

## SIGNAL BELLS ARE COMING BACK

Will Make More Certain Conductor's Signal to Motorman

Signal bells are to be put back on the street cars. The bells were removed several years ago because they were found to be a source of nervous irritation to the motormen. A thin strip of metal was used to replace the bell.

Since then, however, traffic noises have increased so greatly that it is now extremely difficult for a great many of the motormen to determine whether the conductor has given the signal to proceed or not.

The claim department is having many serious complaints resulting from this difficulty in hearing the signals and mistaking outside noises for the conductor's signal to go ahead.

R. B. Hill, superintendent of operation, has, therefore, found it necessary to return to the use of the old signal bells. The work of replacing them on the cars which are now equipped with metal strip signals, will be done as rapidly as possible.

It is hoped that the lighting and boarding accidents will be materially lessened, as the motorman will have no difficulty in distinguishing between the signal bell and the traffic noises.

## MERIT REPORT FOR SEPTEMBER

The increase of demerits for the month of September was 509. This was more than half the total number of demerits given in August.

The increase was caused by the failure of conductors to stand by the fare-box when passengers are boarding and leaving the car. At the bi-monthly meetings held in September, R. B. Hill, superintendent of operation, warned the men most emphatically that they must discontinue the practice of remaining seated when passengers are boarding or leaving the car.

Some of the men evidently did not heed the warning given.

Missouts, miscellaneous, running ahead of time and giving bells too soon were, as usual, responsible for many of the demerits.

Credits given in September fell more than 20 per cent below the August record.

## The Big Five Get Together



Judging from the expressions on the faces of these five division superintendents—left to right—George Ferguson, Div. 5; E. C. Williams, Div. 1; T. Y. Dickey, Div. 2; L. L. Wimberly, Div. 4, and Ernest R. Dye, Div. 3—they were not all in a whimsical mood. Probably they had just emerged from one of their numerous distressing interviews with Mr. R. B. Hill, superintendent of operation—or perhaps their breakfasts had not agreed with them. George Ferguson, in particular, looks as if the whole world had turned against him. Mr. Wimberly must have been having a very unhappy dream during his nap at the moment the shot was made. But at that, all these serious-minded gentlemen are more easily recognized as subjects of the photograph than if it had been a reproduction of their thumb prints.

## Supervisor of Safety Warns Trainmen To Take No Chances on Hallowe'en

John C. Collins, supervisor of safety, is very apprehensive as to the safety of the street cars on Hallowe'en night. In past years much trouble has been caused by irresponsible youth on this night of nights. This year the festival falls on Sunday, so the celebration will probably begin on Saturday night and may continue until Monday night.

Mr. Collins asks that all trainmen notify the dispatcher's office whenever any number of boys are seen in groups, as this usually means mischief.

The entire system of the company will be patrolled as closely as possible to prevent any accidents due to Hallowe'en pranks, but it is impossible to patrol all tracks at the same time.

Trainmen must, therefore, be constantly on the alert. All grades, especially, must be watched carefully.

The Eagle Rock line and all lines on the east side have been subject to much interference in previous years.

Be careful. Be constantly careful.

## Discuss Bonus Plans

R. B. Hill, superintendent of operation, and the head men in his department met in Mr. Hill's office on Wednesday, October 20. The departmental meetings are held each month to discuss things of importance relative to operation.

The meeting of last week was held for the specific purpose of discussing the plans for the bonus system for 1927. The various provisions of the bonus plan were the subject of most earnest consideration.

## GETTING READY FOR BONUS DAY

R. A. Pierson, supervisor of merits, will begin his annual check of the official records of all trainmen, on October 30.

This check is made each year for the purpose of establishing the amount necessary for special awards under the bonus system.

The record of each man entitled to the bonus privilege is carefully checked by Mr. Pierson to determine the standing of each individual in regard to credits, demerits, safety, courtesy and lost time, for the past year.

The awards will not be decided upon for another month yet, so there is still time for the men to win or lose.

