

Advertising Pays



Catchy
Slogans
Bring
Results

Left to right, standing: J. C. Kingsland, S. C. Smith. Seated, back row: W. M. Carter, W. E. Cox, T. N. Willis, J. San Marco, H. T. Froschauer, J. T. Edmiston, C. E. Erickson. Front row: E. C. Bradley, C. A. Risley, R. C. King, A. G. Plummer, C. L. Westenberg, M. W. Davis, R. H. Mead.

The old adage that "advertising pays" is being demonstrated at Division Three.

Superintendent George Ferguson believes in keeping these little reminders of co-operation for safety continually before the men, and he is naturally proud of the record they established for the month of September, when his division took first place in securing witnesses per accident—the first time in the history of the division.

The photograph shows a group of the boys who were largely responsible for the record and some of the slogans that evidently were effective in the decrease in the number of accidents and increase in the number of witnesses to accidents.

Conductor L. Volner of the "Foothill Division" is the artist who wields the paint brush in making these reminders and his efforts plainly show that he "knows his oil."

Track Work

Track work is being pushed to completion on Evergreen Avenue, between Wabash and Brooklyn Avenues.

Renewal of the four-unit crossing at 7th and Alameda is now under way, and work has just been completed on the four-unit crossing at Macy and Alameda Streets.

The Engineering Department is also installing concrete curbing and landings on the south side of Santa Barbara Avenue between Arlington and Third Avenue.

Square and Compass Doings

On the evening of October 11th, members of the Square and Compass Club were guests of the Pacific Electric Masonic Club in a "get-together" meeting held in the P. E. Club Rooms. Four employees of the Los Angeles Railway were initiated into the Square and Compass Club. The meeting was very well attended and the evening a huge success.

On October 12th, the Degree Team of the Club conferred the Third Degree on W. C. Stulken of South Park Shops, in Clarence F. Smith Lodge. Several friends and co-workers of Stulken turned out to "do the honors."

Move to New Quarters

To facilitate the handling of supplies, the Purchasing and Stationery Departments have combined offices and moved to the fourth floor.

The entrance to the Purchasing Department is Room 424, and to the Stationer's, Room 421.

Up-to-date steel shelving for office supplies has been installed in the Stationery Department.

The rooms formerly occupied by the Purchasing Department on the sixth floor are to be occupied by the Claim Department, and the Stationer's rooms, formerly on the ninth floor, are to be taken over by the Auditing Department.

New Substation At Inglewood To Be Of Cathedral Design

With the contracts let for the construction of the new Inglewood Substation, another step is marked in the progress of the Company in providing up-to-date equipment necessary to give the best possible power service on its lines.

The new station, to be erected on Prairie Avenue, just a short distance from the present substation, will be a concrete structure of Mission style architecture.

In keeping with the solemnity and dignity of the adjacent cemetery, plans have been made by the Engineering Department to have the building resemble a small cathedral. It will have two small towers in front, one with sloping roof of tile and the other flat. The main roof is to be of red tile, and long Gothic windows of hammered cathedral glass adorn the sides of the building. The front of the building will have a large panelled door. Shrubbery is to conform with the architecture.

The building will contain a double unit arc power rectifier under full automatic control and absolutely noiseless as are the other automatic substations of modern construction.

This substation will supply power for the Inglewood Line south of 54th Street.

Many Fail On Equipment Test

A word in time might save ninety-nine, according to Chief Instructor Dan Healy, in commenting on the examinations for trainmen which are being conducted at the Instruction Department.

From his reports it appears that while the majority of men pass the oral examination of the required 80% of the questions, a great number of trainmen, when taken to the cars to explain the various operating features of the equipment, fail to pass this examination. Trainmen are expected to know the location of fuse boxes and distinguish them from switch pumps, so that when a fuse blows it will not be necessary to delay service because of lack of knowledge of location of this particular piece of equipment.

