

BROWN'S UNIVERSITY GIVES EXTENSION COURSE

Night Class From Manual Arts High Attends Special Lectures at Instruction Room

The fame of "Brown's University" has traveled far and brought requests from other educators for the benefit of "Professor Billy's" lecture course on electric street railway car equipment.

Complying with the request of Mr. Geo. E. Springer, teacher in the night school at Manual Arts High, the instruction room at Division 2 was opened on Wednesday night, October 6, for the benefit of the night class in general electricity. This class is composed of ambitious young men who are occupied during the day. V. R. Bell, head groupman and instructor at Division Two, is a member of the Manual Arts class.

W. T. Brown, general foreman of car houses, otherwise known as "Professor Billy," gave a brief outline of the "K" type control, including trolley, circuit breaker, controller, resistance and motors, calling particular attention to series and series-parallel resistance, and the methods of cutting out defective motors.

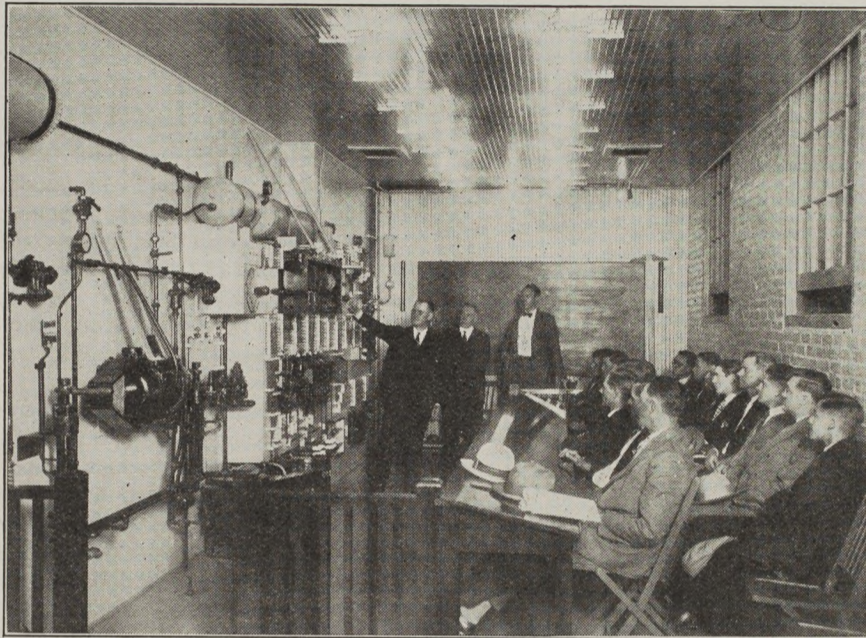
Mr. Brown turned the class over to Mr. Bell, who explained in detail the multiple unit control and illustrated the explanation with the sectionalized unit switch and the equipment set up in the instruction room. Time was given for questions from the students, after which H. K. Conacher, mechanical foreman at Division One, explained the SME brake equipment.

Mr. Springer, who in addition to being instructor at the Manual Arts night school, is also head of the mechanical arts department at Fremont High School, expressed his appreciation of the courtesy extended by the Los Angeles Railway Company to the class and also by Mr. Brown and his men, who so kindly gave their time.

This willingness, shown by the Los Angeles Railway, to co-operate with the educational institutions of the city, will, according to Mr. Springer, result in great benefit to the public. It is through such co-ordination that friendly public relations are established.

It is the intention of the company to assist the vocational instructors of the city schools in every way possible and day classes from the high schools

High School Class Studies Car Equipment



Reading from left to right (standing): V. R. Bell, head groupman and instructor at Division 2; Wm. T. Brown, general foreman of car houses; Geo. E. Springer, electrical engineer, and head of the mechanical arts department, John C. Fremont High School, and instructor of the night class in attendance from Manual Arts High School.

will be privileged through special arrangements to receive the benefits of the unique instruction room at Division Two.

