



The Answer To S O S

With the gong clattering and siren shrieking, along comes No. 83 or maybe No. 32—something has happened and a hurry call has been sent in. We've all heard them sometime or other, but perhaps we have not personally met the men who have been selected for this more or less hazardous work—so we'll introduce them:

At the tower of No. 83 we have Homer B. Runyon, First Emergency-man; on the running board, W. R. Dougherty, Driver; Lorenzo Crouse, First Emergency-man and Ed Caldares, Driver. On No. 32, at the tower, is O. J. Moser, First Emergency-man; then comes Harry J. Whittley, Driver; Mayland B. Smith, Driver, and John Turner, First Emergency-man.

There you have the entire personnel of two shifts for each emergency truck. Lloyd B. Yeager, Superintendent of Lines, knows these boys are always on the job and that any contingency on the lines will be taken care of as rapidly as is humanly possible.

On one truck the shifts are from 5 A. M. to 1 P. M., and 1 P. M. to 9 P. M., and the other from 6 A. M. to 2 P. M., and 2 P. M. to 10 P. M. After 10 P. M., emergency calls are answered by the crews on the night shifts of the Construction Tower Trucks.

The duties of the men on the Emergency Trucks are numerous. They are called upon to clear any and all obstructions to service, such as disabled street cars, trucks or automobiles that may have broken down on the tracks, fires, broken trolley wires, trees or other obstacles lying across the tracks. Each truck carries a complete set of fire hose bridges, the same as are used by the Mechanical Department at the different divisions. They are also equipped with jacks, chains, as well as necessary tools for picking up and taking care of live wires.

When an alarm is sent in by the dispatcher, one member of the crew answers the telephone for the location of the trouble, while the other has the truck in readiness for a quick get-away. Both emergency trucks are located in the yard of the Line Department on East 16th Street.

This unit of the Line Department was started a number of years ago with No. 32, but with the increasing number of blockades, one crew was found to be insufficient to handle all the calls, with the result that No. 83 was added to the force. This method of handling emergency calls was found necessary as the old method of using a work car became impracticable in many instances, because a number of service cars would get between the emergency car and the point of blockade, sometimes to the extent of half a mile, and in cases of fire the hose bridges would then have to be carried that distance.

Bonus Day Drawing Near

"It won't be long now," said R. A. Pierson, Supervisor of Merits, as he sat in the barber's chair, but he was referring to the annual check of the official records of trainmen for the purpose of establishing the amounts to be paid in special awards under the bonus system.

This work was commenced Sunday, October 30th, and Bob Pierson is going to be busy from now until Bonus Day determining the standing of each individual trainman regarding credits, demerits, safety, courtesy and lost time for the past bonus year.

Midnight of November 30th is technically the closing time of the fiscal year, so there is still another month yet to determine just what amount each trainman is going to receive.

School Head Commends Crews On Special Duty

For Conductors T. C. Risk, E. Cox, C. E. Erickson and Motormen J. T. Martin, W. V. Sweet and H. Tierre, all of Division Three, an appreciation has been expressed by Miss Mae McMillin, head of the Commercial Department, Lincoln High School, for the manner in which they handled students from the Lincoln High School to Occidental College recently. Supervisor M. C. McLemore also comes in for his share of the appreciation for the manner in which he supervised this special duty.

We quote a paragraph of Miss McMillin's letter, as follows:

"May I tell you how much we appreciate the help that your supervisor and crews gave our teachers in taking care of the crowd. The help of the conductor of the first car was reported to me by the teacher in charge who stated that it was the first time that we had ever had any assistance of this kind. I regret that she did not note his number as I am sure that you are always glad to know of any particular courtesy extended by your employes.

I realize that help in keeping the students in line and order that they may enter the cars properly is not one of the duties of your conductors; but as this service has so much helped us I wanted to let you know that I appreciate it."

Hallowe'en

Spooks, witches, black cats, owls and whatnot will cavort on Hallowe'en, Monday, October 31st, and there will be lots of fun, and fun is all right in its place but John Collins, Supervisor of Safety, advises trainmen to watch out for pranks of irresponsible youth in greasing rails on grades, placing boxes or other obstructions on the tracks and such other tricks that have been played on this night of nights.

Collins warns trainmen to approach all cars in No. 2 zone strictly in accordance to the road space rule, and also to have car under control in approaching groups of men, as some trick may be planned. They may put saltpeter on the rails at different points. This has happened before on East First Street—so run over the rails at a slow rate of speed.

Five or six boys driving like wild up and down the streets may be encountered, so keep away from the wild-looking cars, advised Collins.

Later in the evening intoxicated auto drivers will be encountered, so watch and warn while approaching cross streets.