It is also to be understood by trainmen who are to take the examination that failure of four questions will in all probability mean failure in the examination, and failure on the first examination means that the second examination will be at the expense of the trainman so failing.

Healy admonishes trainmen to not only brush up on the questions printed in the pamphlets which are being supplied each division, but also to have a general knowledge of the equipment they are handling daily. If trainmen will take this much interest they will save themselves loss of time in case of failure in examination as well as wear and tear on the instructor who will be required to make the second examination.

As stated in the August 29th issue of Two Bells, men will be required to answer questions on multiple unit equipment, even though they do not operate this type, for the reason that they may choose a run on which this type of equipment operates. If multiple-unit cars are not on any line out of your division men will not be expected to answer questions about them.

Chest Appeal

Open your heart!

The fourth annual appeal of the Community Chest commences on October 31st, and the Minimum Subsistence Goal is \$2,750,000.

The Los Angeles Railway Company has evidenced its approval of the Community Chest in Los Angeles by substantial contributions from year to year. From the economical and humanitarian standpoint, the Community Chest has again and again proved of great benefit in this city. Carrying with it the whole-hearted support of the entire community, the Community Chest is worthy of our unqualified support.

"300 Happy Working Days,

Only ONE for Charity,
Give One Day's Pay."

That is the slogan of the Chest, and hundreds of thousands of co-workers in industries in Los Angeles will guide their subscriptions to this worthy cause by the thought embodied in this slogan.

Promoted

J. F. LeProhon has been appointed Assistant Division Foreman of the Bus Division, according to information received from F. Van Vranken, Manager, Bus Division.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

Trainman And Supervisor

In order to properly render service to the public, the supervisor must get much information from trainmen, but usually does not have time to do more than get an outline of existing conditions from them; therefore, his attitude is frequently criticised as being short and arbitrary, while it may be the farthest from his real intention for him to appear abrupt or discourteous in his dealings with trainmen.

In addition to and next in importance to maintaining service on a line, the supervisor is charged with seeing that rules of operation are properly observed. This makes it necessary for him in numerous cases to administer discipline through the recommendation of demerits, and there is quite a difference in supervisors in regard to the number of demerits they find it necessary to recommend in order to secure proper observations of rules or to prevent the creeping in and establishing of improper practices.

The ideal situation would be if a supervisor could secure such co-operation and observance of rule from the men operating on his line as to make it unnecessary for him to turn in one solitary demerit slip per month, but unfortunately it does not seem possible to attain this acme of perfection in operation. And a supervisor who does not demerit, but who attempts to secure proper operation through personal contact with his men, is liable to have it show when his work is checked up that there are numerous violations of rules being committed by trainmen which have not been recognized by the supervisor. In this case, the supervisor, himself, comes in for merited censure.

All in all, a supervisor has a hard row to hoe, but if we trainmen can realize that the supervisor would much rather have his line operate satisfactorily as to service and without violations of rules than to be obliged to turn in hundreds of demerit slips in order to produce the desired results, I believe that we would all make a more determined effort to perform our work in such a manner as to render the recommendation of discipline by a supervisor unnecessary.

A supervisor can obviously be in but one place at a time and as some of the lines are long, the supervisor can to a great extent keep himself posted as to general conditions on the line only through information which may be given him by trainmen; therefore, should we as trainmen notice anything which we think needs attention, whether it be regarding schedules, signs, stops, trees in need of trimming, track conditions, equipment, or other things of interest, let us take the first opportunity for calling the attention of the supervisor to the matter, and he will investigate the condition or report it to the proper parties for attention.

Be a friend of the supervisor and he will be a friend of yours.

When A Mistake Is A Mistake

When the doctor makes a mistake he buries it.
When the garage man makes a mistake he adds it on your bill.
When a carpenter makes a mistake it's just what he expected.
When a lawyer makes a mistake it was just what he wanted, because he has a chance to try the case all over again.
When a judge makes a mistake it becomes the law of the land.
When a preacher makes a mistake nobody knows the difference.
But when an EDITOR makes a mistake—GOOD NIGHT—Everybody squawks!