SPECIAL COURSE GIVEN TO SUPERVISORS AND INSTRUCTORS

All supervisors and instructors of the company were given a special course at the instruction room at Division 2. The classes were held from September 10 to 20, inclusive, and were composed of from six to seven men each, so that each man received individual attention.

The morning hours from 9 to 12 o'clock were devoted to the detailed study of the multiple unit equipment set up in the instruction room and the afternoon sessions from 1 to 3 o'clock were given over to the practical work on a two-car train which was taken to the end of the "S" car line at 77th and Central Avenue.

H. V. Conacher, mechanical foreman of Division 2, and V. R. Bell, head groupman and instructor, were in charge of the forty-four supervisors and eighteen instructors attending the classes.

RAILWAY MEETING LISTENS TO NOVEL THEORY

Geo. B. Anderson applies Economic Principle to Control of Street Congestion

George Baker Anderson, Manager of Transportation, returned Friday, Oct. 15, from Cleveland where he attended the meeting of the American Electric Railway Association. He delivered an address before the association on street congestion.

He voiced his belief that the management of city streets on proven economic principles will result in eliminating unnecessarily wasteful and unbusinesslike traffic congestion.

"One of the greatest obstacles which we have to surmount," said Mr. Anderson, "is the fact that solution of the street traffic problem appears simple to the 'man on the street.'"

"It is the desire of the electric railways to bring about a solution of the problem of street congestion that will promote the orderly progress of industry as well as to insure the safety of the public and prevent the enormous waste of life, money and time that is being recorded each year.

"Private enterprise in America has made unparalleled advances because of the executive genius that has been applied to it. We have failed to exhibit a similar genius in the operation of the public streets and highways.

"Though we have not yet classified the operation of our public highways as business, as the term is generally defined, we are rapidly approaching the day when in the more populous cities such operation and control will stand beside the railway transportation industry as not only one of the most important lines of business in itself, but of vital concern to all other lines of business, on which of necessity they depend.

"The widening of existing thoroughfares, separation of grades at intersections, building of subways and elevated roads will not solve the problem. The more room there is provided the more vehicles will there be clamoring for the privilege of using it.

"That an efficient, businesslike management of the streets is necessary seems obvious. The streets are public property whose use is not now governed by sound economic consideration."

L. A. RAILWAY MEN STUDY 'RITHMETIC

A number of men from the engineering, schedule, operating, auditing and other departments of the Los Angeles Railway were privileged to attend the classes in a new method of business arithmetic conducted at the old Los Angeles High School by Dr. Ezra Baker, an educator of renown.

Dr. Baker evolved a new method in rapid calculation which is based on the vertical line. Multipliers are placed on the right side of the vertical line and divisors on the left. All cancellation possible, the factoring of large numbers and combinations of small numbers for multipliers and divisors, makes fewer figures and a much quicker solution of a problem.

Multiplication and division of simple, complex and compound fractions, percentage, interest and ratio were all included in the course.

Dr. Baker has toured the whole United States and Canada, the United Kingdom, Continental Europe, China, Japan and the Philippine and Hawaiian Islands, giving lectures in all the large cities of these countries to classes of from 1000 to 1800 men.

George Campbell, chief draftsman, has offered to give help to any who failed to get all of the course.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Down and Up - Not Out

Abraham Lincoln, the railsplitter, was knocked down and arose with greater strength each time—more often than any great man in history. He was knocked down but not knocked out.

President Garfield used to drive a canal boat at about four dollars a month and board. When he was fired he got a better job instanter.

General Grant was a logger and a good one. You know what sort of a schooling they give a fellow in a logging camp.

Lincoln, Garfield and Grant profited by their experiences. Lincoln, in particular, took each knock-down as a valuable lesson.

Don't let an occasional setback worry you. Strike back and you will learn your own strength, if you have any. Keep your eye on the picture of Abraham Lincoln, Grant, Garfield and other great history makers who have risen from meager beginnings to the heights.

