

IMPROVED GRINDER PROVES A BIG SUCCESS

Time consumed in grinding flat street car wheels greatly reduced by new machine

The Los Angeles Railway Company has just completed the installation of a new pit grinder at Division Three.

In a recent trial, a pair of wheels were ground and put back to work in one hour and thirty-five minutes. This same operation would have required several hours with the former method of grinding the wheels.

Flat wheels on street cars, that is, wheels with flat spots on their treads, cause considerable trouble and expense and must be repaired immediately or the car will be out of commission. Formerly the wheels had to be removed from the truck, brought to the grinder, trued up, and then mounted again. This operation was slow, tedious and expensive. Increased traffic made it mandatory to seek a relief from this highly unsatisfactory process; hence the pit grinder.

This machine is installed in the pit below the track and is put in action by a 20-HP electric motor. When flat wheels are detected the car is pulled over the center of the grinding wheel; a pair of screw jacks resting on the platform are laid under the motor cellars and lift the truck and the car body about one inch above the level of the rail; the gap rail is removed and the grinding wheel is then brought into position by means of a screw. The motor is started and the car wheel revolves on its own power from the trolley and the grinding of the wheel begun.

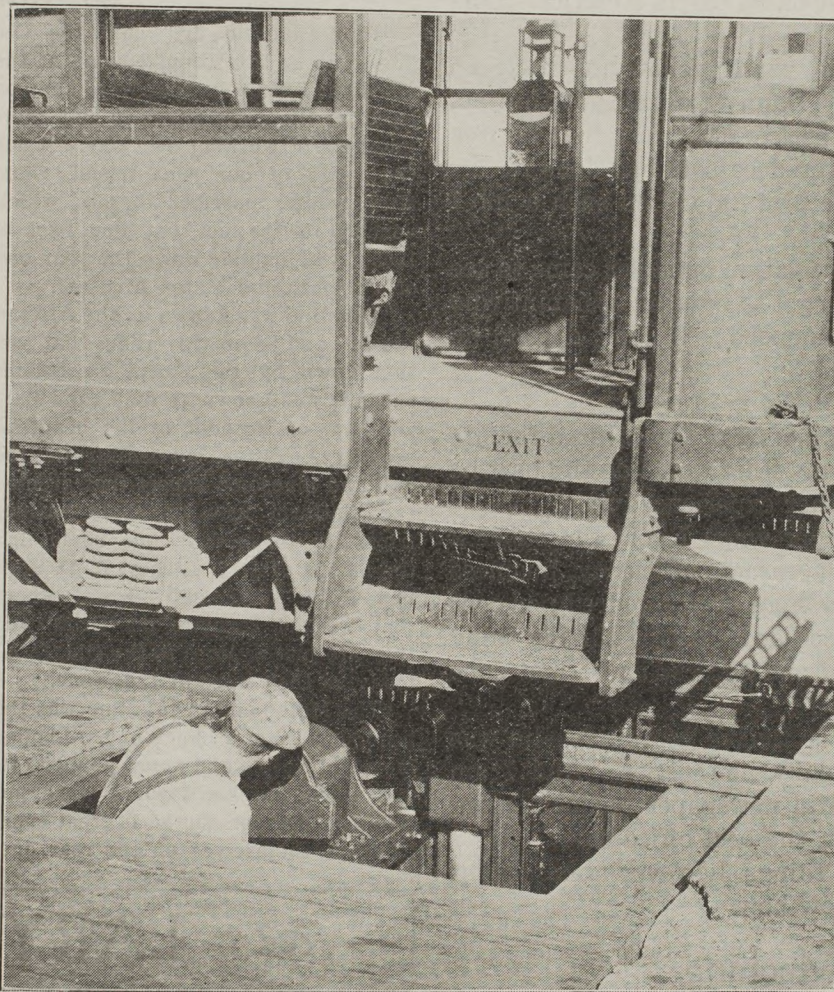
The machine being double ended, two wheels may be ground at the same time. The rotating of the wheel is cut down to proper speed by a special combination of resisting elements.

The grinder is equipped with a fan which exhausts, through a system of pipes, the dust and particles of metal detached in the grinding process, and then forces the dust into a receiving chamber.

The wheels being ground, the gap rails are replaced, the jacks lowered until the wheels rest on the track and the car is rolled away ready for work.