You cannot work on a car and leave a good impression on your passengers unless you are neat, clean shaven and courteous.

Courtesy is common sense in action.
Courtesy costs nothing, yet it enriches all.

Friendly Words

The nicest words I know are these:

"EXCUSE ME," "THANK YOU,"
"IF YOU PLEASE."

I find I need them every day,
Whatever other words I say.

It helps me all the way along

To say "EXCUSE ME" if I'm wrong.

No service rendered me so slight

But somehow "THANK YOU"

sounds just right.

I find that simple "Yes" agrees

Not quite so well as

"IF YOU PLEASE."

Such friendly little words and bright

With kindness and so polite.

So learn to say these words with ease

"EXCUSE ME," "THANK YOU,"

"IF YOU PLEASE."

—By Permission of Brown-Israel,
Los Angeles, Calif.

Lulu on the telephone: "Is this you, Honey?"

"Yes, this is Honey, Lulu."

Lulu: "Honolulu! Goodness, I'm on a long distance wire."

"What did mama's little baby learn at school today?"

"I learned two kids not to call me 'mama's baby'."

Voice over the phone: "Is Mike Howe there?"

At the other end of the wire: "What do you think this is, the stockyards?"

LARY LAFFS

Little Mary was stroking her newly acquired kitten when kitty began to purr. Mary let out a howl, "Mother, mother, where do you shut off the gas? Kitty is starting to boil."

A man seeing an Irishman show bibulous appearance remarked:

"Pat, what makes your nose so red?"
"Shure," replied Pat, "it's the reflection of me soul."

"The reflection of your soul? What do you mean?"

"Shure it's the reflection of me soul," retorted Pat. "It's glowing wid pleasure at me ability to 'tend to me own business."

Usher (to cold, dignified lady): "Are you a friend of the groom?"

The lady: "Indeed, no! I am the bride's mother."

Hotel Guest (in response to knock on door): "Who's there?"

Voice Outside: "A message from a friend in another room, sir."

Hotel Guest: "Well, put it under the door."

Voice: "Can't do it, sir—I'd spill it."

It was married men's night and the minister had asked that every one who had domestic worries stand up.

"Ah!" exclaimed the minister, peering at the lone man who had remained seated, "you are one in a million."

"It ain't that," piped the voice, as the rest of the congregation gazed at him suspiciously, "I can't get up. I'm paralyzed."

BOUQUETS



Left to right: G. P. Morehouse, M. S. Harrington, H. E. Tetreault, J. W. Head, J. T. Velarde, W. Green, H. F. Smith.

For Motorman G. P. Morehouse of Division Two from Hy Garland for his unflinching politeness. "Moreover," writes Mr. Garland, "he is a darn good operator."

For Conductor M. S. Harrington of Division Three from Nurse Rollins for his very great kindness and tender assistance in helping an aged lady to and from her seat on entering and leaving the car.

For Conductor H. E. Tetreault of Division Five from M. Eda Canning for courtesies extended.

For Conductor J. W. Head of Division One and Motorman J. T. Velarde of Division Two from Catherine Van Vleet for their especial kindness during her trip to Huntington Park recently.

For Safety Operator W. Green of Division Four from Mrs. F. L. DeWitt for leaving the car to guide a blind old man to the sidewalk. "The traffic signals were against him, so he lost no time," reports Mrs. DeWitt.

For Conductor H. F. Smith of Division Three from Katharine Carr for his patience in handling "smarty boys" and his courtesy in putting an old lady on the car and helping her select a seat.

Card in Florida paper: "Thursday I lost a gold watch which I valued very highly. Immediately I inserted an ad in your lost-and-found columns and waited. Yesterday I went home and found the watch in the pocket of another suit. God bless your paper."