No one is perfect. That's why we all have a chance to make a showing.

# ~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## Our Navy

October 27 was selected as Navy Day because it marks the anniversary of the birth of President Roosevelt, who strongly advocated the maintenance and advance of American sea power. On this day the Navy keeps open house.

The specific purpose of Navy Day is to emphasize the importance to our national welfare and security of an adequate American naval force, and to familiarize the people at large with the ideals of the Navy, its activities and its personnel.

Our own Pacific fleet will be open to visitors who care to see just how a dreadnaught looks at close range.

## Only A Scrap Of Paper

STRAWS show which way the wind blows," and so do scraps of transfers, old hat checks and other waste paper when thrown from our cars, not only at terminals but at intermediate points. The passing of cars and autos causes a draft which scatters such rubbish over lawns and results in numerous complaints.

This action on the part of trainmen is wholly unnecessary. Checks show that at the time rubbish is thrown from cars, the rubbish box provided at the terminal is not full and there is, therefore, no reason why it should not be used.

Another point worthy of notice is that the trainman who indulges in this practice is also careless in other respects, as an inspection of his record shows.

"Let us watch the little things and the big things will take care of themselves."

## The Mysterious Barrier

Resistance is that mysterious something that keeps us from getting what we go after. It is the thing we run into when our customers refuse to buy, when our banker turns down our request for a loan, when our audience fails to applaud, when our employer overlooks the raise in pay. In short, resistance is the ever-present obstacle in the race for success. It is invisible, mysterious and hard to measure.

If you are a salesman, your first battle is to break through the barrier of resistance in order that you might serve your customer. If you are a father, your constant task is overcoming your boy's resistance so he might heed your advice and follow your instructions.

A leader is a person who has "sold" himself to his followers. Which is another way of saying he has eliminated resistance.

Some of us carry our wall of resistance with us wherever we go. A sort of frigid atmosphere that chills and frightens those who venture near us.

We may study every book that has been written on the subject of "how to succeed"; we may acquire college degrees or travel the world over; we may acquire fabulous wealth; but until we have learned the simple lesson of breaking down the wall of resistance, we have not even started on the journey toward success.

If you would succeed, first eliminate your own wall of resistance. It is made of little waves of influence that emanate from your heart and mind. You have it in your own power to choose and direct your thoughts. Start now and cultivate goodwill and kind thoughts for yourself, your family and your daily associates. Begin to regard people as fellow humans trying to get along just as you are, and not as a lot of enemies, better equipped than you, out to beat you.

Many people pride themselves on "knowing" that there is a lot of bad in the world. These folks will call you a Pollyanna if you insist on allowing only the good to enter your own mind. Remember this—very often there are rotten spots in peaches. It would be just as silly to eat these rotten spots simply because they exist, as it is to permit your mind to become overloaded with evil thoughts just because evil exists in the world.

Good thoughts, kindness, tolerance and much contemplation on the Golden Rule—these will eliminate the wall of resistance you carry with you. In its place you will have created waves of attraction which is the beginning of a pleasing personality. We all know someone that everyone seems to want to help. People go out of their way to do a good turn for the man who has eliminated the wall of resistance and established in its place a pleasing personality that attracts.—*Commercial Digest.*

## ~ Musings of the Old Timer ~

By George E. Ferguson

"Modern equipment," said the Old Timer, "like the change in the feminine way of dressing, is making wonderful changes in the scenery, and the new types, both in the display of limbs and cars, cause countless thousands to turn around and have another look.

"Back in Colorado a few years back they had a mule power railway that wandered up a steep hillside, and after the uphill pull was completed, 'his mule-ship' walked up on the rear platform and rode back to the other terminal as a passenger. I am not making any comparison, however, between the mule and the subject of my talk.