In case of the two-motor cars, the idle axle is put in motion by a special arrangement of pulleys, gears and

New Pit Grinder At Division Three



H. Earl, Asst. Foreman at Division Three, at Work on the Wheel Grinder

sprockets designed by the staff of the mechanical engineer.

Plans have been completed and the work started for the installation of the same type of machine at Division Five.

SPECIAL LAYOUT FOR 4TH AND SPRING

The Los Angeles Railway Company has just received from Wharton and Sons, Philadelphia, a complete special work layout, for installation at the intersection of Fourth and Spring Streets.

This layout was first set up in the Vernon Yards complete in preparation for actual work on the ground.

It consists of one equilateral turnout on Fourth Street and two turnouts on Spring Street with all connecting curves.

Truth is stranger than fiction, judging by some of the dumb stunts revealed by accident reports.

NEW DOWNTOWN TIME TABLES

The schedule department has remade the time tables for Spring and Broadway in order to eliminate the drag in car service in the congested district.

Traffic checks show that more time is lost between Seventh and Eleventh Streets on Spring and Broadway and that the run is freer between First and Seventh Streets.

During the rush hour the time point will be taken away from Seventh and Broadway. This will permit a freer run between First and Eleventh Streets, giving a better chance for south bound cars to reach Eleventh and north bound cars to reach First on time.

After the rush hour the time point at Seventh Street must be observed. The new time table will go into effect Sunday, October 17.

SHORTLINE ROADS ENTITLED TO RELIEF

Amendment No. 7 on the ballot removes injustice to small steam roads

An amendment will appear on the ballot at the general election November 2, 1926, known as the "Short Line Amendment," and designated on the ballot as Proposition No. 7.

This was adopted by the State Legislature at its last session, and is designated to place the short line railroads of California on the same tax basis as the electric railways and remove a long-standing tax inequality.

The short line railroads are located in the sparsely settled sections of the state and the ranchers of the territory they serve are dependent on them for their rail transportation. The ability of these farmers to market the various commodities produced in the outlying districts and to purchase and transport supplies from the large cities depends on the continued and successful operation of these small railroads. Most of these short line railroads are owned in the territory in which they are located.

It has been generally admitted for years that the short line railroads are bearing an inequitable tax burden, and it was so recognized by the last legislature which adopted the amendment, and now the people are asked to ratify it.

Vote yes on Amendment No. 7.

Complaints and Commendations

The September record for complaints and commendations shows an increase of three for complaints and two for commendations.

The usual cause of complaint, fare and transfer trouble, decreased by fifteen, but this was offset by the complaints for discourtesy, which increased by fourteen.

Perhaps now that October is here and the weather is cooler, everyone will be feeling better and there will be less cause for complaint and more reason for commendations. The weather affects passengers as well as trainmen, so a little extra effort may make a big difference.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Are You A Danny Reagan?

Years ago I had a red-headed fourteen-year-old office boy named Danny Reagan. He was so quiet and modest that I at first doubted whether he would make a go of it in a bustling daily newspaper office, but after a few weeks I found that I never had to ask him if he had done something that I had directed him to do. **I knew, without asking, that the thing had been done**—and better than any of my former office boys would have done it.

In my opinion, Danny was the best office boy in America. Certainly there never was a better one.

By-and-by I needed a dependable young fellow to check up papers assigned to the delivery boys. Danny Reagan got the job, at the age of 16. Investigation soon disclosed the fact that he was doing his work better than any of his predecessors had done it.

I came to believe that he was the best "man" on such a job I had ever heard of.

When Danny was eighteen, my circulation manager came to see me, figuratively tearing his hair. "I've got to have an assistant who will do what he is told to do," he announced. "I can't depend on Thompson when I am out of the office."

I suggested Danny, and Danny got the job.

About a year later the circulation manager was injured for life by the fall of an elevator. I asked Danny if he would do the best he could on the job until I could find another experienced man.

Danny was still circulation manager when I sold the paper a couple of years later. His record for accuracy, efficiency, business getting and all-around dependability was an even hundred per cent better than that of the man he had succeeded. He did the big thing with the same painstaking application and success as he had done the smaller things.

The last I heard of Danny—ten or twelve years ago—he was business manager of a big eastern daily newspaper. And I am betting that there is no more successful newspaper business manager than the Danny who was, at first, the best office boy.