October's Place in American History

October is rich in events of American history. The political birth month of America falls in October.

Three decisive battles of the Revolutionary War took place in this harvest month. Germantown and Saratoga occurred within thirteen days of each other in October, 1777.

Germantown, a tiny village of only one street, was separated from Philadelphia by a scant six miles of open country. Here Washington, always conspicuous for his sagacity and caution, attempted the defeat of the British army, under Howe. The plan was full of genius and daring. The Continentals, though vastly outnumbered, lost the day only when they became confused by the fog.

Washington took a chance when he attacked Howe, knowing that he might expect defeat. Congress had no faith in his military ability and the French were not sure of him. He felt that defeat was better than to evade battle. The plan proved such fiery genius on the part of Washington that it wiped out the disastrous effect of Brandywine. The doubts of the French court were dispelled and their decision to aid the Colonists was influenced as much by the battle of Germantown as by the surrender of Burgoyne at Saratoga on October 17.

Saratoga was one of the most memorable battles of mankind. Here the British employed as auxiliaries not only the Hessian Dragoons but the savage Mohawk. Opposing them was the democracy of America. The struggle was for the control of the Atlantic coast of North America and the battle of Saratoga gave it into the hands of the Americans. The British power in the north was broken and the battleground shifted to the south.

Major John Andre, the British officer who became involved with Benedict Arnold in a plot to betray West Point to the British, was executed as a spy in October, 1780.

Cornwallis, the British commander, surrendered to Washington at York-

town in October, 1781. Washington was ably assisted on land by Rochambeau and Lafayette, and on sea by the French fleet under De Grasse. Yorktown was the last important battle of the Revolutionary War. The freedom and political justice for which the Colonists had struggled so long was theirs. America was to be ever after an independent nation.

The formation of the government was delayed for six years, but the warfare was finished and the soldiers returned to their homes.

Robert Fulton's first steam warship, which carried 44 guns, was launched by the American government in October, 1814.

Nevada was admitted to the Union as a state in October, 1864.

Alaska was transferred to the United States by Russia in October, 1867.

The Statue of Liberty, in New York harbor, was dedicated in October, 1886.

During the month of October, 1914, events of world-wide significance occurred. Antwerp, the capital of Belgium, fell before the ruthless Germans, and the seat of the Belgian government was moved to Havre, France. The Belgian workmen were deported in a wholesale manner and as a crowning act of ruthlessness the Germans executed Edith Cavell, the English nurse.

Pipe smokers probably don't do any more deep thinking than anyone else, but appearances are in their favor.

If you can't see any beauty in a real sunset or a real tree, there's no use going to an art museum and looking at pictures of them.

It's not how much experience we've had, but how much we have learned from our experience that counts—some men are wiser at thirty than others are at sixty.

Patience



Supposin' fish don't bite at first—
What are you goin' to do?
Throw down your pole, and chuck your bait
And say your fishin's thru?
You bet you ain't—you're goin' to fish
'N fish, 'n fish, 'n wait
Until you ketched a basketful,
'N used up all your bait.

Suppose success don't come at first—
What are you goin' to do?
Throw up the sponge 'n kick yourself
'N growl and fret and stew?
You bet you ain't—you're goin' to fish,
You'll bait 'n bait ag'in,
Until success just grabs your hook,
For grit is sure to win.

—Exchange.



LARY LAFFS

"See here," exclaimed the angry, pompous individual to a reporter, "What do you mean by inserting the derisive expression 'applesauce' in parenthesis in my speech?"

"'Applesauce?' Great Scott, man, I wrote 'applause.'"

The familiarity of the rising generation with automobiles is indicated by the following sentence from a school-boy's essay on the duck, quoted in Farm Journal: "The duck is a low underslung bird with two legs set so far back on his chassis that they come darn near missing him."

George: "Does your wife pick all your suits for you?"

