

## Division One Crowds Four For October Lead

Well, well, we're all changed about again.

Division Four could not see playing third fiddle again this month, so Wim's boys traded places with Division Three for first position in the procuring of witnesses per accident for the month of October.

Just to show them it can be done, Division One took second place. Superintendent Williams figured his boys had been playing cellar position long enough, so some heart-to-heart talks resulted in his Division crowding Division Three to third position.

### Hats Off

Superintendents Wimberly and Dye marked up Sunday, October 30th, as a red letter day, with not an accident to a car.

Superintendent Wimberly's Division operated 10,516.17 miles and Superintendent Dye's Division 10,162.60 miles.

We doff our hats to the men of these Divisions who have demonstrated that carefulness and vigilance can accomplish what seems practically impossible in this present day of hustle and bustle, with traffic running more or less at random. Sundays are bad days, due to so many "Sunday drivers" watching the scenery and not the traffic.

If there is anything in the cellar, Superintendent Dye and his boys of Division Five will find it. They're there now.

This is the lineup for October:

	Witnesses per Accident
Division Four .....	8.14
Division One .....	7.57
Division Three .....	7.48
Division Two .....	6.95
Division Five .....	6.78

It will again be noticed that the first three Divisions are again over the average of seven witnesses per accident, and Division Four again passes the eight point with 8.14, the second time this year.

Out of a total number of accidents during October witness cards were filled out which give an average of 7.32 witnesses per accident for the five Divisions.



Left to right, standing: G. F. McLaughlin, W. L. Greenwood, S. T. Cooper. Seated: F. L. Ervin and H. L. Barden.

## Let 'Er Rain Say Mechanics

"Speaking of advancement, the Mechanical Department of this Company has established what I believe is a record," said J. A. Bodley, Chief Dispatcher, in referring to the very small percentage of mechanically defective cars that were reported during the downpour of rain last Monday.

"A day of this kind is usually a day of woe for everyone connected with the operation of street cars, particularly the Mechanical Department," continued Bodley, "but this year the well-known reports of 'B. O. Motor' or 'B. O. Brakes' were conspicuously missing, and this because the Mechanical Department was 100% on the job."

Out of a total of 826 cars in scheduled operation, it was found necessary to make only 17 car changes for mechanical failures, and with these changes there was only 44 minutes' delay charged to mechanical trouble.

This is a record that Bodley says he believes anyone should feel proud of.

### New Coach on Way

No. 1509, single deck, 29-passenger Yellow Coach, ordered some time ago, has been shipped from the East. This coach is similar to the 1500-type now in service on the Company's lines.

### Lower Tracks on Seville

On Seville Avenue, Walnut Park, between Florence and Olive Streets, 87-pound rail is replacing the old 60-pound rail. The new rails are being lowered to conform with the new street level.

### Complaints on Decline

Commendations took a jump during the month of October to the tune of 17 over September. Fifty-five were received during October against thirty-eight in September, but trainmen were just as discourteous during October as they were in September, according to reports from the Supervisor of Merits. There were 39 complaints in September and the same number in October under this classification.

Fare and Transfer Trouble showed the biggest decline, only 23 complaints for October, as against 55 in September, or a decrease of 32. With a slight increase in complaints for Starting Too Soon, Carrying Passengers Past Stop, Dangerous Operation, Short Change and Miscellaneous, the Fare and Transfer Trouble item offset the total number of increased complaints and resulted in October standing at 124, as against 139 for September, or a decrease of 15.

## Car Packers Division Four

"These men do not claim to be the best looking or the smartest set of switchmen, but claim they have the most work, do less and produce results second to none. In other words, they are a smooth bunch," says Superintendent Wimberly of Division Four.

Yardmaster H. L. Barden, before entering the service of the Company in September, 1918, as a Motorman, put in several years cooking. He was appointed Switchman in August, 1919, which position he has and is filling with success. When off duty his greatest pleasure is working around his home or taking trips in his baby Lincoln.

Head Night Switchman F. L. Ervin entered the service as an Operator in January, 1921. He was appointed Extra Clerk in the office in March, 1923, and Regular Switchman in December, 1924. He was an auto mechanic before going to work for the Company, therefore when off duty can be found working on his Studebaker.