You can't fail if you do the little things, however unimportant they may seem to be, the best you know how.

The Human Machine

If you want to make an automobile go you have to "step on it." If anybody steps on you when you are doing your duty intelligently and conscientiously, remember that it means opening, not closing, the throttle. Just go!

But first be sure that your path is clear and does not end in a blind alley!

The automobile is a machine that needs controlling. You are a machine that you yourself can control. Master control of that machine and you can go pretty near anywhere.

Life Handicaps of Abraham Lincoln

When Abraham Lincoln was a young man he ran for the Legislature of Illinois and was badly swamped.

He next entered business, failed, and spent seventeen years of his life paying up the debts of a worthless partner.

Entering politics again, he ran for Congress and was badly beaten.

He then tried to get an appointment to the United States Land Office, but failed.

He became a candidate for the United States Senate, and was badly defeated.

In 1856 he became a candidate for the Vice-Presidency and was again defeated.

In 1858 he was defeated by Douglas.

One failure after another—bad failures—great setbacks. In the face of all this, he eventually became one of the country's greatest men, if not the greatest.

When you think of a series of setbacks like this, doesn't it make you feel small to become discouraged, just because you think you are having a hard time in life?

The Man Behind The Smile

I don't know how he is on creeds,
I never heard him say;
But he's got a smile that fits his face
And he wears it every day.

He sees the good in every one,
Their faults he never mentions;
He has a lot of confidence
In people's good intentions.

If things go wrong he won't complain,
Just tries to see the joke;
He's always finding little ways
Of helping other folk.

No matter if the sky is gray,
You get his point of view;
And the clouds begin to scatter,
And the sun comes breaking through.

You'll know him if you meet him,
And you'll find it worth your while,
To cultivate the friendship of
The "Man Behind the Smile."

~ Musings of the Old Timer ~

By George E. Ferguson

"How time do fly," said the Old Timer as he idly thumbed one of the old night run books that were kept on hand for the night crews to sign their intention of working next day. "I see the name of our runt friend, Glen. Musselwhite, inscribed therein, which vouched for the fact that Glen, back in 1906-7, was holding down the rear end of a Griffith and Mateo Line car.

"This line was known as the African special, and when traversing that section down by the Santa Fe freight sheds it was known as the Grand Canyon, not on account of the beautiful scenery, however, but mainly for the dull and lonesome aspect that greeted the platform men on their various trips. In those days one could find the names of T. Y. Dickey, R. D. Starling, P. V. Mann, and several others that worked regulars on 'Griff,' and they are just as loyal to the Old 'L. A.' today as they were at that time.

"The Mateo end of this line was the headquarters of a bunch of hard-boiled Mexican, Italian and negro youngsters, and when the big fenders were put into use they considered it great sport to drape themselves on the rear one,

and while watching the scenery roll past they would also hurl jibes at the conductor. When he would attempt to get hold of them they would slide off those slow moving cars and fade away with a mocking laugh at the discomfited conductor.

"Musselwhite secured a piece of hay wire, fastened same to the fender, then to the headlight plug, and waited for the advent of the pests. Soon they came, and when he had a standing load on the rear fender he switched on the lights, and as the comics say, then the fun began. With an unearthly yell, brown and black vaulted high in the air and came down a-runnin', and, according to some of the number who were aboard when 'she got hot,' that 'Mistah Glen was suah a mean white man,' but the cure was effected.

"Gee! them were happy days. Nothin' to do but go get the fares, pull switches, flag railroads, carry headlights around, put up and let down fenders, find the trolley wire in the dark, and when your day's work was finished, so to speak, you could sweep out the car and then there was nothing else to do until tomorrow.

~ LARY LAFFS ~

"Where did the car hit this man?" asked Lawyer Garner when questioning the attending physician at the trial.

"At the junction of the dorsal and cervical vertebrae," responded the doctor.

The foreman in the jury rose in his seat and remarked: "I've lived in this country for upwards of fifty years and I know every crossroad, but I never heard of any such place; I believe it's a made up case."

Lady (to tramp): "Why on earth don't you work like anyone else? Hard work never killed anyone."

Tramp: "You're wrong, mum. I lost both my wives that way."