"Way back in the days when the 'bang tails' cavorted around the track at Ascot Park, and the trotting horses whirled their drivers around the oval at Agricultural Park, there was in existence, out near 39th and Vermont, a single track line that was presided

over by none other than our good friend 'Chief' Boyd, who is now one of our 'info' men in the downtown section. He, as far as Los Angeles is concerned, was the original one-man car operator (somebody please page Grant Clear), and he was monarch of all that he surveyed. His duties consisted of being motorman, conductor, trolley boy, head mechanic, yardmaster and other titles that he might choose to write, and all day long the little 'jigger' made its regular trips in order that the franchise might be retained by his company.

"The only time that the chief met his superiors was when pay-day rolled around, and it is rumored that he had it brought out on several occasions. Those days are fast fading into the dim past, but men like Boyd still continue to 'hit the ball' and give good service as in the days of yore.

## ~ LARY LAFFS ~

Customer: "That's the third time you've cut my face, barber, where did you learn how to shave?"

Barber: "I took a correspondence course called 'How to Be a Barber in Twelve Lessons.'"

Customer: "Well, somebody must have tampered with your mail."

The parson and the judge were discussing their respective powers. Each vied with the other in pointing out what each could do.

"After all," said the parson, "you can only send a man to jail, but I can consign him to Hell."

"Yes," replied the judge, "but when I send him to jail, he goes."

Mr. A.: "I am looking for somebody to lend me ten dollars."

Mr. B.: "Well, it's a nice day for it."

"Sonny," said the family physician, "what shall I bring you, a brother or a sister?"

"If it is all the same to you, Doctor, I'd like a pony."

"You call yourself an electrician and you don't even have a pair of pliers?"

"Well, if I were a farmer you wouldn't expect me to carry a cow, would you?"

"I'm getting up a little poker game, Major, would you like to join us?"

"Sorry, I do not play poker."

"I'm sorry. I was under the impression you did."

"I was once under that impression myself, sir."

"You husband has been ill with the 'flu'?" said the parson.

"Yes," replied the little worried looking woman. "He has been feeling very badly. I do my best to please him, but nothing seems to satisfy him."

"Is his condition critical?"

"It's worse than critical," she answered, with a sigh, "it's abusive."

"Mose, could you all tell me what is a alibi?"

"Dat's provin' that you wuz at a prayer meetin' what you wasn't, in order to show dat yo wasn't at a crap game, whar you was."

"I don't know you from Adam!" she exclaimed indignantly.

"You ought," he retorted mildly, "I'm dressed differently."

Husband (unpacking): "Didn't you pack my liniment, dear?"

Wife: "No, it was labeled, 'Not to be taken.'"

"Looky hyah, boy, don' yo'-all come messin' aroun' me. I'se tough, I is. Why, I kain't go down the street with mah hand in mah pockets—else they pinch me foh carryin' concealed weapons."

## Origin of Hallowe'en

Hallowe'en is a time when young people engage in all sorts of gayety and pranks; when they play at being witches and ghosts or even fairies.

Hallowe'en or Hallow Eve is the eve of the Christian holy day of All Saints which falls on November 1. It means Holy Eve and is a time set apart to honor the memory of

"All Saints—the unknown good that rest

In God's still memory folded deep."

The custom of celebrating Hallowe'en by the building of bon fires, bobbing for apples, floating in tubs of water, telling fortunes and ghost stories are all relics of paganism.

November 1 was "All Spirits' Day" for the old pagans. They believed that spirits, both good and evil, returned to earth on this day. After the pagans adopted Christianity they still observed many of their old rites. The amusements of today are ones which originated centuries ago.

# Bulletins

Issued October 25, 1926  
STREET CAR

## No. 162—NOTICE TO CONDUCTORS

Some conductors are advising children of school age to purchase school tickets and therefore avoid paying 5c fare. This must be discontinued at once. In a majority of cases such children are found to be attending private schools and not entitled to the benefit of school tickets.

## No. 163—NOTICE TO TRAINMEN

A number of trainmen are violating Rule No. 10 on page 3 of the Operating Rules and are making wage assignments without the necessary authority for so doing. This must be discontinued at once.