G. F. McLaughlin was employed in August, 1922, as a Motorman. Appointed Regular Switchman in May, 1923. Before entering the services of the Company he worked for the Pacific Electric as a Conductor and also did some electrical work. McLaughlin has just recently returned to the platform service.

W. L. Greenwood entered the serv-

ice of the Company as an Operator in October, 1923. Was appointed Extra Switchman, Extra Clerk and Extra Stenographer in June, 1927, and has proven himself a first-class, all-around man.

S. T. Cooper entered the service as Conductor in June, 1919. Was appointed Extra Switchman in July, 1927. As his picture was in Two Bells a short time back with a statement as to his good record as a Conductor, he needs no introduction.

The balance of this Switching Staff is made up of F. W. Seega and W. J. Harris, but we were unable to include them in this picture. F. W. Seega has transferred from the day to night shift. Seega entered the service as Conductor in May, 1922. He was appointed Extra Switchman in October, 1924, and Regular Switchman in June, 1925. His chief hobby is to get them out on time.

W. J. Harris is the newest acquisition to the force. He entered the service as Motorman out of Division One in July, 1920, and was transferred to Division Four as Safety Operator when the Birneys were changed over to that Division. Was appointed Extra Clerk in August, 1923, and Regular Switchman in October, 1927.

### New Rail on Hooper

Complete reconstruction of track is under way on Hooper Avenue between Washington and 29th Streets. New rail of 116-pound girder type is being used.

# ~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse . . . . . Publicity Manager  
W. T. Shelford . . . . . Editor

## Armistice Day

**B**ulletin No. 161, appearing in another column of this issue, requires the stopping of all cars for a period of one minute at 11:00 A. M. on Friday, November 11th. This is in commemoration of the signing of the Armistice.

This is the least we can do in memory of those who are at rest in "Flanders Fields," or those who are today walking our streets or confined in Sanitariums crippled or in poor health, with possibly no hope of ever recovering from their experiences in the World War.

And, also, let us not forget the man who was at the time too old to enter active military service, but who put his shoulder to the wheel in spite of his advanced age and helped to carry on while his sons and the sons of others were serving his country on the battlefield.

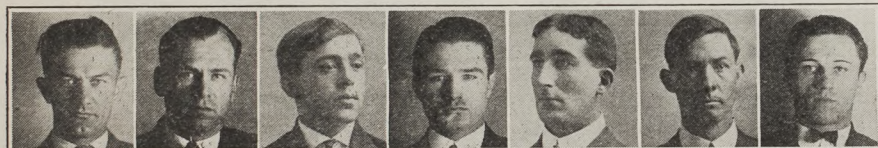
Let us, therefore, during this brief period, realize its full import and pray that our beloved country may never again be called upon for such a sacrifice.



## BOUQUETS



Left to right: Motorman H. M. Perkins, Conductor A. B. Peterson, Motorman C. H. Engle, Conductor O. J. Palmer, Motorman C. J. Hoffmeister, Motorman F. McClendon, Conductor C. C. Coates.



For Motorman H. M. Perkins of Division One from Ivan W. Gowdey for his kindly courtesy in giving a crippled woman his stool and for helping her carefully to the pavement when she left the car. Mr. Gowdey concludes: "Kindly, thoughtful, self-sacrificing acts such as displayed by this motorman go far in creating a spirit of good will between the company and the riding public."

For Conductor A. B. Peterson of Division Three from Mrs. Neing for his unflinching courtesy to his passengers, and in particular for his kindly act in taking care of a little boy who had boarded his car, finding him a seat and going to him and helping him off the car at his transfer point.

For Motorman C. H. Engle of Division Two from Arthur Solomon Lewis for his thoughtfulness in holding his car for a bus load of Beverly Boulevard people to board his car at the junction. This act was much appreciated, as it was during the early morning rush hour.

For Conductor O. J. Palmer of Division Four from Mrs. F. V. Moreno for his kindness and courtesy in helping her on and off the car with her small children.

For Motorman C. J. Hoffmeister of Division Five from H. M. Otter for his thoughtfulness in giving an elderly woman his stool when she had made a mistake in her stop and had lost her seat in the car, and for his patience in seeing that she alighted at the proper corner.