A motorist was charged with driving his car while in a state of intoxication, and a police witness was giving evidence.

"When I came upon the scene, your honor," he said, "I found the defendant engaged in a heated argument with the street commissioner about the condition of the road."

"Well," commented the magistrate, "that proves nothing, does it?"

"No," answered the witness gravely, "but the street commissioner wasn't there."

"You probably don't remember me," began the self-made man proudly, "but 20 years ago when I was a poor, humble boy, you gave me a message to carry."

"Yes, yes," cried the busy man, "where's the answer?"

Bulletins

ISSUED OCTOBER 17, 1927

NO. 147—NOTICE TO TRAINMEN

Considerable complaint is being made regarding lack of information given passengers wishing to reach the Santa Fe Station.

Passengers should be directed to use Line "N," which terminates directly in front of the station.

Line "L" may be used if more convenient for the passenger, but use of this line entails a walk of over two blocks from Vignes Street to the station.

Please direct passengers accordingly.

NO. 148—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 33655, issued to Fireman F. L. Dixon, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 149—NOTICE TO TRAINMEN

At Vernon and Alameda at times when flagman is not on duty, conductors may flag the crossing from a point immediately in front of the car in both directions, as is now being done when eastbound.

Extreme care must be exercised by both motorman and conductor that no accidents occur at this point.

NO. 150—NOTICE TO CONDUCTORS

So long as line "P" continues to operate via the route of line "B," in-trip Line "P" transfers will not be honored on Line "B" at First and Main, north.

NO. 151—NOTICE TO MOTORMEN

At points where operation is covered by automatic traffic signals, all cars must operate in strict accordance with the signal, unless a Los Angeles Railway traffic man is in charge, or a motorman is specifically authorized by a police officer in charge to go against the signals.

NO. 152—NOTICE TO TRAINMEN

At the First and Vignes terminus of Line "L," it is desired that passengers be loaded and unloaded between the tracks and that the car be stopped while waiting at the terminal at a point just east of the crossover.

Some crews are pulling down to Vignes Street and taking their lay-over at that point, which entails back-tracking to the crossover.

This practice must be discontinued.

NO. 153—NOTICE TO CONDUCTORS

Pass No. 7093, issued to S. W. Farrow, Safety Operator, Division No. 4, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill

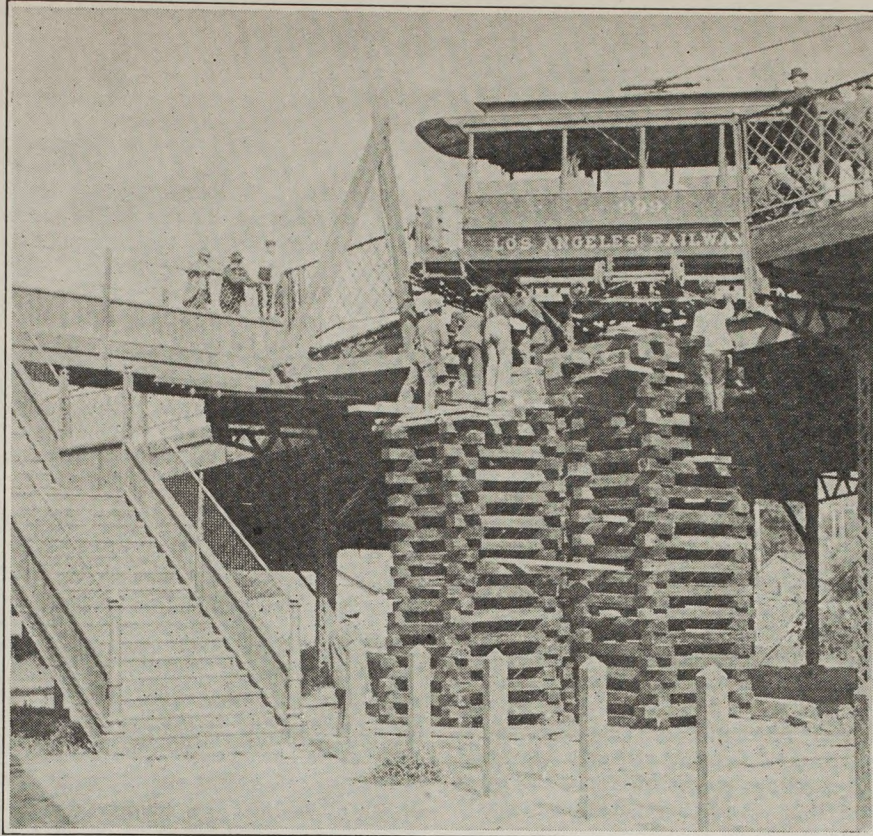
New Flagging Stations

Two new flagmen's stations have been added to the system, one at Cypress and Alice Streets on Line "E," manned by J. E. Alberts, and the other at Cypress and Dayton Avenue on Line "W," where W. B. Seehorn is stationed. These additions became effective October 13th.

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, October 12:

To Division Two: Motorman T. D. Starks, Conductors C. L. Coley, R. J. Crothers, G. E. Barnes, W. E. McGuyre, T. Goddard. To Division Three: Motormen C. H. Nehlsen, A. J. Harper, R. V. Stricklett. To Division Four: Motormen W. J. Templeton, F. Zeiger. To Division Five: Conductors A. L. Nottingham, H. F. Shover.



When Nancy Was A Wreck

No, folks, this is not construction work on one of the new viaducts. We were just turning over the leaves of the family album and came across this somewhat interesting photograph.

We have to take you way back to May, 1901, when this picture was taken. It is entitled, "When Nancy Was a Wreck." Nancy was the nickname for old No. 999, the only wrecker of the Company in the days of tin-types, mustache cups and mutton sleeves.

Nancy, on returning from a wreck at Eastlake Park, danced lightly and merrily over the old Downey Avenue Bridge, which crossed the Los Angeles River between Main Street and North Broadway, then known as Buena Vista Street. Imagining herself as a

young sprite about to flit among the eucalyptus groves of the Elysian hills, she took a detour route to the old Santa Fe Depot, which at that time was at the foot of the bridge. The picture shows the amount of work entailed in those days to put the rambling vehicle of the iron rails back where it belonged. The old method of cribbing has long passed into the discard with the advent of the modern crane.

The gentleman leaning on the rail, on the right hand side of the picture, is none other than Walter Brown, General Foreman of the Shops, who was then a mechanic on the night shift. Walter was lending his moral support in the daytime.

That was twenty-six long years ago!

Leaves Company

To take up insurance work in San Francisco, G. W. Neely, former Chief Investigator of the Claim Department, has resigned from the services of the railway.

His co-workers and all who knew him wish him success in his new venture.

Old-Timer Passes

It is with deep regret that we learn of the passing of Edwin E. Smith, who died on October 9th, after a long illness.

"Ed," as he was affectionately known by his numerous friends and co-workers, started with the Company in July, 1896, at Division Three. In December, 1910, he was made Transfer Clerk. For his meritorious work he was made Assistant Foreman of Division Three in October, 1912. However, failing health forced him to relinquish this position sometime afterward and he was transferred to lighter duties in the Transfer Bureau, and he continued to serve in that department up to the time of his death.

More Service 'F' and 'R' Lines

To cope with the increased travel occasioned by the First Street Viaduct construction work, three A. M. and four P. M. cars have been added during the rush periods on Line "F" daily, effective October 13th. On Saturdays, two A. M. and four P. M. additional cars have been put into service.

Additional service has also been provided on Line "R" with four A. M. and four P. M. cars during rush hours. This change also became effective October 13th.

Appreciations

We gratefully acknowledge and thank you for the flowers and your kind expression of sympathy.

Mrs. Smith and Family.