## No. 164—NOTICE TO CONDUCTORS

Attention is called to Section "J" of Rule No. 22 on page 8 of the general rule book.

This is amended to provide that "Nothing may be attached to the fare box on the side of box on which the totalizer appears."

## No. 165—NOTICE TO TRAINMEN

Most of the Hallowe'en Celebration will be staged on the evening of Saturday, October 30th.

Trainmen must be on the alert for slippery rail obstructions on track, or objects hanging from trolley wires, and must operate in such a manner as to take no chances at any time.

Report promptly to the dispatcher all indications of trouble or unusual disturbances.

## No. 166—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 1516, issued to H. J. Whittley, truck drive, line department.

No. 4200, issued to A. J. Bowen, conductor Division No. 4.

No. 5265, issued to A. L. Layton, conductor Division No. 4.

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

*R. B. Hill*

BUS

No. 524

Operators and Conductors must not overlook the fact that the regular five (5) cent street car transfer should not be issued or accepted on the following bus lines: Melrose Avenue, Wilshire Boulevard, Washington Street, Manchester Avenue, Inglewood Street, Florence Avenue, Figueroa Street.

*J. Van Branken*

## Traffic Check for Buses

The schedule department has just completed a check on the Melrose, Beverly and Manchester bus lines in order to discover the origin and destination of all passengers. A check was made of the fares paid and whether cash or tickets.

In order to improve the service on the Normandy Avenue bus line, one more bus will be added during the rush hour from 4:30 to 6:30 p. m. This will give a seven-minute headway instead of ten minutes as at present.

## In Memoriam

Mrs. Clara E. Long, wife of Willard S. Long, motorman at Division Three, October 4, 1926.

## Dan Healy's Freshman Class



UPPER PICTURE—Front row, left to right: C. E. Kelley, instructor; H. G. Kelsoe, C. P. Rutledge, E. L. McAmoil, E. R. Vickers, B. Goy, and A. L. Johnson. Standing, right to left: M. G. Johnson, O. V. Lawrence, R. C. Hawkins, F. J. Donnelly, J. O. Tetreault, T. D. Starke, F. V. Lewis, T. O. McChesney, M. D. Anschutz, instructor.

### INSET

Left to right: A. L. Johnson, O. V. Lawrence, C. P. Rutledge, at the controller, E. L. McAmoil, and M. D. Anschutz, instructing.

## BOUQUETS

For W. D. Blades, conductor at Division 4, from John C. Reinhardt, care of First National Bank, for extraordinary courtesy and consideration in directing a passenger who had made a mistake in addresses.

For H. N. Cole, conductor at Division 1, from E. M. Kock, 1005 Mateo Street, for his gentlemanly conduct to passengers on his car.

For M. W. Schumacher, motorman at Division 1, from Jos. H. Haring, 1216 Pacific Mutual Building, for promptness in returning a lost bill fold.

For S. C. Webster, conductor at Division 2, from V. P. Best, 694 South Burlington Street, for courtesy and gentlemanly service to the public.

For G. W. Scott, conductor at Division 3, from Mrs. Sarah C. Torrence, 1756 West Avenue 46, for care in calling streets and notifying a passenger so that he might not pass his stop.

For E. R. Tomlin, conductor at Division 1, from Mrs. L. P. Francis, 444 South Westmoreland Avenue, for kindness to old man who was a passenger on the car, and for many acts of kindness.

## BREAKING IN THE NEW MEN

The latest class to be instructed in the ways of trainmen is composed of eight student motormen and six student conductors. They received their first heart-to-heart talk with the chief instructor, Dan Healy, on Tuesday, October 19th. They were then taken in charge by Instructors M. D. Anschutz and C. E. Kelley.

Mr. Anschutz has been with the company for fifteen years and prior to that he worked for five years for the street railway company in Louisville, Kentucky.

He has broken in new students almost constantly since the third day after he himself completed the breaking in process. Mr. Kelley has been with the company for twelve years and has been instructor for the entire period.