For Motorman F. McClendon of Division Three from Nurse Miriam Jean Rollins for his courtesy in letting her know when she had reached her street. This act was most fully appreciated, as Nurse Rollins states she is aware such directions are more the work of the Conductor of the car.

For Conductor C. C. Coates of Division Three from Mrs. A. Brain for his help to her when she was carrying a heavy fern. Mrs. Brain writes, in part: "I am an elderly woman and I don't know how I could have managed if the conductor hadn't been so kind. He gave me his stool, and helped me all he could. It is a pleasure to ride on street cars when you get such courteous treatment."

"Smile and the world smiles with you,  
Kick and you kick alone;  
But the cheerful grin will let you in,  
Where the knocker is never known."  
—T. W. Jackson.

Arriving home from the party, Mrs. Roeser confronted her husband. "I'll never take you to another party as long as I live," she fumed.

"Why?" asked Frank, amazed.  
"You asked Mrs. Jones how her husband was standing the heat."

"Well?"  
"Why, her husband has been dead two months."

## In Flanders Fields

This poem was written by Lieutenant-Colonel John McCrae of Montreal, Canada, during the second battle of Ypres. Colonel McCrae was killed in action on January 18, 1918, and lies buried side by side with the men who inspired his own poem, "In Flanders Fields."



Sketched From Painting by Philip Lyford

In Flanders Fields the poppies blow  
Between the crosses, row on row,  
That mark our place, and in the sky  
The larks, still bravely singing, fly,  
Scarce heard amid the guns below.

We are the dead; short days ago  
We lived, felt dawn, saw sunset's glow,  
Loved and were loved, and now we lie  
In Flanders Fields.

Take up our quarrel with the foe  
To you from falling hands we throw  
The torch, be yours to hold it high  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders Fields.

### An Answer

By R. W. Lillard

Rest ye in peace, ye Flanders dead,  
The fight that ye so bravely led  
We've taken up! and we will keep  
True faith with you who lie asleep,  
With each a cross to mark his bed  
And poppies blowing overhead,  
Where his life blood once ran red;  
So let your rest be sweet and deep  
In Flanders Fields.

### Replying To Your Questions

Two Bells has been asked several questions in connection with facts about the Los Angeles Railway that trainmen wanted to know and it is hoped that the answers given to each question cover the desired information.

Q. Who is the oldest trainman still in active service?

A. J. H. Pace of Division No. Four, who was born January 13, 1859. He is closely followed by J. E. Gorham of Division Three, who was born July 1, 1859, and who is still going so strong that it is believed that on account of his being a cat fancier he has absorbed to some extent the ability to profit by some of the cat's proverbial nine lives.

Q. Who is the oldest trainman as regards length of service?

A. W. E. Hancock of Division Two, who was employed on November 9, 1891, is the oldest man from the seniority standpoint still in active passenger service, and a glance at Walter's record for the past few years indicates that his work is like a certain prehistoric beverage, improves with age.

Q. How many departments are there in the Los Angeles Railway Corporation and what are they named?

A. Five—Executive, Auditing, Engineering, Claims and Operating.

Q. How many cars are actually used for passengers service each day?

A. Eight hundred and thirty-four.

Q. How many employees are there in the Operating Department?

A. Approximately twenty-five hundred and twenty-five.

Q. How many of these are trainmen?

A. Twenty-two hundred and twenty.

Q. What is the operating cost of a car per mile?

A. 38.64 cents.

Q. What is the cost of a pad of transfers?

Fear not that ye have died for naught,  
The torch ye threw to us we caught;  
Ten million hands will hold it high  
And Freedom's light shall never die.  
We've learned the lesson that ye taught  
In Flanders Fields.

A. Including handling, approximately 5c.

Q. What is done with transfers that have been collected and turned in?

A. They are forwarded to the Auditing Department, by which department they are checked, after which they are disposed of in such manner as to prevent them from passing through improper hands.

Customer: "Are you quite sure this suit won't shrink if it gets wet on me?"

Ikey: "Min friendt, effery fire company in the city has squirted vater on dot suit."

"My heart is with the ocean," cried the poet rapturously.

"You's gone me one better," said his seasick friend, as he took a firm grip on the rail.

