W. Spurgeon of Division One, from Mrs. Stanley Pringle—an act of courtesy to a crippled woman on the "R" line.

For Conductor W. D. Smiley and Conductor A. R. Brown, both of Division Two, from H. S. Payne, secretary of the Board of Public Utilities and Transportation. A word of commendation for Conductor Smiley by reason of his courteous conduct and efficient manner with passengers.



Mr. Payne, while riding the "S" line, took particular notice of Conductor Brown for his attention to duty and courtesy toward passengers. Mr. Payne states that both of these men are above the average.



Musings of the Old Timer

By George E. Ferguson

"Way back in Colorado," said the Old Timer, "where the altitude is high, the atmosphere rare, and the winters so derved cold that icicles last all through the summer months, the subject of our narrative, Harry Dean, now a conductor of Division 5, was very busy some thirty years ago digging coal out of Colorado's mountains.

Cold weather had set in and there had been an extremely heavy fall of snow and an unusually sudden drop in the temperature on the night preceding. The day before it froze the chickens on their roosts, and when morning dawned, Harry hurriedly packed up his earthly belongings and prepared to be on his way.

His boss at first demurred regarding wages due, but finally relented, and New Orleans was Harry's first stop. Then on to Los Angeles, where, after having been engaged in several minor jobs, he began grabbin' nickels.

Over 23 years of faithful service to the Los Angeles Railway Corporation entitles him to be numbered among the Old Timers, and the writer, who has known him for the past twenty-one years, can truthfully say that he seems, at this date, to be growing younger, and his pleasant smile and courteous manner are a good example to the new men who are just starting in."

LARY LAFFS

"Hello, Pat, have you seen Mike lately?"

"Yes, begorra; Oi thought Oi saw him across the street t'other day, and he thought he saw me, but when we got up to one another, bedad, it was neither of us."

"I overheard that man who calls on you say something about betting, Bridget. I hope he doesn't frequent pool rooms?"

"Shure, ma'am, he doesn't know there's such a place in the city. He's a policeman, ma'am."

Rastus: "Here's dat quatah ah borrowed from yuh last year."

Sambo: "Yuh done kept it so long dat Ah don't know if it's wuff while for me to change mah 'pinion of yuh jes' fo' two bits."

Auto Salesman (giving driving lesson): "Have you got your brake on?"

Fair Young Thing: "Oh, d6 I have to wear a brake?"

A Scotchman fried his bacon in Lux to keep it from shrinking.

WHITE MULE, PROBABLY

When the donkey saw the zebra, He began to switch his tail; "Well I never," was his comment, "There's a mule that's been in jail."

"So you have been married before, Mrs. Smith?"

"Yus, ma'am, three times; and if it pleases 'eaven to take this one, I know where I can lay me 'ands on a fourth."

Captain: "If anything moves, you shoot!"

Private Jackson: "Yes, suh! An' if anything shoots, Ah moves!"

An Englishman and an Irishman, riding together, passed a gallows.

"Where would you be," said the Englishman, "if the gallows had its due?"

"Ridin' alone, I guess," said the Irishman.

Teacher: "Give me a sentence with the word 'analyze.'"

Small Boy: "My sister Anna says she never makes love, but oh, how Analyze."

Bulletins

Issued November 15, 1926

STREET CAR

No. 173—NOTICE TO CONDUCTORS

The following passes reported lost since the first of this year have not been recovered:

162	1726	3053	5816
251	1815	3111	5835
382	1822	3122	6042
459	1832	3128	6108
486	1872	3150	6284
527	1897	3388	6436
598	1942	3415	6470
630	2116	3526	6614
1190	2145	3673	6657
1205	2161	3721	6680
1215	2175	4029	6778
1284	2211	4092	6902
1296	2216	4173	6949
1315	2237	4200	6978
1344	2300	4405	7514
1357	2344	4525	7562
1390	2442	5099	7600
1490	2616	5124	Track Badge
1516	2638	5175	No. 151
1609	2815	5265	
1702	2838	5385	
1706	3028	5680	

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

No. 174—Notice to Conductors

When southbound on Mateo Street at Violet all cars will make the stop even with the north property line, and will make observation and proceed from that point.