The chief instructor chooses his men for their work on account of their even disposition as well as for their knowledge of operation. These men have never been known to crab at anybody or anything since they entered the service of the company. Fifteen years and never a grouch! Some record.

## A Hallowe'en Frolic

The regular monthly entertainment and dance given by the company to the employes, their families and friends will be held at Foresters' Hall on Saturday, October 30.

This is to be a Hallowe'en party and a particularly good program has been arranged. Favors will be given away, but no masks are to be worn.

The show starts promptly at eight, and this will be followed by dancing.

We are sure that you will have a good time, so get the crowd together and come.

The contractor is progressing with the concrete work on the new shop building at the Sixteenth Street yard. The erection of steel work will be started by October 25.

## TRACK WORK ON SOUTH BROADWAY

The maintenance of way department is at work on South Broadway between Manchester and 93rd Street. South Broadway has been widened and paved by the city, which made it necessary for the company to shift the tracks to the center of the street, change track centers from fifteen feet to eleven feet and lower the tracks to conform to the new grade.

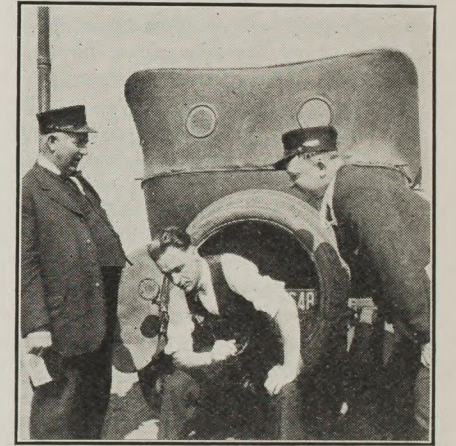
The tracks are entirely being reconstructed between the south line of Manchester Avenue and the south side of 87th Street.

Concrete curbs and landings will be constructed between 87th and 93rd Streets along the private right of way.

The company will pave the crossings at 88th and 89th Streets and also between the two intersections at 91st and 92nd Streets, each one being sixty feet in width.

The old 60-lb. rail is being replaced with 116-lb. girder rail. At this point the company will, as always, pave the street between the tracks and for two feet on either side.

## CHEER UP, OLD TOP



Reading from left to right we have with us Charlie Alfred Durrett, the "Kerry Patch Kid"; Frederick J. (perhaps "Jawn") Mason, late of London, England, but now so much of an American that he can whistle with glee the opening bars of "The Stars and Stripes Forever," and we don't mean perhaps, and last, but by no means the least, on the extreme right is Frankie Adams, the State Street Sheik, who picked a winner for the first time when he paired off with the boy who knew that the Redbirds were due to warble their lay, and when they did warble they laid it on thick.

What are the two big men doing to the little feller? asks Cactus Kate. And the answer echoes, "Nothing that will be harmful to him, my child; they are simply trying to chase away the gloom which resulted when he picked the New York Yankees to win."

The Los Angeles Railway Company has just completed a tank for creosoting poles.

The company purchases all new poles, ready creosoted, but this new equipment will be used for the creosoting of all second hand and stub poles.

The tank is located at the Vernon yards in the pole section.

**DIVISION THREE**

L. VOLNER

**Bertha, daughter of  
Conductor Lazar**

If Bertha learns to talk like her father, she will make quite a talker—for his tongue is never still.

H. D. Gritzner, an ex-conductor of this division, writes from Newark, N. J., that they are operating one-man cars there and that they work fine.

A week before his leave was up, Motorman R. J. Harris returned from his "Ford" trip to Texas, his old home. He brought his son and is putting him in Lincoln High School. "After getting a taste of California, home is not what it used to be," says Bob.

F. F. Chamberlain has resigned from his switching job to go back on the road. He has taken a 30-day leave of absence to go to San Antonio, Texas.

Conductor I. D. Atkinson, better known as "Dynamite," took a couple of days to rest up and cool off after working on his Dodge roadster which he purchased from the Salvage Co.