A "blind" beggar sat at the entrance of a subway kiosk with a tin cup in his hand. A passerby, slightly under the influence of alcohol, took out his pocket flask and started to pour a drink into the man's cup.

The beggar opened his eyes suddenly, saw the flask and yelled: "Nix, nix! None of that stuff. Do you t'ink I wanta go blind?"

"Bobby, I have a surprise for you." "I know all about it—I even know their names."

"Why, Bobbie!" "Yes, when the doctor told Pa he said, 'Twins, hell and blazes!'"

# Bulletins

ISSUED NOVEMBER 7, 1927

## Street Car

### NO. 158—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 35850, issued to Fireman Percy E. Brown, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### NO. 159—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 2749, issued to Mr. M. E. Pflipsen, Repairer, Mechanical Department.

No. 3250, issued to Mrs. Laura M. Fairman, wife of H. H. Fairman, Motorman, Division No. 2.

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

### NO. 160—NOTICE TO TRAINMEN

Effective November 7th, walkover privilege will be accorded via Beverly Boulevard and Temple Street between the Beverly Bus Line at Beverly and Vermont and Line "C," north or east at Temple and Hoover.

Conductors will accept and issue proper transportation accordingly, and advise passengers that such walkover privilege has been granted.

### NO. 161—NOTICE TO TRAINMEN

On Friday, November 11th, at 11:00 A. M., all cars of the Los Angeles Railway Corporation will be brought to a full stop for a period of one minute. This in recognition of the signing of the Armistice.

This must be observed without fail. Trainmen will use care in starting cars, all cars bearing even numbered train runs starting carefully at the expiration of one minute, and cars bearing odd numbered train runs waiting for a further period of ten seconds before starting. This in order to prevent overloading of substations.

### NO. 162—NOTICE TO TRAINMEN

Effective November 7th, 1927, the P. J. Flaherty Company, located at 681 South Central Avenue, is appointed Official Watch Inspector for the Los Angeles Railway Corporation.

*P. B. Hill*

## Bus

NO. 60

Account of extension of Figueroa Street Bus service to Fifth and Hill Streets, the following changes will be made in transfer rules:

Transfer will be allowed subject to existing rules, except that SBU-4, punched "North," will not be honored on southbound L. A. Railway Lines "2," "3," "U" and "J." Southbound buses on Figueroa Street Line will not honor bus tickets SBU-8 when issued from northbound cars on Lines "2," "3," "U" and "J."

*H. A. Hanken*

## Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, November 2:

To Division One: Motormen H. D. Vineyard, G. A. Carter, R. P. McNeny.

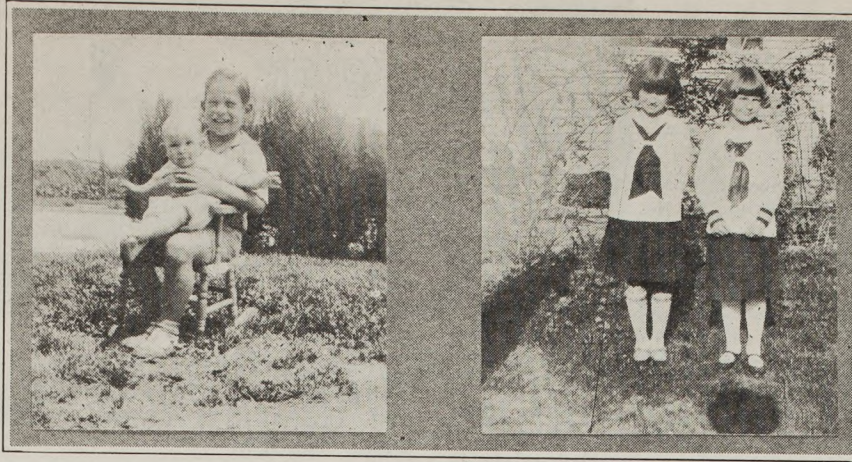
To Division Three: Motormen C. F. Reynolds, W. M. Golemon, F. R. Martin.

To Division Four: Safety Operator A. K. Turner.

## For Sale

Upright Cabinet Grand Piano. Inspection invited. Will give trial and terms. B-142.

Roller Canaries, full note; genuine 1927 birds from registered stock. \$20 each. B-143.