This in order to avoid the blocking of Violet Street when the Southern Pacific tracks are blocked by their trains.

The discs will be placed in the new location in the near future.

No. 175—Notice to Conductors

The following firemen's passes are reported lost:

No. 28556, issued to Fireman John A. Mason.

No. 31684, issued to Fireman Thomas E. Stockton.

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

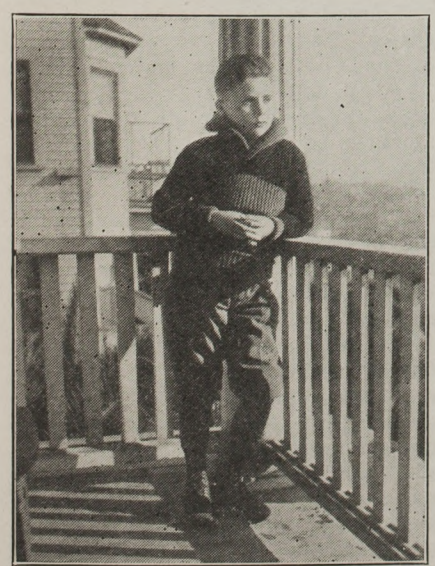
No. 176—Notice to Conductors

The following passes are reported lost: No. 3087, issued to Mrs. Minnie W. Christy, wife of F. A. Christy, supervisor traffic department.

No. 3430, issued to Mrs. Charlotte R. Pritchard, wife of Geo. A. Pritchard.

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

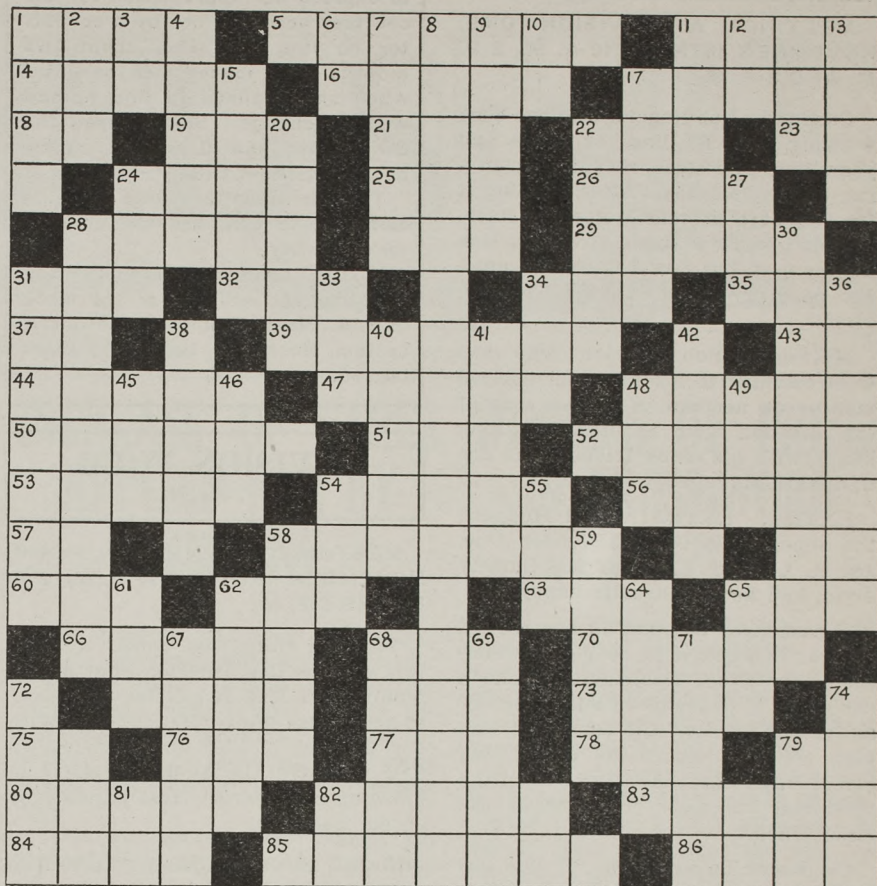
P. B. Hill



Frank Henry O'Neill, fourteen-year-old son of Conductor "Hughie" O'Neill of Div. 4, is an honor pupil in Central Junior High School and a first-class Boy Scout and patrol leader of Troop 78.