An 8½-pound girl was born to Conductor H. G. Ormsley and wife on the 11th. The Ormsleys live at Van Nuys, where they grow big children.

A. Johnson has gone on a seven-day trip to San Diego.

Conductor E. E. Smith has resigned to work for the P. E., western division.

Motorman Q. E. Sasse writes from Amarilla, Texas, where he is sick with the flu, asking for an extension of his leave. He expects to be back about the first.

**DIVISION ONE**

H. N. COLE

Conductor Shuler says, out his way there is a shoe shop and a cleaning establishment, side by side. The first has a sign on a side of leather saying: "This animal died for your 'Soles.'" The cleaning shop has a sign telling you that they are willing to "dye" for you.

Conductor Thomas received a letter from former Conductor C. B. Blake-man, who is roughing it in a cabin in the mountains for his health. He claims to be improving, and sends his regards to all the boys.

Motorman Orphan is back on the job after being confined to a sick bed for six weeks.

**DIVISION TWO**

E. A. MOXLEY

P. Fitzgerald will be off for some time. He slipped and fell while watering his lawn and injured the nerves in his left shoulder.

T. C. Chase is back from his trip East. He and Ralph Wilkins, who was also back East where the mud and water was deep, were glad to get back to Sunny California.

We are very sorry to hear that Motorman J. A. Broadwell had to take his wife to the hospital. She has been sick for some time.

Conductor E. W. Gay was off sick three days, something very unusual for E. W.

O. Conkling and J. M. Luddon have resigned. Conkling will return to school and Luddon will try other work.

E. B. Slaughter returned from San Francisco early Sunday morning, with "Hank's" sedan. He says he don't think he'll ever be able to take his own car out again, after such a nice trip in Hank's.

A. T. Munn left Tuesday for Muri-etta Hot Springs, where he will take a much-needed rest and try to put on a little extra weight for the winter.

H. T. Hansen will return Friday p. m. on the Alexandria, so you boys who received post cards lacking the necessary postage can meet him and collect.

Don't forget the QUESTIONNAIRE.

Mr. C. A. Henderson, secretary of the Co-operative Association, is in receipt of a letter from C. A. Musser, motorman at Division 2, written from Reno, where he has gone in search of health. He states that he had great difficulty in reaching his destination, as his old Ford developed a cough and refused to climb the hills.

Mr. Musser adds that he had venison for his Sunday dinner, was enjoying a warm fire while writing the letter and that every one is kind. He sends his best regards to the boys and advises them not to tackle the mountains in a second hand Ford.

**DIVISION FOUR**

C. J. KNITTLE

Conductor E. L. Bailey, who has been spending the past two weeks in Imperial Valley for his health's sake, returned to work last Tuesday.

Motorman H. W. Ross is on a seventy-five-day leave.

Conductor 1912 thinks he should be paid for this: The other day our good friend, Louis Wall, was driving one of those famous "Mags" up West First Street on about five points. Arriving at Flower Street, there happened to be a mule standing in the street. Both look at each other. The mule says to the "Mag," "Who are you?" The "Mag" answered, "I'm a street car, and who in thunder are you?" The mule replied, "Why, I'm a horse," and they both laughed as they started on their way.

Conductor A. J. Weathers is taking a seven-day rest.

C. H. Thomas and H. L. Keever, motormen, are each taking ten-day rests.

The associate editor of Two Bells visited this division last Tuesday. We enjoyed her call and hope she will find time to drop in again soon. Mrs. Rees became thoroughly Division Four-ized and ate corn off the cob for lunch.

**DIVISION FIVE**

FRED MASON

Conductors Tommy Carey and "Hank" McDonald took a little duck-hunting trip last week-end. It was a long trip and they got little duck. They drove almost to Frisco and landed back with everything that they took along; a couple of guns and all of their shot. Anyway, they had a good time, and that's the main thing.