George L., four and one-half years, and Kenneth, six months, children of Motorman-Line Instructor G. L. Ker, Division One, and Dorothy aged eight, and Frances, aged seven, daughters of Conductor F. L. Wodal, Division Five.

## Legal Question Box

Q. Is a written lease signed by the lessor binding upon the lessee if the lessee enters into possession or verbally accepts, but does not sign the lease? J. W.

A. Yes.

Q. I want to cut the curb in front of my house for a driveway; is it necessary to obtain a permit from the city for this? D. L. B.

A. Yes; obtain a Class "A" permit from the Engineering Department. If you do not desire to fill in the space between the curb and sidewalk with concrete, you are expected to bring the broken curb to an even plane and finish off the stop with a coat of cement.

Q. Suppose a man in Kansas sold his property, and he and his wife moved to California, and he invested the proceeds of said sale in land, would the latter be community property? W. S.

A. No. The property was not community property in Kansas and would not become community property in California.

Q. What is the status of husband

and wife in case of divorce without any disposition having been made of the community property? P. B.

A. They are tenants in common.

Q. What is the difference between an agreement for sale and a deed? J. N.

A. An agreement for sale is either: An agreement to sell; an agreement to buy, or, a mutual agreement to sell and buy, but does not pass title. A deed passes title to the property.

Q. What is an escrow? R. M. M.

A. The deposit of a deed or other instrument with a third party, to be delivered to the grantee or second party on performance of a condition.



?????

Location: Division Five. Time: 4:00 A. M. Scene: Garbage can, palm tree, man's legs dangling down side of garbage can, papers being scattered to the four winds. There you have a picture of Extra Clerk V. M. Muckenthaler of Division Five cluttering up the landscape, and why?

Well, "Muck," as he is known by the boys, received a very urgent call from Conductor J. W. Willis, who in no uncertain terms told "Muck" that in throwing some old hat checks in the garbage can, some thirteen perfectly good dollar bills were reposing peacefully in said can and would "Muck" please disturb them if it was not too late.

"Muck" found them all right, and he wants to know who says thirteen is unlucky.

## Instruction Work Pays Well

Line Instructors, here's something for you to get chesty over.

The Editor in calling on Dan Healy, Chief Instructor, found him in a receptive mood to talk about Line Instructors and the good work they are doing.

Healy said he felt he ought to apologize to them, especially the Motormen Line Instructors, for giving them so many students lately, but wait a minute. Healy, on looking up some of the records, found that many of them have been earning from twelve to sixteen dollars more than their regular monthly pay. As the colored man said: "It's a poor wind that blows nowhere." Healy says that with Christmas coming that money will "blow" very nicely, and the hard work will be forgotten in the pleasure derived in spending it.

"I am happy to say that the work of the Line Instructors is very good," said Healy, "and it is a pleasure to hear the students speak of the abilities of the Line Instructors. Much credit is due them for their work in helping other men to pass the examinations that are now being held."

To the trainmen who might wish to try out as Line Instructors, Healy says: "Remember, it is your privilege. When a man passes his ninety-day examination he is half through then for this position. The other half is to study up, and pass, an examination on the duties of the man on the other end of the car.

"Men leave the service for various reasons after putting in a Line Instructor's application, so there is always room for more applications and I will gladly receive them. The necessary application blanks are always on hand at the instruction Department."

## Start Work on Fifth

The Company started work on Thursday, November 3rd, to build street car tracks on Fifth Street, which has been opened from Flower to Beaudry. When the opening of Fifth Street was decided upon by the city authorities, the railway company, at the request of the business interests and associations of property owners, applied for a franchise for street car service on the new street. The Engineering Department is preparing to lay 116-pound girder rail and heavy ballast for the new tracks. When completed and ready for service, the Operating Department will work out the re-routing of the lines affected.

## Stork Reports

Motorman R. J. Orphan of Division One is all smiles these last few days for no other reason than he is a grandfather. He says he will make a dancer out of his grandson, as the mother is a dancer of note.

A baby boy weighing eight and a half pounds was what made Operator W. Odom of the Bus Division so proud October 22nd when he announced the arrival and that the mother and son were getting along nicely.