Street Railway Cross-Word Puzzle

Information and Directions



HORIZONTAL

1. A bird, a path, and to scoff.
5. Takes the current.
11. Vehicles.
14. Come in.
16. Overflow.
17. Run without power.
18. Press support.
19. Seat.
21. Prefix denoting "equal."
22. Makes a dangerous flash.
23. Handles your letters.
24. A challenge (abbr.).
25. Vehicle.
26. Bondman.
28. Where your pay comes from.
29. Afloat.
31. Snoop.
32. Party (abbr.).
34. Needed when sick (abbr.).
35. Your uniformed friend.
37. Sun god.
39. Bad for our records.
41. Slow down (music).
43. A continent.
44. Happen.
47. West India volcano.
48. Vehicles.
50. Impassive.
51. Nickname (meaning "like a lion").
52. Electrical engines.
53. Sound (geographical).
54. Garments.
56. Famous mountain (Bible).
57. Sign of the comaprative.
58. Man who keeps a line on your work.
60. Automobile.
62. Relative of Andy Gump.
63. Beggar or drunkard (slang).
65. Beverage (pre - Volstead).
66. A ruler of the desert.
68. Free advice or information (slang).
70. Tells beginners how to do it.
73. Revise for publication.
75. Rough lava.
76. Negative connective.
77. Fear.
78. Droop.
79. Thus.
80. Pulverized cereal.
82. Slows down the car.
83. System that brings reward.
84. Cab.
85. Apartment house on Wilshire.
86. Would smell as sweet by any other name.
20. Give information (slang).
22. Separate.
24. Division of time.
27. Nova Scotia College (abbr.).
28. Breaks.
30. In a worthy, noble manner.
31. Do well.
33. Energy (slang).
34. Last thing we do.
36. Unresisting.
38. Beasts of burden.
40. Fracas.
41. Tears.
42. A sharp, bright person (slang).
45. Makes one wheel turn another.
46. Same as 41 horizontal.
49. Measure of weight.
54. Wine (French).
55. Cry aloud.
58. One who does not "keep up his end" (slang).
59. Bare bodies.
61. Unit of electrical resistance.
62. Youth.
64. Mrs.
65. Ancient model of industry for mankind.
67. Boredom.
68. A form of crown.
69. Peeps.
71. Big African river.
72. Ex-President and California city.
74. Duty of all good citizens.
79. Pet name for near relative.
81. Draft animal.
82. Near relative (abbr.).

VERTICAL

1. At the back.
2. Plus.
3. Pronoun.
4. Ancient incurable disease.
6. Right front.
7. California fruit.
8. Institution of which we all are proud.
9. Batty.
10. Nickname of a division superintendent.
11. Makes a good breakfast beverage.
12. Same as 75 horizontal.
13. Quit.
15. Allude or attribute.
17. Gangs.

Keen brained employes in the transportation department (this does not necessarily mean "high brows") have a chance to test their wits working upon the Street Railway Cross-word Puzzle in this issue. It will afford ample opportunity for mental gymnastics.

The solution will not be found half as difficult as first glance seems to indicate. Some definitions may be a bit misleading, but that was the intent of the author. For example, No. 25 horizontal is a vehicle, but one intended for one particular purpose only.

Exactly 100 words are hidden in the white squares. Of these, 22 relate to your business, its appliances, and regulation of transportation.

This contest is open to trainmen, flagmen and switchmen only.

Prizes will be awarded as follows to such employes sending in correct solution, in the order of time in which they are received:

For the first correct solution, \$10; second, \$7.50; third, \$5; fourth, \$3; fifth, sixth and seventh, each \$2; eighth, ninth, tenth and eleventh, each \$1.

If some answers are not correct, prizes will be awarded, in the order named, to those giving the greatest number of answers. Use capital letters in writing.