Nancy: "I suppose, dear, when you marry, you will try to get a model husband, eh?"

Peggy: "Certainly. But he'll have to be a 'working' model."

Judge: "Are you trying to show contempt for this court?"

Lawyer: "No, I am trying to conceal it."

"Sam, do you solemnly swear to tell the truth, the whole truth and nothing but the truth?"

"Ah does, sah."

"Well, Sam, what have you got to say for yourself?"

"Jedge, wif all dem limitations you jes' put on me, ah don't believe ah has anything to say."

"A man is never older than he feels," declared the ancient beau bravely. "Now, I feel as a two-year-old."

"Horse or egg?" asked the sweet young thing brightly.

John and George, small sons of a Baptist minister, after listening to one of their father's sermons, decided that they must baptize their family of cats. The kittens made no objection. One by one they were put in a big tub of water.

But when it came to the mother cat, she rebelled — and fought — and scratched—until at last John remarked:

"Just sprinkle her, George, and let her go to h—l."

Bulletins

Issued October 11, 1926

STREET CAR

No. 156—NOTICE TO CONDUCTORS
The following passes are reported lost:
No. 1897, issued to A. Lohr, welder, mechanical department.

No. 2838, issued to Leslie Raips, serviceman, garage, engineering department.

No. 3111, issued to Elizabeth M. Smith, wife of G. M. Smith, loader, traffic department.

No. 5680, issued to R. U. Patterson, conductor Division No. 4.

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

No. 157—NOTICE TO CONDUCTORS
Effective at once school tickets will not be honored for transportation on the Evergreen Shuttle line at any point north of the old terminal at Wabash Avenue.

No. 158—NOTICE TO CONDUCTORS
Miscellaneous reports pertaining to improper fare box readings, discrepancies between fare box statement and cash turn-in, and regarding bus ticket money deposited in fare box by mistake, are to be attached to the trip sheet and turned in to cash receiver with same. All other miscellaneous reports are to be turned in at the foreman's window.

Some conductors are becoming careless regarding the proper manner of turning in such miscellaneous reports.

P. B. Hill

BUS

No. 517

Bulletin No. 414, issued March the 24th, 1926, is hereby cancelled and beginning at once, westbound busses on Melrose Avenue in the vicinity of the Fairfax School must not stop to pick up or let off passengers except on the near side of intersecting street where busses make their regular stop.

Eastbound buses will stop on the near side of intersecting streets at places where regular stops are to be made and in addition may stop to pick up students from the Fairfax School at the main entrance.

No. 518

Operators or conductors of busses operating strictly in the school service must not carry any passengers except school students attending the public schools and who are entitled to ride as a student except that one school teacher may be carried on each trip to or from the school.

No. 520

Wilshire Boulevard is torn up and very dirty. Operators and conductors at terminals will please wipe the dust off the seats just as frequently as is necessary with the rags that are provided for that purpose.

J. Van Vranken

And Yet Folks Doubt Fishermen's Stories

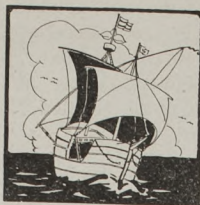
The Venice Vanguard contained the following news item:

"If a camel can go for seven days without water, how far can an automobile go without a gasoline tank?"

"Ben Schupp, of 966 South Serrano Avenue, Los Angeles, would have said very little, if any distance, until last Wednesday night. Now, however, he is asking Santa Monica police to solve the conundrum.

"In a letter to Chief of Police Clarence E. Webb, Schupp stated that his tank dropped off while he was driving between the Gables Club and Sawtelle, near Fox Hills."

TO COLUMBUS BELONGS THE GLORY



The real glory of the discovery of America belongs to Christopher Columbus and to no one else.

There are always rumors and legends which flourish as counter rumors when attendant upon some great enterprise as that of Columbus. Leif Ericsson, the Norseman, Prince Madoc, from Wales, Arabs and Basque whalers are claimed to have a prior right to the title of discoverer of the new world. But the discovery

by Columbus was due to an enduring faith in his belief. He believed that the earth was round.

The Christian world was in need of a more direct route to India. The overland route was subject to the hostilities of unfriendly peoples. The Portuguese were endeavoring to find a sea route by way of Africa, but Columbus believed that the shortest way was to go directly west.