October 26th was the birthday for the baby girl at the home of Operator C. W. Goen of the Bus Division. She weighed seven and three-quarter pounds, reports Goen. Both mother and daughter are doing fine.



### Division Three

L. VOLNER

Instructors Grant Clear and J. K. Hagen have been very busy at this Division for several weeks conducting classes in multiple unit equipment, and, in fact, anything pertaining to safe and sane operation. The men are information hungry, especially on account of the fact that all are expected to qualify in the examinations now being given by Chief Instructor Healy.

Motorman Bert Johnson, cap number 157, wants to get up a quartet for this Division and is in need of a bass and a tenor singer. Anyone who can fill the bill, please see him.

After his eastern trip, Conductor M. S. Fury has returned to duty.

C. P. Lazar is in the Good Samaritan Hospital, recovering from a major operation performed last week.

Conductor J. Pewitt returned to duty on the first.

Motorman O. G. Terrell, accompanied by his wife, has gone to Kansas City to spend a month with relatives.

After ninety days on the sick list, during which time he was touring the North in search of health, Motorman G. M. Nankervis is now in better health and has returned to duty.

Did you have a clear accident record for the month of October?

The big rain last Monday brought out the usual amount of rubbers, hats, boots, etc. Lost umbrellas were very much in evidence.

The reason the trainmen's room presents such a neat appearance and that there are towels and soap in the lavatory is, we have a new janitor, Mr. Theodore Penn.

Motorman W. A. Stebbins claims to know a man who knows the messenger who went after the doctor in the Birth of a Nation.



### Division Two

E. A. MOXLEY

Motorman U. S. Cupp returned Monday from leave. He spent his time in Nebraska, Iowa, Missouri and Kansas. He reported having a fine trip and was glad to get back on the job. It had been nineteen years since his wife had been back.

Conductor M. F. Nar returned to work Monday after being off sick for sixty days. Thinks the "S" Line a jinx, so bid in a run with Walter Hancock on the "H" Line.

Traveling Instructor G. L. Musselwhite tells this one on T. L. Morrisey, a Division One man, but formerly of this Division: It happened the day it rained, the car stopped and T. L. carried a young lady to the curb, but when he went to board the car it was gone. And it's no joke to run with boots on.

Clerk F. B. Slaughter made a flying trip to Santa Barbara Tuesday, it being his day off: He took a ride on one of their Birney cars and reports the service O. K.

Don't forget the Community Chest.



### Division Four

C. J. KNITTLE

The most interesting thing in news this week is the list of witness averages for the month of October. This interest, among Division Four men, is not due entirely to their position at the top of the list. We are very proud to have attained first place again, but the center of our attention is Division One. For many months they played "dark horse" in and around the cellar position. Now they pop up with an average of 7.57, putting themselves in second place. That's splendid work, Division One. We anticipate a hot chase for the November lead. Come on, everybody!

G. F. McLaughlin, Night Yardman, has gone back to the road. He was given the cap number "1." F. W. Seega, Day Switchman, has been given Mac's place and W. J. Harris, Safety Operator and Extra Clerk, is now Day Switchman.

Assistant Mechanical Foreman Inman and Equipment Inspector Conacher brought back five rabbits from Antelope Valley last Sunday.



### Division One

H. N. COLE

Division One is steadily climbing. We jumped from fourth place to second, with an average of 7.57 for October. This is very encouraging to Superintendent Williams and he hopes by the first of the year we will hold first place, so let's pull hard to reach the goal.

Traveling Instructor Walter Hole is a very popular man now when he happens to drop around at the Division. He was on hand one day last week and instructed quite a number of boys on the multiple-unit equipment, and it is whispered around that he "knows his onions."

Motorman E. O. McKinney is taking thirty days off, and is on his way to some point in Arizona. He is driving his machine and expects to have a grand and glorious time.

Motorman Line Instructor G. L. Ker pulled a big Hallowe'en party at his home last Saturday night, and a fine time was enjoyed by all.

Motorman H. S. Fanning was knocked down by an automobile while on his way home a few nights ago. He was taken to the hospital, but no news as to his condition has been received to date.

Motorman Line Instructor Burnett, who has been off for a few days on account of sickness, is back on the job.