Write your name (and badge number if a trainman) above the form and hand to your division superintendent or foreman as soon as possible after completion. He will write date, hour and minute received and transmit to the manager of transportation. Be prompt, and don't lose the prize by a minute.

Contest will close at noon sharp, November 17, and if the main office is not swamped by checking replies, the names of prize winners will be announced in next issue.

BUS CHANGES

Verdugo Road bus line will be placed in operation December 1, 1926, operating along Verdugo Road between Glassell Avenue and Palmer Drive on a fifteen-minute headway between approximately 6 a. m. and 6:30 p. m. daily except Sundays and holidays. Fare will be five cents without transfer privilege. This line connects with line "E" at Verdugo Road.

Effective Sunday, November 14th, new schedule becomes effective on Melrose Avenue bus line, providing more service during the morning and evening rush hours and more frequent service during the afternoon and on Sundays.

Washington Street bus line, as extended to Hines Avenue and Adams Street, effective November 15th, 1926, will be named "Washington-Adams bus line" instead of Washington Street bus line.

Another way of writing the Golden Rule is, "Help a man to help himself."

New Buses

The company has just received the first of an order for two double-deck buses. The second one will arrive within a few days. An additional order of twelve buses has been placed for service on various parts of the system. Two of these buses are double-deck and the rest are single-deck. The entire lot is equipped with 4-wheel Westinghouse air brakes which will make them exceedingly easy to ride in. The single-deck buses will be six-cylinder; the first six-cylinder buses put into operation on the Los Angeles system. The double-deck buses have been built to allow five inches more width in the stairway and six inches additional width on the loading platforms.

Entertains Veterans

Mr. Joe Finn, manager of the orchestra and quartette, has received a very fine letter from Mrs. Josephine Hanning, expressing the appreciation of the disabled veterans in Sawtelle for a program given them by the quartette. These men are among the very sick men at Sawtelle and the quartette was able to bring a ray of sunshine into their lives with music.

Working Hard

The instruction department is very busy bringing the 1927 instructions to conductors down to date by adding the bulletins which have been issued since the last instructions were printed.

DIVISION ONE

H. N. COLE

MEETINGS AT DIVISION ONE, NOVEMBER 16TH AT 10 A. M., 2 P. M. AND 8 P. M.

Conductor Bob Rogers, who has been working the "R" line for years and years and then some, recently bid in a run on the "N" line. After working it for two days he told Motorman Rath, "I didn't know a single street on this line at first, but now I know the number of every house, I pass them so often."

Motorman Bob Frazier, who has been confined to his home for several months on account of illness, was at the division last Saturday shaking hands with his many friends who are wishing him a speedy recovery.

EXTRA! EXTRA! Paul Huppert, the super radio bug of Division One, got St. Louis on his radio last Sunday night, and he is unusually happy.

A passenger boarded an east bound "J" car and asked to be put off nearest to the Stock Exchange. "Take a car going in opposite direction, get off at 7th and Spring," the conductor told him. "I was told to get off at 26th Street," said the passenger. Then the conductor tumbled. He wanted the Stock Yards.

Conductor Laber of the "J" line forgot to tell his motorman to make a left hand turn at 7th and Grand, and almost before he realized it, he was lost away out in the woods somewhere. He found himself by calling the dispatcher.

Conductor J. L. Bickerdike is taking thirty days off to visit relatives in Colorado.

Conductor L. L. Johnson is spending a 40 days' vacation in Arizona.

DIVISION TWO

E. A. MOXLEY

MEETINGS AT DIVISION TWO, NOVEMBER 17TH, AT 10 A. M., 2 P. M. AND 8 P. M.

It has leaked out! Now a pleasant anticipation of the aroma of matrimonial stogies is had by Division Two. Motorman C. E. Greenlea thought he was putting something over on us when he took to wife a fair maiden who is the secretary of the manager of the Pacific Southwest Bank at Vernon and Avalon, without saying a word to anyone. He was around smiling today like a young kid who had just been caught stealing jam.

Conductor C. E. Burrus is in the Roosevelt Hospital for an operation.