To the Co-operative Association and Employes of the Los Angeles Railway: I sincerely thank you for your kindness to me in my bereavement.

Mrs. M. A. Sanders.

Legal Question Box

Q. What is an execution of a judgment?
H. J.

A. An execution is a writ issued for the enforcement of a judgment within a prescribed time after the entry thereof.

Q. What is meant by a non-suit?
C. L.

A. The dismissal of an action first by the plaintiff himself, upon payment of costs at any time before trial; second, by either party upon the written consent of the other; third, by the court when the plaintiff fails to appear on the trial and defendant being present asks for dismissal; fourth, by the court, when, during the process of trial, the plaintiff abandons it; fifth, by the court upon motion of the defendant when upon trial the plaintiff fails to prove a sufficient case for the jury; sixth, by the court, when, after a verdict, the party entitled to judgment neglects to demand and have the same entered for more than six months.

Q. How may an attachment issue?
D. W. R.

A. It may issue in an action upon a contract, express or implied, for the direct payment of money, where the contract is not secured by any mortgage or lien upon such property, or in an action against a defendant, not residing in this state, to recover a sum of money, as damages arising from an injury to property in this state, in consequence of negligence, fraud or other wrongful act.

Q. Must a conveyance of real estate be in writing? Can a lease be assigned?
D. H.

A. All conveyances, except a lease not to exceed one year, must be in writing. A lease can be assigned.

Q. What is meant by publishing a will? If a man dies without making a will, where does his property go?
C. J.

A. Publishing of a will is the declaring of the will by the testator in the presence of the witnesses to be his last will and testament. If a man dies intestate, his property passes to his heirs subject to the control of the probate court and to the possession of any administrator appointed by the court for the purpose of administration.

Q. Can a contract be contradicted by oral testimony?
W. H.

A. It cannot, where in writing.



Florence, 3½ years, and Glenn, Jr., 6 months, children of Motorman Glenn Mattern of Division Two. Maybe they wonder if it's the goat daddy rode when he joined the Masons.

For Sale

Bicycle—in good condition. Cost \$40. Will sell for \$10. B-137.
500 rounds ammunition, government 30-30 Springfield. B-138.
A. B. Range, three-burner, under oven. Good as new. Will sell for \$15. B-139.



Division Five

FRED MASON

You've all heard about the little boy boarding a street car while eating an apple, putting the apple in the fare box and throwing his nickel out of the window. Well, as the little boy said when he got to the core, "Here's a pip." Motorman Bill Calloway and his Conductor, Tommy Carey, went fishing last Sunday and Calloway caught the first fish, a jacksmelt. Of course, this made Bill feel good and just to let Tommy know how much he knew about fish he got out his knife and cleaned it, at the same time telling Tommy all about it. The operation was expertly and expeditiously performed, but all for nothing. In working so fast, Calloway heaved the cleaned fish overboard and kept the head. Moral—a fish has a head.

The count was three and two on the Babe and they grooved him one. The Pittsburgh rooters, when asked who won, replied, "Tunney."

Conductor Frank Adams came bursting in one day last week and said: "I just rode down from town on an 'M' car and there wasn't a cough in the carload. Both the conductor and the motorman were named Smith."

Motorman A. P. Williams is one of those late vacationists. He's starting out for a couple of weeks on Monday. Don't know where he's going, but if it's only for Christmas shopping, he's using his head.

We are glad to welcome Conductor Harry Shover back with us again. Harry resigned last April and since that time has taken in quite a bit of territory, including Vancouver, B. C., and Alaska. He said he is just about getting thawed out now and the next time he goes to Alaska it will have to be moved to sunny Southern California.



Shops

JACK BAILEY

It's all over, "and how?" Very few changes were made this year at the end of the baseball World Series as compared to last year's records. Miss Rohlff took over Ben Jenkins' confectionery stock, while S. Watts and Ed Wing cornered all the dime pools.