The following Motormen have been on the sick list for several weeks: A. E. Gardner, I. J. Madsen and J. H. Dillard.

Conductors C. D. Burnett and G. A. Urbain and Motormen Tom Forrester and J. H. Fagin were up this week for examination and came back all smiles, so it is supposed they made the grade.

Motorman L. L. Nelson is taking a vacation of fifteen days. Destination unknown.

Conductor E. H. Hatchett is taking thirty days off and very likely is in Texas by this time.



### Division Five

FRED MASON

Oh, how it rained last Monday. And that was the day Motorman Jack Carothers started on a three weeks' lay-off to work around the house. The first job he said he did was to very thoroughly water the lawn.

"Let me out," yelled Conductor Frank Adams, when Motorman Leo Heinzman's machine, in which he was riding, laid down on 'em. This happened about one hour before last Saturday's football game and when Frank finally got out, the first thing he did was to see if he still had his two tickets.

Conductor Jim McHenry got quite a big thrill last Monday when going through his car on the south end of the "M" line. He picked up a bill fold containing \$340 in real money. When the happy owner located it at the Lost Article Department, Jim was rewarded with a \$20 bill.

Last Saturday the office force had a real treat, Mrs. Johnson, wife of Motorman E. Johnson, sent over a very large and luscious Hallowe'en cake, and boys, if you think Mrs. Johnson don't know how to bake a cake, ask we guys who ate that one.

Conductor "Cy" Daerr is back on the job, having got back from Pittsburgh last Sunday. "Cy" saw one game of the world's series and then decided to come back to Los Angeles and go to work.

Conductor V. R. L. Brown is off on a fifteen days' jaunt to San Diego.



### Bus Division

ELMER WOOD

The first thing will be to apologize for not having my picture in last week's issue. There are no excuses or alibis to offer except that the Editor received my copy too late for publication.

Operator M. E. Dudley is resting up at Lake Elsinore for ten days.

Operator A. E. Bell reported for duty last week after spending eight days at home ill.

One must be popular when passengers move from the Wilshire District to the Melrose District just so they can ride with the same operator. However, such is the case with Operator W. P. Eunson. Although Eunson is known for his kindness and courtesy to the aged, this party would not be in that class, so boys, you can draw your own conclusions.

Operator L. W. Walters has returned all refreshed again after spending ten days in San Francisco on business.

It is interesting to see how easily and quickly an auto can be turned away from an alley when a large policeman is standing at the entrance. Perhaps some of the boys who are in the habit of parking in the alley next to the Division can explain the situation more convincingly.

### Garage News

Steen Parker will deal out the buses from now on in the Garage Office, replacing Night Bus Clerk Roy Butler. Earl Herbel has been doing the dirty work up until present.

Andy Seyfrith, Mechanic on the Third Shift, has changed over to the First Shift, replacing J. Birch. E. Glasgow is the new Mechanic on the Third Shift.

J. Woolley, Mechanic on the Third Shift, has an interesting story to tell what he told his girl when she asked him what he was going to do with the box of candy he received from Canada.



### Shops

JACK BAILEY

Our leading man in the Upholstering Room, Mr. J. Holdsworth, and his wife have returned from a two months' vacation to Chicago and vicinity. After a couple of weeks of cool weather there, James climbed aboard a Pullman singing, "It's a beautiful world, but California, here I come."

Our sympathy is extended to our old friend, H. Deibert, General Plumber, who was seriously burned on his face and hands while on duty. Harry is a good example of that old adage: "You can't keep a good man down," and we won't be surprised to see him coming in any time.

O. Boyman and R. Baxter of the Truck Shops are on the sick list.

Did you know that Joe Palmer, Air Department Clerk, is greatly responsible for the success of Richard Hudnut the perfumer? (This is the first of a series on "Know your fellow workman." Get your man.)

Famous final phrases by Truckman Joe Harlow: "I can buy chickens for twenty-five cents each and W. Winston can get three pairs of socks for a dollar."

The Community Chest Campaign is in full swing in the Shops and we hope to have all the money in by the 9th. Let's go over big this year.

If the Editor doesn't mind, I'll cut short this week, for two reasons. One reason is to give Elmer Wood a chance to get his Bus Division news in (on time). I hope he won't feel hurt.