John: "No; just the pockets."

"Don't mumble your prayers, Helen. I can't hear a word you say."

"I wasn't speaking to you, Mother."

"Mr. Chairman," complained the speaker, stopping in his address, "I have been on my feet nearly ten minutes, but there is so much ribaldry and interruption, I can hardly hear myself speak!"

"Cheer up, gov'nor," came a voice from the rear, "you ain't missin' much!"

"It must be three years since I saw you last. I hardly knew you—you have aged so!"

"Really! Well, I wouldn't have known you except for that dress!"

Mother (starting for church): "Good-by, dear. I'll be home right after the service."

Elsie: "Good-by, mamma. I hope God will like your new dress."—Boston Transcript.

Bellhop (after guest has rung for 10 minutes): "Did you ring, sir?"

Guest: "Hell, no! I was tolling; I thought you were dead!"

Father: "I see you are at the foot of the spelling class again."

Son: "Yes, Sir."

Father: "How come this time?"

Son: "I put too many z's in scissors."

Little Willie was of an inquiring turn of mind. He was always asking questions.

"Daddy," he asked one day, "is today tomorrow?"

"No, my son, of course it isn't tomorrow," was the reply.

"But you said it was," murmured Willie.

"When did I say today was tomorrow?" asked the father.

"Yesterday," answered Willie.

"Well it was. Today was tomorrow yesterday, but today is today, just as yesterday was today yesterday, but is yesterday today and tomorrow will be today tomorrow, which makes today yesterday and tomorrow all at once. Now run along and play."

The wife and daughter of Lieutenant Berry were halted by a sentry on duty who had orders to allow no one to enter by that gate.

"Sorry, but you will have to go around to the main gate."

"Oh, but we're the Berrys."

"Lady, I don't care if you're the cat's meow! You can't go through this gate."

"Mrs. Murphy, does your old man shave on the outside?"

"And whawt's bothering you," said Mrs. Murphy. "Did you think he was fur lined?"

Rastus Johnson, a thoroughly married ducky, was one day approached by an insurance agent.

"Better let me write you a policy, Rastus," suggested the agent.

"No, sah," declared Rastus emphatically. "Ah ain't any too safe at home as it is."

Immigrant on farm (using telephone for the first time): "Send me a bushel of oats."

Voice Over the Wire: "Who are they for?"

Immigrant: "Don't get funny with me, my man. They are for my horse."

"How was it your father died penniless?"

"Well, he lost his health trying to get wealthy, and then lost his wealth trying to get healthy."

Bulletins

Issued October 18, 1926
STREET CAR

No. 159—NOTICE TO CONDUCTORS
Some employes are still displaying passes for transportation with some portion of the pass covered by cards, stamps or kodak pictures.

Unless the pass is presented without any portion of it being obscured it will be necessary in such cases for us to request conductors to take up the pass.

No. 160—NOTICE TO TRAINMEN
Line "R"

The Wholesale Furniture House of Peck & Hills is located on the east side of the river, and trainmen will advise patrons inquiring for this establishment to remain on the car when eastbound until arriving at Boyle Avenue and 7th Street, walking west from that point. This to continue so long as the re-routing prevails.

NOTICE TO CONDUCTORS
No. 161

The following passes are reported lost:
No. 1344 issued to A. W. Cross, Watchman, Way and Structures Dept.

No. 1832 issued to J. P. McComish, Mechanic, Garage Department.

No. 3122 issued to Mrs. Francis L. Fridd, wife of Chas. L. Fridd, Deceased.

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

P. B. Hill

BUS
No. 522

A number of the electric fare boxes have been loosened at the base by reason of conductors leaning against them. This must be discontinued at once.

No. 523

Effective October the 13th, Figueroa Street busses will make the turn around on the south end as follows:

West on 70th Street.

South on Denver Avenue.

East on Florence Avenue to Figueroa Street.

Layover on the east side of Figueroa Street, immediately north of Florence Avenue.