He endeavored to interest the rulers of Genoa, Portugal and England, but without success. He finally gained the interest and confidence of Queen Isabella of Spain. After a struggle of eight long years against the ignorance, prejudice and complacency of the so-called wise men of the day, Columbus reached an agreement with the court of Castille and Arragon whereby three ships were furnished him for the journey to the east by the way of the west.

The long journey into the waste of unknown waters was begun. After many weeks without sight of land the men lost courage and almost mutinied, but Columbus was possessed of such high courage and confidence that his dreams were at last realized, when, on October 12, 1492, he planted the flag of Spain on the western hemisphere.

The benefits of his discovery can never be measured. They are boundless. Today the continent that Columbus discovered is the hope of the world.



Joint Pole Committee Give Luncheon

The members of the Joint Pole Committee, at their regular monthly meeting held Tuesday, October 5, celebrated their twentieth anniversary with a luncheon.

Mr. J. E. MacDonald, who has been secretary for the entire life of the committee, was presented by his fellow members with a Hamilton gold watch. Mr. E. R. Morehouse, superintendent of the Los Angeles Gas and Electric Company and a member of the original committee, made the presentation speech.

Speeches were made by the other members of the original committee who were present; R. E. Cunningham, formerly with the Southern California Edison Company, and Claude Campbell of the Los Angeles Railway Company.

About forty were present at the luncheon. They represented 17 different public utility companies.

Increase in Bus Fare

The fare on the Riverside Drive Bus Line of the Los Angeles Motorbus Company will be six cents (6c) without transfer privileges, beginning Thursday, October 7.

The present fare of ten cents (10c) with transfer privileges to and from the Los Angeles and Pacific Electric Railway lines will remain the same.

Appreciation

October 5, 1926.

We wish to thank our many friends in the Los Angeles Railway Company for their kindness and beautiful floral offerings sent us at the loss of our loved one.

Charles P. Berger and Sons.

Division Four Keeps First Place

The victory is once more Division Four's and second place goes to Division Five, in the friendly contest for first place in securing accident witness cards.

The total average for all divisions last month advanced .33 over the August record. Division One made the greatest improvement, raising the average .64, which entitled them to fourth place this time.

A complete summary of the report is given as follows:

Div.	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
1	257	1587	6.18
2	376	2377	6.32
3	323	1965	6.08
4	210	1542	7.34
5	226	1530	6.77
Total.....	1392	9001	6.47

BOUQUETS

For R. G. Monahan, conductor at Division 3, from Mrs. C. S. Pixley, 7540 Hampton Avenue, for courteous attention to a lame old lady who was one of his passengers.

For G. D. Riley, motorman at Division 1, from Mrs. R. J. Charles, for efficiency in handling his car, courtesy in giving information and assisting passengers.

For J. Holt, conductor at Division 1, from Henry B. Franklin, 1433 East 55th Street, for extra courtesies shown an old and feeble lady.

For W. W. Yates, motorman at Division 3, from James Allen, for kindly acts in assisting passengers on and off cars.

SHOPS AND SCHOOL COORDINATE WORK

Loyal Foth and Walter Puskowski, two boys from the Fremont High School, are new apprentices in the machine shop at South Park.

R. W. Hambrook, instructor in the vocational department at Fremont High, made arrangements with the chief engineer to place the boys as apprentices. The boys are working under a special plan. The boys will alternate with each other in the shop and at school. Through co-operation with each other they will be able to continue in each line of work without falling behind in either.

The Board of Education has granted permission for the experiment and will give full credit for graduation for the work in the machine shop. When the boys graduate from the high school they will also graduate from the shop and will be able to take a position at a commensurate salary.

This very interesting experiment is being tried out in other vocational lines.

GENERAL OFFICES

Howard Taylor, draftsman, is away on a hunting trip in the Malibu mountains. He reports that the party had been out only about three hours when they brought down a two-prong buck which weighed about 100 pounds dressed. No venison yet, however.

Mrs. Blanche M. McCormick, stenographer to the secretary and treasurer, is away on a two weeks' vacation. Last week she and Mr. McCormick were on a hunting trip in the central part of the state.

Mr. George Lane, paymaster, is carrying around a very sore thumb. After being careful for twenty-three years, Mr. Lane shut the safe door on his thumb, injuring it very severely.