J. Bakef, Draftsman; Art Perez, Truckman, and Ray Shollin, Pattern Maker, will embark for the week-end and will arrive in Santa Cruz just in time to see the kick-off at the U. S. C. vs. Stanford football game. Lucky Art is going free of charge just because he favored the Yanks.

W. V. Cook from Fremont High School is replacing L. Foth in the Machine Shop. Foth was also serving as an apprentice from Fremont High.

Robert Harvey, Air Foreman, is back from his vacation and is looking fine.

John Smith of the Air Room was truthfully auspicious at the Moore Mardi Gras and took home the first prize in the form of an eight-day clock. No more excuses for John now.

N. H. Greenwood, Section Storekeeper, is vacationing. His location during his intermission is unknown.

Ed Baker, Front End Switchman, will spend this week-end at Moscoy near San Bernardino on his lately acquired ranch.



Division Two

E. A. MOXLEY

Motorman J. A. Godwin, who was injured some time ago at 7th and Hope, had an operation performed on his leg Tuesday. He is coming along as well as can be expected. Conductor M. F. Nar, who was injured in the same accident, is still at his home, but is improving rapidly.

Conductor R. W. Lee traded divisions with Conductor L. T. Staten of Division Five. He is through breaking in and is now at home on his new run.

Motorman H. S. Best is back home again. He transferred to the Traffic Department about three years ago from the extra board and is still bucking the board, as there were no open runs when he returned to the division. Cheer up, H. S., you'll have a regular run yet.

The personnel of the division is nearing its fighting strength now, and it's possible to get off for a day now and then, providing you put in early enough.

Conductor O. T. Durr resigned the fore part of the week to try out another line of work. Conductors W. H. Moore and J. P. Wood have also left in order to work elsewhere.



Division One

H. N. COLE

Motorman A. L. Goodrich, who has been breathing the pure ozone as well as the fumes of gasoline in every state in the Union for the past three months, has returned to his duties. He is an enthusiastic motorist and says he had a grand and glorious time.

Motorman J. N. Smith has taken thirty days off and will drive around to all the small towns in Southern California.

Conductor H. J. Frey spent all of last week at San Diego and vicinity. Although Frey belongs to the unlucky combination of Frey-Day, he came back intact and all that.

Motorman J. H. Kelly spent several days at San Diego last week and came back feeling fine. He says he didn't run out of gasoline a single time while there, nor forget his keys, as he has been in the habit of doing here, although the temptation was great to indulge in forgetfulness.

Stenographer Kohl is taking a two weeks' vacation, but just how it will be spent is not known to Ye Scribe.

Conductor E. H. Hatchett tells of a man who boarded his car and said, "Please Mr. Conductor, which car, tell me please, goes to Rossmore?" "This car," replied the conductor. "Fine, thank you very much. Tomorrow I take," and he stepped off the car.

C. N. Reddick, formerly conductor out of this division, and now a full-fledged deputy sheriff, was around the division last Wednesday shaking hands with the boys.

Motorman G. H. Ross is taking a thirty days' vacation, which will be spent in and around the city.

Conductor W. B. Krekler is also taking a thirty days' leave to look around the city.

Conductor D. E. Berri is taking a two weeks' vacation.

Conductor A. S. Herrick, while doing some repair work on top of his car a few days ago, lost his balance and fell to the ground, injuring himself. He is at the Good Samaritan Hospital and from last reports is getting along fine.

Conductor E. D. Harp has been limping around for several days with a lame back, caused from lifting heavy fenders. He has been taking some electrical treatments and is coming around fine.

V. E. Scott, who has been off for about two months with an infected finger, is now getting along O. K., and is getting very anxious to be back on the job.

Division Two landed in the cellar when the witnesses were counted up for September. Let's try and get away from that position for the present month. Now that the big fight and World Series are past history and turkey day is more than a month off, just give a little extra thought to how you can improve on your number of witnesses—but better yet, if you have no accidents, you won't need witnesses.