No. 521

Los Angeles Railway Pass No. 7523, issued to O. A. Donaldson, was not turned in when he left the service, he stating that he had lost it.

If this pass is presented for transportation by anyone, collect full fare, take up pass and deliver the same to division foreman.

J. Van Vranken

GENERAL OFFICES

A. T. Harless, dispatcher, left Monday, October 11, for a trip to San Antonio, Texas. He will be away thirty days.

R. D. Thompson of the schedule department returned Friday, October 15, from a six weeks' trip east.

B. T. Federoff of the schedule department returned last week from a two weeks' trip to Mexicali. His fellow office employes are curious as to what he was doing down there.

E. M. "Cy" Perkins is somewhat improved in health. He is now able to walk with assistance.

Wm. Morgan, timekeeper for the maintenance of way department, returned last week from the final installment of his vacation.

If Mr. Morgan keeps the time for the men as he does the time due him for a vacation, the company has a lot of overtime to pay for.

Waiting for Babe Ruth to Make a Home Run



Noon hour at the shops, October 5. The man at the board is John E. Bourland, better known as "Tex." The radio seen at his left gave him the dope which he posted on the board.

RADIO PROVES WORTH

The World's Series is over and some aren't quite so flush and some are a little flusher than they were, but every one is happy just the same.

The men at the South Park Shops were extraordinarily interested. The returns were all received over the radio. "Tex" Bourland, a real dyed-in-the-wool baseball fan, chalked up the dope on a blackboard as it came in over the air.

The scene in the picture at the left was duplicated at some of the divisions where the boys are equally keen on baseball.

The engineering department at Eleventh and Broadway had their own radio and different well known gentlemen were to be seen getting out of the elevator at the eighth floor.

BOUQUETS

For A. R. Brown and J. H. Roberts, conductor and motorman at Division 2, from Mrs. May A. Twiss, 966 North Wilton Place, for kindness, courtesy and all-round manliness.

For G. B. Capps, conductor at Division 1, from Erwin J. Kosak, 815 South Kingsley Drive, for courtesy and efficiency.

For R. C. McGinn, conductor at Division 2, from May Brennan, 3975 South Normandie Avenue, for courteous treatment of teachers and others who have occasion to travel on his car.

For H. A. Beals, conductor at Division 3, from Florence Alvarez, for being particularly gentle, manly, kindly and helpful to all old people and children, who are more or less helpless when traveling alone.

For J. C. Carr, motorman at Division 1, from Mrs. R. P. Earle, 1180 Oak Grove Drive, for honesty and creditable actions in returning purse lost on the car.

For J. M. Johnson, conductor at Division 2, from S. H. Friedman, 1217 Bronson Avenue, for kindly paying fare of passenger.

FROM FAR JAPAN

S. I. Morita, traffic manager of the Keihan Electric Railway Company, Osaka, Japan, was a visitor at the Los Angeles Railway offices for several days.

Superintendent of operation, Mr. Hill, showed Mr. Morita over the Los Angeles Railway System, and Mr. Morita says that he will carry back to Japan many ideas gleaned from the operating department of this company.

Mr. Morita was introduced to the Los Angeles Railway Company by Mr. G. S. Miyajima of Los Angeles.

Lest You Forget

If you are interested in improving your memory you might take advantage of the invitation extended by the Y. M. C. A. to the employes of the Los Angeles Railway and attend the free demonstration to be given by David Roth, the internationally known memory expert, on Tuesday, October 19, at 7:30 p. m., at Room 500 in the "Y" building, 715 South Hope Street.

Getting Ready For Winter

The lost and found department has put in additional shelving and enlarged the umbrella rack. This was done early so as to be ready for the winter rush.

Mr. Clothier will take care of the bus division's lost articles in addition to the thousands sent in each month from the other divisions.