Mr. P. C. McNaughton, member of the publicity department, is taking a week's vacation, which he refers to as a sort of scooting affair. He will go to Carlsbad for a few days, then he expects to drive up to the Big Bear country. Saturday, October 2, Mr. McNaughton played hookey from the office and drove out to Pomona to visit the state fair. He brought back this picture of himself taken with a beautiful Percheron which won many prizes.

DIVISION ONE

H. N. COLE

A Young Fisherman



Earnest, five-year-old son of John Henschall, motorman, has just caught a big fish, but like his father he let it get away.

A lady boarded Conductor Rasmussen's car at 7th and Spring, and asked to be let off at Pine Avenue. Rasmussen put on his thinking cap for a few minutes, and then told her that the only Pine Avenue he knew of was in Long Beach. "Oh, isn't this Long Beach?" "No," was the reply. "This is Los Angeles. Well, what do you think of that?"

Clerk James received a letter from former Conductor J. M. Elliott a few days ago. He is located on a farm at Grants' Pass, Oregon. He says that his latch key is always on the outside to any of the boys who ever happen to be up in his locality. He also says, figuratively speaking, he is "working a full run with a tripper morning and evening."

A post card from Conductor C. C. Lee, who is spending a few weeks at Cairo, Ill. He longs to be back in the land of sunshine and Street Cars. He is paying a 7-cent car fare up there and he doesn't like it a little bit. Quite a difference in paying to ride, and getting paid to ride.

SHOPS

JACK BAILEY

New men around the shop are: Lewellyn Griffith, trimmer, and Frank Struhs, painter.

Tom Gray, the oil house man, returns after two weeks spent on his varied vacation. He said he only had time to paint his Ford and have his teeth pulled. That's a mouth full.

The best way to stop worrying over your own troubles (baseball) is to look around you and find out how many people are worse off than you are—for example, Joe Schnel, some time ago lost his bill-fold and pass. The next few days he experienced the loss of his check. Now he reports that a burglar has relieved him of everything but his night-cap. That's why Joe came to work wearing a smile.

Following Mr. Burchett's card from Mr. Gordon, blacksmith foreman, Mr. W. C. Brown receives a more definite letter which placed Mr. Gordon at Knockcroghery, Ireland. He left on the 27th for England and expects to leave from there on the 9th of October for New York. He gives his regards to all the boys and hopes to be home soon.

Tom O'Connell, electrical repairman, returned from a few days' vacation at San Francisco. His return was hastened by some unusual cold weather.

DIVISION FOUR

C. J. KNITTLE

The week started very calmly. Every man was diligently performing his daily tasks and it looked like a no-news week for Ye Scribe. But the wind changed. Monday afternoon as the sun slowly sank the scribe was informed that he himself had become daddy to an eight-pound girl.

The fourth questionnaire has been issued to all Division Four trainmen, and it is hoped they will study the questions before putting down the answers to avoid being called in the office later.

The following men are on the sick list: D. W. Gibbs, E. L. Bailey, S. L. Christ, J. Bassett and P. W. Fretz, conductors; William Doovas, motorman, and H. R. Bodycott and G. A. Carter, safety operators.

Motorman C. M. Christenson has been granted a thirty-day leave and left with his wife for Frisco. His twenty-five canaries, guinea pig and gold fish will be cared for by Motorman W. B. Davis.

Conductor F. D. Ware is taking a ten-day leave.

Foreman B. B. Boyd has recovered from an attack of flu, which has laid him up since September 28. He returned Friday.

Safety Operator J. P. Johnson has transferred to Division Five. He will be a motorman.

Safety Operator W. J. Templeton, who has been on a ninety-day leave visiting his mother in Wall Lake, Iowa, sent in his resignation last Monday. He regretfully explained that his mother and brother were in ill health, that the crops were ready for harvesting and this was his only course.

Safety Operator S. W. Jeremiah has been granted a short leave to try out the position of post office clerk.

M. Doovas, motorman, has had bad luck indeed. He planned a vacation which he intended to spend with his family on an auto trip through California. His plans were badly upset, however. On September 24, Mr. Doovas had occasion to visit the Pacific Finance Building, where he was caught by the elevator and injured quite severely. Mr. Doovas is now confined to his home.