Many of the boys will be glad to know that the big cars (multiple unit) are to make their appearance on the "H" line.

Word has been received from Motorman R. H. LaCoste, who is in Canada, and wishes to be remembered to the boys.

Though there will no doubt be quite a "write-up" in this issue about the "Community Chest," we want to say an extra word to the effect that Division Two is expected to "go over the top" in its quota. Do your best, boys! That's all that can be expected.

C. A. Musser of Division Two, who has been on the sick list for some time, is now at St. Helena trying to find relief from his illness.

Who Is It?

A woman called at the main office to express her appreciation for the courtesy accorded her by a conductor on line "R" who, about two months ago, loaned her car fare when she chanced to find herself without change. She boarded the car at 5th and Gramercy, northbound, at about 5:30 P. M.

The identification given was insufficient to establish the conductor's identity.

If the conductor remembering this incident will call at the office of R. A. Pierson, supervisor of merit system, Room 710, he will be reimbursed.

DIVISION FOUR

C. J. KNITTLE

MEETINGS AT DIVISION FOUR, NOVEMBER 19TH, AT 10 A. M., 2 P. M. AND 8 P. M.

The first thing that comes to mind this week is that Division Four is still holding the lead in getting witnesses to accidents. Fine dope, fellows. With our average of 7.45 and Division 5's 6.82 we have the added pleasure of knowing our nearest rival is not even on our heels.

Since all attempts to persuade women to alight from cars facing forward have proved futile, why not teach them the safest way to get off backwards?

Talk about your Community Chest! Man alive! This team over here is the most high-powered gang that is, was or will be. Before sunrise last Tuesday they took in more subscriptions than they did the balance of the day. Of course you can't get a man after he's got, and there will be few ungotten ones when the Division Four solicitors finish up. E. E. Johnson and C. Larson, motormen; S. T. Cooper, D. L. Lowen and E. E. Wilke, conductors; W. L. Greenwood, safety operator, B. B. Boyd, foreman; E. Ellis, E. E. Roffee and W. J. Harris, clerks, and E. G. Benedict, stenographer, comprise the team. Superintendent Wimberly, who, under the military plan of the campaign, is a major, directs the work here.

Conductor D. J. Vanderlinden has returned from his trip to Chicago, Montana and British Columbia. He tells us B. C. has a very damp climate, but he was not looking for California sunshine, anyhow.

Safety Operator C. Caper is back from an extended leave to St. Louis. Mrs. Caper, who accompanied him, was unable to return on account of having undergone an operation.

Conductor J. Barrere, who left for Buffalo, N. Y., by auto a few weeks ago, writes stating he arrived safely; the weather is very cold and there is lots of snow.

Appreciation

To the Editor of Two Bells:

Will you please, through your columns, express my deep gratitude to the boys of Division Five for the loving thought of sympathy expressed in the beautiful flowers sent on the loss of my dear husband, D. C. Ross.

MOLLIE E. ROSS.

SHOPS

JACK BAILEY

Fred Andrews of the electrical repair department and family made a week-end trip to the Los Angeles Play Grounds. Fred made this trip for two reasons: First, to show his family a good time, and second, to show Al Gallmer that Chevrolets are as good as Buicks any time.

S. A. Ackerman, F. Milosovics and J. C. Petit all answered on the carpenters' sick list this week.

Just for fun, B. Lock, W. Jones and some friends journeyed up near Redlands on a week-end hunting party. I said just for fun, but they did get one rabbit.

E. Reiman, truckman, was doing some 45 miles coming to work last week. We have reasons to believe he never got here and is not out yet.

Thomas Rocha of the electrical repair department started things coming his way last Sunday. One of them was a Ford, which collided with his own. Thomas got out with a few scratches and his Ford will recover.

R. L. Sloan and C. Green are working a night shift, while W. A. Smith and H. Heuer are holding down the day shift at West Adams Automatic Substation making repairs. That's why we have missed them around the shop.

A most interesting scene was witnessed as Janitor Robert Conley made a mad rush for cover with a moving van operator close at his heels. It seems that Bob had happened to be passing by as a perfectly good straw hat blew from the van. Bob was caught between the fender shed and the carpenter shop.