Bus Division

ELMER WOOD

The new uniform Conductor F. J. Vacher has on is only to keep up the appearance, along with that of Operator E. J. Minazzi. You see, Vacher also receives a box of candy whenever Minazzi does now, so that's how popular he has become since working with our "Wilshire Sheik." By the way, did you see Mr. E. J. Minazzi the other evening when he stepped out of a "lemonsine" in front of the division and told the chauffeur to wait a few minutes? He was all dressed up in a dress suit and explained to the boys that he only stopped to make out a report before entering society.

Operator L. W. Waters was granted a seven days' leave of absence, during which time he will drive to San Francisco to attend to business matters.

Operator Ray Head will also take in San Francisco during his thirty days' leave of absence, but first he will rest up because he has been putting out pretty heavy lately.

Garage News

C. M. Marine of the office is very proud of his latest vehicular contrivance, having traded his Dodge roadster for a Studebaker roadster.

Roy Butler, Bus Clerk on the Third Shift, drove to San Francisco last week to either bring back a bride or see the one he gave a diamond ring to. Anyway, he will tell us all about it this week. E. Herbel, a Mechanic on the same shift, is pushing the pencil for Roy.

V. R. Anderson and H. Swartz, both Mechanics, have been on the sick list for the past two weeks.

E. Herrera, Mechanic on the Second Shift, bid his mother goodbye last week, when she left for her home in Texas after visiting her son for a few months.



Division Four

C. J. KNITTLE

Division Four trainmen had another treat last Friday when a gang of its rod and reel enthusiasts returned from Santa Monica with about two hundred fish. Conductors Parham, Deshields, Dix, Vaughn, Nelson and Motormen Doll and Converse made up the party.

Conductor W. W. Warren, who has been spending a ninety-day leave in the Redwood Forests, arrived back October 5 and returned to duty last Monday.

Get ready for a house warming party, fellows. Conductor Frank Reynolds is building a four-room stucco at Manhattan Beach.

We wonder if Conductor W. E. Griffis told Mrs. Griffis about the bag of beans he left on Motorman Slatford's "C" car. Conductor Goldsmith tells us the reunion of Griffis and the beans was an extremely joyful affair.

"F" Line has a new schedule. The shake-up was held last Monday night. Two trippers were added. The date when it will take effect has not been announced.

The Evergreen Shuttle Line has also been given a new schedule. Two runs were added. The shake-up was held last Monday night, but the date when it will take effect has not been announced.

My wish is that a dozen men Would send their childrens' pictures in To show the readers, near and far, How cute the kiddies really are.

Owing to an overstock of conductors, Mr. Wimberly has asked that some of the extra men volunteer to transfer to the other divisions. W. J. Thompson has already transferred to Division Two and H. M. Shields has gone to Division Three.

Conductor G. J. Harrison has returned from a 60-day leave, during which he and Mrs. Harrison visited relatives in Oklahoma and Alabama. The trip was made by rail.

Motorman S. C. Baker has transferred to Division Five.

Motorman T. J. Murphy of Division Two, who traded seniority with Motorman H. E. Adams of this division, is breaking in with Motorman Keefer.

Conductor J. Gourlay is making a trip to his home in Chicago. He was granted ninety days' leave.



Division Three

L. VOLNER

After a successful and enjoyable hunting trip up in the High Sierras, L. F. Martin has returned to duty. Some friends were with Mr. Martin and his family. Several deer were killed and Mr. Ferguson says the steaks were fine. Mr. Allen, please note.

Much benefited by his recent vacation, H. W. Gilmore, Clerk, is back in the office.

Conductor C. W. Aen is taking a short vacation in and around Santa Cruz.

Dan Hanley says he knew New York would win, but never looked for them to take it all.

Motorman Frank Milano has been on a duck hunting trip and remembered some of his friends by supplying the "piece de resistance" for duck dinners.