Have you noticed how the old-timers stick over on the "F" line? On the night of the shake-up the runs on this line went like hot cakes, and boys, there's a reason. Johnny Robinson, who has been over there for years, has only about half completed his course in French, which he is taking from a mademoiselle who never misses his car. Ed. Link, who has worked nothing else but that line, makes a special stop at Avery for the cutest red-head that would make a freight train stop anywhere, and Bill Dugger was seen at Jefferson and Main eating a large home-made pie, brought out to him by one of his regulars whom he wakes up every morning going south and picks her up coming north. Now just try and get a run on "F" Line.

Conductor Leonard Boatman returned last Saturday from his hunting trip and was successful in shooting a nice large buck.

Have you got your questionnaires in yet? Tomorrow is the last day.

Now I know it must be chilly in the morning. Jack York is wearing his red flannel underwear and Henry Mast his discarded his vest.

Conductor Geo. Cowden has taken over the hotel at 2327 West 54th Street and has some very nice rooms to offer the boys of this division; hot and cold water in each room, telephone and everything up to date. See George for just the room you want.

**SHOPS**

JACK BAILEY

H. Dyer, of the electrical department, made a marvelous record in duck hunting last week. He drove 300 miles, made 25 shots, and got 6 ducks not counting the seventh one, which he made after tracking mud in the parlor.

All the boys wish to express their deepest sympathy to Ed. Carmody, carpenter, upon the death of his father, and to G. Neuschwanger of the mill upon the death of his son.

M. Bessette, carpenter, reports that the pick pockets are getting afraid of the trainmen and are taking up burglary. Moise would have caught his burglar but Mrs. Bessette refused to be quiet at the point of a gun and scared him away.

Do not be surprised if you see Art Clinton of the machine shop handing out the smokes when he returns from that expected visit to San Francisco. (Intent—Matrimony.)

H. P. Koster, foreman of the paint shop, is taking a late vacation this year. He will recuperate at his ranch somewhere in the wide open spaces.

Sorrow found its way to the homes of Arthur and William Leisure, truck men. Arthur has left for Denver, Colorado, where his father has been reported drowned.

C. Caringella, painter, and J. Love, repairer, truck shop, returned to have their names taken off of the sick list.

**BUS DIVISION**

ELMER WOOD

The stork was mighty good to a few of the boys this month. Operator J. A. Born announced the arrival of an eight-pound boy October 6, and mother and son are doing well.

Conductor R. O. Westby also announces the arrival of an 8½-pound boy, born October 16, and mother and son are doing fine.

Cupid was on the job, too, for Conductor O. J. Bauman announced his marriage in a round-about way—anyway, he was off October 15th and 16th, so we think that is the time, but would like a little further information if possible. Anyway, congratulations are extended from the boys of the Bus Division to the bride and groom.

Former Conductor P. Ruckes has returned from Minnesota, where he has been in the trucking business for the past five months. Says he is glad to be with us again. He will be an operator this time.

Operator C. E. Holcomb dropped in last week to tell us he returned safely from his trip through Canada and Wyoming, and that he was leaving for San Diego, but wasn't so sure he would stay sober down there.

Have you heard our Hawaiian quartette play? If you haven't, you will, for they are going strong. With a few more rehearsals they will be able to compete with the trainmen's quartette. The men making up the personnel of the quartette are Ray Head, steel guitar, W. U. Littlefield, guitar; V. G. Smith and A. E. Brumet, ukuleles.

**GARAGE NEWS**

L. R. Drake, foreman of the afternoon shift, has returned from a sick leave. He had his tonsils removed and reports that he is feeling fine again.

New men in the garage are N. B. Leiser and D. Simington.

G. Baker, a mechanic on the afternoon shift, has resigned.

**AT BIG BEAR**

J. W. Murray and C. Marine, clerks at the Bus Garage.

J. "Doc" Holdsworth of the curtain department claims that he worked so hard on the winter curtain supply he just has to take a vacation. He is enroute to Chicago.