Gas Electric Bus on the Way

The gas electric bus built to order for the Los Angeles Railway Company by the Yellow Coach Manufacturing Company is completed and has been shipped to Los Angeles. It is expected to arrive this week and will be put into use at once.

PHONOGRAPH RECORD MADE BY ORCHESTRA AND QUARTETTE

The Los Angeles Railway orchestra and stringed quartette have just completed the making of a double record at the laboratory of the Hollywood Recording Company.

The orchestra played for reproduction a fox trot, "Barcelona," and the quartette played "Chinese Hula," an arrangement by Clyde Jewett.

The making of a phonograph record is simple but very interesting.

The studio is sound proof, the same as a radio broadcasting studio, and a microphone is used in the same way. The vibrations, however, instead of being broadcasted are recorded by a needle on a wax disc, twelve inches in diameter and about one inch thick.

The wax disc is a record capable of reproducing the music, and it is from this that the master record is made. To make the master record, the face of the disc is covered with graphite so that all perforations by the needle are completely filled. The back of the disc is covered with tar, and it is then suspended in a solution of copper sulphate, where it is kept in motion through the aid of electricity for a period of some forty to fifty hours. At the end of this time the graphite on the face of the disc has attracted the copper from the solution and a perfect copper record, the master, is complete. This is easily separated from the wax original, which is then returned to the recorder, where it is scraped and is once more ready for use.

The master record is a negative and cannot reproduce the music as recorded. If played the music would be reproduced backwards and entirely without melody. Therefore it is put through the same process as the wax disc, and from it a second copper record is made, which is positive and capable of reproducing the music as played. This is the matrix or mother record. It is silverplated to prolong its life, and from it is made a third copper record, which is a negative. This is the stamper and is nickleplated for the purpose of making it harder and so of greater resisting power.

The final record is made of a composition which consists of six ingredients, and is known in the laboratory as "shellac." The color ingredient is lampblack. The "shellac" or final record is made on a stamping machine, which exerts a pressure of eighty pounds.

To make this record a ten-inch square of "shellac" is first heated sufficiently to soften it so that it may be folded. Then it is placed in the stamping machine directly over a label and stamper which are already in place. If a double record is to be made, a second label and a second stamper are placed over the folded "shellac" and full pressure is applied. The "shellac" receives the impression from the stamper and the record made is a positive. This is cooled and all surplus shellac is broken away, and the edges are smoothed on an emery wheel.

The product is now finished and ready to furnish the music for the family fox trot.

DIVISION ONE

H. N. COLE

Conductor G. R. Evans was dead-heading home on Conductor J. L. Burts' car last Monday night, when Burt was suddenly attacked with a case of nose bleeding. It was a very disagreeable situation on a crowded car, and no remedy available, but Evans was equal to the emergency. He quickly drew a bunch of keys from his pocket and dropped them down the back of Burts' neck. Now, Burt probably thought some one was trying to stab him in the neck, and yelled "gangway, murder," and a few other suitable exclamations; anyway, when he recovered his equilibrium his nose had ceased to bleed. "That is an old remedy my mother taught me in the years gone by," said Evans, "and I have never known it to fail."

Joe Stork has resumed his activities at Division 1 after a long period of rest. He delivered a seven and one-half pound boy to the home of Conductor John L. Sheer last Friday. His name is John L. Jr., and everybody concerned is happy.

Conductor C. W. Springstead has acquired the ownership of a new Star Six, and in order to try it out he and his motorman, B. B. Baker, took a trip to San Diego last Sunday. It is not known whether or not they ventured across the border, but the supposition is they did not, as both were in condition to work the next day.

For a long, long time, in fact as far back as we can remember, Motorman John Henschall has worn a luxuriant growth of whiskers on his upper lip. He came down a few mornings ago with a perfectly clean face, his mustache gone, and Clerk Tucker failed to recognize him and refused for a moment to give him his run. John says he looks too young now and expects to start the cultivation of another crop pretty soon.

"And all the people said AMEN."