DIVISION THREE

L. VOLNER

MEETINGS AT DIVISION THREE, NOVEMBER 15TH, AT 10 A. M., 2 P. M. AND 8 P. M.

W. F. Carpenter writes from Clear Lake Highlands, where he is staying with his son, that he appreciates Two Bells. The paper is sent to him regularly and Mr. Carpenter enjoys its contents.

H. R. Orton has resigned to work for the Frisco R. R. in Birmingham, Ala.

Don't forget the meetings Monday the 15th at 10 A. M., 2 P. M. and 8 P. M. Mr. Hill will make a talk and am sure each one will enjoy hearing him.

H. L. O'Howell has traded seniority with J. P. Johnson of Division 5. We welcome Mr. Johnson to this division and hope he finds it, as have the rest of us, the best yet.

The boys are all anxious to know who is going to get the big bonus. Of course each one thinks he is it, and is anxiously awaiting December 15th.

Chief Switchman Lantz was smoking one of his favorite Flora De Stinks in the switchman's shanty, when it exploded. He said he thought his tailor was trying to blow him up.

The big drive is now on to fill the Community Chest. Mr. H. Trabue will take your subscription, or in case he is not in the office, the clerk will gladly wait on you. Let's make Division 3 100 per cent.

DIVISION FIVE

FRED MASON

MEETINGS AT DIVISION FIVE, NOVEMBER 18TH, AT 10 A. M., 2 P. M. AND 8 P. M.

Conductor A. H. Pansick has resigned to go into business for himself, a cleaning and pressing parlor in Venice. Pansick, as you will remember, is the boy who refused to be stuck up one night when working on Line "E" and took the holdup man's gun away and held him up till the police came. Here's wishing him success in his new venture.

Conductor T. R. (Red) DeLoach has been granted a 30-day leave of absence to take his wife to Arizona.

Conductor J. O. Bauer just blew in from his trip of seeing America from a Stearns-Knight sedan. He left here August 10th and here's the territory he took in. He went from here to Vancouver, taking in all the towns and points of interest on the way, and then to Yellowstone Park via Idaho, Montana, thence to Washington, D. C. He found everything being run O. K. at the Capitol and then dropped off at the Sesqui-Centennial in Philadelphia on the way to New York, where he left his partners, ex-Conductors Thompson and Harper, looking over that little village. When he left the party they had covered 11,000 miles without encountering any serious trouble. They did tangle up with a Ford, but that doesn't come under the heading of "serious." The car was equipped with a radio, which functioned perfectly all the way, and added materially to the success of the trip.

Motorman Rufus Farmer says that he can't watch his chewing tobacco and play pinochle at the same time, so he left his tobacco at home. I wish somebody would steal his pipe. If his playing was as strong as his pipe what a WOW he would be.

BUS DIVISION

ELMER WOOD

Mr. F. Van Vranken, manager of the Bus Division and of the Los Angeles Motor Bus Company, called the men of both divisions together November 9th for another smoker and safety talk. Mr. Van Vranken spoke on courtesy and safe operation during the coming wet weather; he also explained how to prevent the most common accidents and urged the boys to get more witnesses. There were two meetings held at the Virgil Avenue garage, one at 10 A. M. and one at 8 P. M., which made it possible for all of the operators to be present. The men from this division went to the meetings in company buses. On the morning trip a single-deck bus was used and in the evening a double-decker carried the men and the Bus Division Hawaiian Quartette, which played en route and at the meetings.

L. C. Clark, operator, who is a frequent broadcaster, took his accordion and also helped entertain the men.

Operator P. F. Murray takes pride in announcing the arrival of a ten-pound girl, born October 31st, and mother and daughter are doing fine. The boys of the division extend their congratulations to Mr. and Mrs. Murray.

Operator E. T. Fleming says his cap doesn't fit the same since the arrival of an eight-pound boy November 3rd, and he reports mother and son are O. K. The boys of the division also extend their congratulations to Mr. and Mrs. Fleming.