Ted Ormston of the electrical repair department and Miss Irene Davis who will be married the early part of November. Be prepared.

DIVISION TWO

E. A. MOXLEY

Cigars have been passed around all day, as Motorman D. O. Moors happily informs us of the birth of a baby boy in the Moore household. When asked how much it weighed, he replied, "Oh, forty pounds or so!"

Conductor A. R. Brown has also been proffering the "stogies," as a baby boy has also been born at his home. No reference has been made to its weight, but he says, "It's chunky."

Conductor B. E. Pittenger told us upon his return from a fishing trip in Bishop, California, that in order to catch the best fish he had to get up about midnight. He says the fish bit and so did the mountain air.

Stenographer H. T. Hansen and Conductor F. B. Slaughter are en route to San Francisco for the annual meeting of the Grand Lodge of Masonry. (Watch out for the elusive connecting rods, "H. T.")

Conductor C. E. Moore is in the foggy burg (Frisco) spending his honeymoon.

R. L. Harmon, conductor, who was recently operated on, is now at home recuperating.

We all have a chance to again test our powers of deduction. Questionnaire No. 4 is with us! Let's all take our time and get them right. We have until the 25th to do it, so let's see how bright we can be.

BUS DIVISION

ELMER WOOD

Operator A. L. Irwin, who was operated on for appendicitis and has been on a sick leave for the past nine weeks, is back on the job again. We are all glad to hear this and hope that he will regain his strength rapidly.

Operator G. Osborn has resigned and will work for the Motor Transit Stage Company.

Operator G. F. Williams is on a thirty-day leave of absence, during which he expects to do a little hunting.

Operator S. N. Cookson is taking two weeks off to clean up his lot and rest.

Operator C. E. Holcomb will spend his thirty-day leave of absence visiting his grandfather in Wyoming.

Introducing new bus operators: G. W. Johnsen and E. S. Jenkins. The latter has been with the B. & H. Trans. Co. of Long Beach.

GARAGE NEWS

F. M. Fox, mechanic on bus emergency trunk No. 53, is on a leave of absence, which he will spend in Oakland.

Geo. Oliver, one of the auto electricians and former mechanic on No. 64, will take Fox's place.

Norman Lane has been promoted from service truck driver to mechanic's helper.

R. E. Kanka, who has been off for a few months, due to getting grease in his eye, will pick up parts from now on.

A new man in the garage is L. R. Lingford.

DIVISION THREE

L. VOLNER

Clerk Reid has gone on an auto trip up the coast, camping out with the ants and mosquitoes. He expects to be gone until October 18th.

H. Essler and wife have returned from a 60-day auto trip to Seattle, Vancouver and other northern cities, where they visited their people.

Mr. Dan Hanley, our premier baseball fan, made the prediction on September 27 that New York would win the World Series.

Anything you want to know about the cars, ask Switchman Walker—but don't ask him who won the Dempsey-Tunney fight.

R. T. Willis has resigned to work for the Houston Electric Company at Houston, Texas.

While our division did better than month before—still last month we touched the bottom on number of witnesses secured. The other divisions just outclassed us.

J. E. O'Rourke has secured an extension on his leave of absence to spend more time with his parents in Jerome, Idaho.

DIVISION FIVE

FRED MASON

Last Tuesday, when St. Louis won their old ball game, Motorman Charlie Durrett and his conductor, Frank Adams, lockstepped all around the division, but on Wednesday, when St. Louis didn't do so good, they didn't show up. St. Louis' stock, like Smith Brothers, took a drop.

Conductor L. L. Boatman is off for a couple of weeks and is up north hunting again. He's the huntin' kid of Division 5.

Motorman P. Wankier has been granted 30 days' leave of absence and has gone back to his home in Salt Lake on account of sickness in the family.

We regret to announce the death of J. M. Burnett, ex-motorman of this division, who passed away on September 22nd, at Miamo, Oklahoma.

Boys, if the news is scarce this week, blame it on to the World's Series. I'm stringing with the Yankees and am somewhat worried.

Yes, boys, there will be a general shakeup at 7 o'clock p. m. on Wednesday, October 15.



Meet Mr. Thos. J. Dessert, junior, son of Conductor Tom Dessert. This little curly headed sheik celebrated his second birthday last Wednesday and by the looks of things he's going to be bigger than his dad.