BUS DIVISION

ELMER WOOD

Operator S. T. Harmon takes pride in announcing the arrival of a boy, weighing seven pounds, eight and three-quarter ounces, and "don't forget the ounces." Young Mr. Harmon was born at the Methodist Hospital, October 12, and mother and son are doing fine.

Operator G. F. Williams has returned from a successful hunting trip. He was given a thirty-day leave of absence, but used up only twelve days of the time, as he shot his limit of deer in a few hours. With a forest ranger friend for a guide, Williams made a long hike to the top of a mountain in Oregon. Williams found himself confronted with two deer, one a six-pointer, and the other only three. He was a good enough shot to get both and so enjoy the honors of a huntsman.

Operator Bryant Kirk is also back from a thirty-day leave of absence.

Operator M. M. Lauder has resigned and will possibly work with his father.

It has been discovered recently that Operator W. S. Campbell, who is also relief night clerk, was married about June 5th of this year and has managed to keep it a secret all this time. "That's going some." Well, it's rather late, but we wish to extend our best

DIVISION TWO

E. A. MOXLEY

Motorman I. McBroom, line instructor at Division 2, has a broken nose. Nobody is certain just how he got it. Someone said an old man about eighty-five years old gave it to him while boxing over in South Park.

Conductor G. D. Hawkins has asked for leave so as to embark upon the good ship "Matrimony." Hope he thinks of the cigars when he gets back to work.



Norma Elaine Masonheimer, daughter of J. O. Masonheimer, at Division 2.

J. C. Feters, after an absence of nearly three years, is back on the list again as a conductor.

R. Wilkins, who left some time ago in his "Chevy," to see all the eastern states, writes us that he is stuck in the mud somewhere down in Texas.

Foreman Madigan says if you just have to have so many accidents, be sure to have a good supply of cards with you. There is some hope that we won't be in the cellar this month on account of not having enough witness cards turned in.

Conductor "Keep Quiet" was on the sick list last week, but we did not find him at home when we called Tuesday.

Motorman R. L. Johnson is on the sick list on account of a bad eye. He and his wife insisted that he just caught cold in it.

Conductor H. C. Peck, who was badly injured some time ago, due to a fall over a curb, is slowly improving and able to get around on one crutch now.

Motorman J. R. Kiser is still having a lot of trouble with his back and shoulder, and it will be at least two months before he will be able to return to work.

"Bob" Robson is on leave to rest up.

J. F. Smith is on leave, taking his wife to Arizona on account of poor health.

Above all do not forget to have your questionnaire filled out and in the superintendent's office in time so that they can be sent to the instruction department by October 25, 1926.

wishes and congratulations to you and the bride, Walter.

GARAGE NEWS

E. C. Mara, a mechanic, has returned from a 60-day leave of absence. He spent the entire time in Cleveland with his mother, who has been very ill.

Dean Ovard has transferred over from the track department to the garage and is now an electrician's helper.

DIVISION FOUR

C. J. KNITTLE

Sam Warner, Ted Cook and Rube Wolfe, prominent entertainers of the movies, press and stage, have all recently enjoyed the thrill that comes with the enviable title of "Papa." Radioland seemed to be the only field of amusement that lacked a newly titled daddy, when up popped Conductor Noah Allinkov, leader of the Los Angeles Railway Hawaiian Orchestra, to announce the arrival of an eight and one-half pound daughter on Friday, October 8. Noah was still able to keep his mind on his work that day, however, as he was over in Hollywood that same morning from 10:30 to 12:00 making a record with the stringed quartette.

Conductor R. E. Davis was so taken up with the arrival of an eight and one-half pound boy October 3, that he forgot to send the news to "Two Bells."

We stand corrected. Motorman C. M. Christenson is accompanying his cousin to Frisco and not his wife as stated in last issue. Christenson is not married.

The division shake up last Tuesday evening was the fastest one we have witnessed in some time. The men all knew what run they wanted when their names were called. The 8:45 group started choosing at 8:44. The Pico line lost five runs.

A. L. Layton, W. Sambus, C. L. Vaughn and C. C. McClaren, conductors, are taking short vacations.

Motorman E. E. Howard has taken a ninety-day leave and left for Hale, Missouri.

Conductor R. E. Davis said "Oh, shucks," when an auto ran into the rear of his "P" car while he was loading passengers at Vermont last Wednesday morning, but we won't repeat what he said six minutes late at Wilton when another machine ran into the rear end while he was reporting the accident.

Operator W. J. Stewart resigned last Thursday and left for his home in Texas.

DIVISION THREE

L. VOLNER

Motorman R. J. Harris writes from Corsican, Texas, where he went by auto. He was in the high waters in Arizona, being held at Gillespie Dam for three days and in various mud holes for many hours, but by making many detours, he finally reached his destination. He reports the cotton crop good, and says that an oil boom is starting in that part of the state. However, by the time his leave is up, Harris will be back on the job, for he says there is no place like Los Angeles.

Motorman H. F. Reincahl has secured a 30-day leave to "add some luxuries" to his place. He is building a garage and a sleeping porch.

Shake up occurred Tuesday night on lines "E" and "L" and on line "W" Wednesday night. Every one is happy, as all secured a good run.

J. F. Ester is off duty on a seven-day vacation. J. O. Carr is also off for four days.

Please send in some pictures for our column.

SHOPS

JACK BAILEY

Compliments do not result from mistakes or misunderstandings, so I wish to make an apology for my authority on last week's picture. I had to "swipe" it and send it in at my own risk.

compliments.

Mr. Rex Guignard, formerly of the mechanical engineering department, has been appointed mechanical inspector for the South Park Shops.

We wish to extend our appreciation to Mr. J. L. Clarke and Miss Rohlf and others who made it possible for the World Series returns to be flashed so accurately by radio and phone to all parts of the shops. Another thing; we learned there are good losers and bad losers. I know a blacksmith that couldn't lose for winning.

A note from Belton, Texas, reads:

"Dear Friends of the M. M. Office and Wood Butchers: May this little note express our thanks and appreciation for our lovely wedding gift. Sincerely, Mr. and Mrs. D. Orton."

Jim Love, who has answered on the sick list the past two weeks, would like to see some of his truck shop friends. He lives at 110 West 82nd Street.

Carl Lee is a new man in the store department.

Sam Elliot, with his Ford full of fellow employees, came in last week about 40 miles per. So did the old copper. Sam got two time cards that morning.

R. P. Millan, carpenter, has resigned and will work for the city. Good luck, Bob.

George and Bob Perry, late of the carpenter shop, are now at the Ship Yards in Camden, New Jersey. They wish to be remembered to all the boys, also they state that the old car is still running as good as ever.

DIVISION FIVE

FRED MASON

Well, boys, you've had your general shake-up and everything is now hotsy tots. The biggest noise of the evening was made when Frank Adams got a run with Charlie Durrett, his old motorman. Quite a few of the boys who missed each other last shake-up got together again. For instance: Tom Stephens and Mark Casey, Bill Calloway and Tommy Carey, and Louis Culp and Claude Bauswell. There's a new team hitched up that will be hard to beat, though; that's "Sunny" Jim Morton and "Laughing" Lloyd Hiller.

Conductor G. W. McDonald, who is on leave, on account of his health, writes us from Portland, Oregon, saying that he is not getting along as well as he expected, but hopes to be back with us within a month.

Motorman H. M. Hart was granted a 30-day leave of absence to visit his mother in Harris, Saskatchewan, Canada. She was injured in an automobile accident.

Conductor Leonard Boatman, who is on a bear hunting expedition, writes that he is having a lot of luck. By that, we presume that he hasn't met up with any bears.

Don't forget that the new schedule goes into effect tomorrow, the 17th. Now let's see how many will report and call for their old run.