Trainmen should keep the dispatcher informed of the activities along the line. We all used to play pranks when we were kids, says Collins, and the tricks we used to play are the ones the younger generation now play and the ones we have to watch out for. So be careful—constantly careful.

Hi Jinks at Cinderella Roof

The California Clinic for Crippled and Physically Defective Children is sponsoring a Charity Hi Jinks from October 31st to November 5th, inclusive, at the Cinderella Roof.

There's going to be something different each night during the week. Numerous well-known motion picture stars will be present. Tickets are one dollar each and one ticket entitles you to admission for the six nights.

Tickets may be procured at the Subway Terminal Building, 417 South Hill Street.

Old Car Aids Chest Drive

Crippled children, homeless waifs, the aged, ex-service men and women in need of assistance, health agencies and scores of others are included in those receiving aid and benefits from the Los Angeles Community Chest. The annual appeal opens the 31st inst., when a great army of volunteer workers, joined as one great team, will go forth in the morning to solicit funds for support of the 150 relief and welfare agencies in Los Angeles, combining the appeal of each individual agency into one annual campaign.

The Los Angeles Railway has loaned to the Community Chest one of the old street cars which was in service in the city twenty-five years ago. For many years past it has been doing duty at Division Three pulling the oil car around. Superintendent Ferguson is having the old car washed and polished and on Monday it will start out, decked with banners bearing the Community Chest appeal and, in charge of Motorman S. E. Weeks and Conductor I. M. Avant, will spend six days, from nine in the morning until four in the afternoon, moving about to every point on the system.

Col. Merrihew has sent all necessary supplies and instructions to the various majors throughout the company and every department is girded and ready for the Chest campaign, starting October 31st.

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

A Man's Friends

A fine, wholesome looking young fellow applied at the Employment Department a few days ago, and a look of real joy passed over the face of J. B. Hayner, Superintendent of Employment. He is always looking for that type of man, but his face fell when the young man turned to another man and introduced him as his friend. The other man was unkempt and unshaven and looked like he had slept in his clothes; he had to spit out a mouthful of "juice" before he could speak. There was no choice but to turn the young man down, for if that was the type of company he kept, this young man would soon become like his friend.

So many trainmen, in their eagerness to do a good turn to a fellow man, will recommend to the employment department men who are out of work, but that is all they do know about them. They have just met up with them and feel sorry for them.

The other day a well respected trainman recommended a man as his "friend," whom, it turned out afterwards, he scarcely knew and who proved to be a dope fiend. Another trainman recommended a man who was out of work and whom he felt sorry for, who proved to be a pickpocket on parole from San Quentin.

This all tends to make J. B. discouraged, for as he says, one expects a man to use caution and good judgment about whom he recommends as a "friend." Besides, it is taken for granted that if a man is recommended by one of our trainmen, he is deserving of consideration. The trainman treats himself unfairly, as well as the company, by recommending those who are not.

Behind The Fare Box

By F. J. Donnelly,
Division Two

Did you ever pause long enough in your daily routine to realize that a corporation such as the Los Angeles Railway is spread over the entire city and employs thousands of men and women, but that the average person judges it only through his contact with one single individual? Amazing, but true.

If one employe is rude to a patron it will take five others who are kind and thoughtful to overcome the bad impression. The employe behind the fare box is a living advertisement for the corporation and the impression he makes upon the mind's eye is either good or bad.

We may spend a dollar and receive a dollar's worth of sugar, or what not, but character cannot be bought at any price. It is developed through great moral service; through a great desire to live and to serve; through an inevitable something which says "Carry On." Indeed, we cannot buy a great character on any terms of money.

Although we cannot acquire a "merchandise character," we can increase our propensity to grow and to serve. Every day on the cars we let opportunities slip by to grow and to serve. What most of us need is glasses, not opportunities.

The more we serve the greater we grow; the greater we grow, the more we serve. Greatness is life's expansion. We may become very great, very educated, rise very high, and yet

not leave the fare box or the controller.

Greatness is not in acquiring great titles, great lands or vast wealth. Always no! All of this is vanity. Real life is being things on the inside, not in getting things on the outside.

Intelligence is not necessarily measured by campus experience nor university degrees, but rather through our ability to serve.

So don't forget, fellow trainmen, that the fare box offers the greatest course in human psychology ever offered. It gives us the opportunity of learning through serving. It gives us the capacity of a greater ability to live. Don't forget it, fellows; turn over a new leaf, if necessary.

THE SILVER LINING

The inner side of every cloud
Is ever bright and shining;
I therefore turn my clouds about,
And always wear them inside out,
To show the silver lining.
—Selected.

Blown Off the Map
THREE STATES
HIT BY BLIZZARD;
ONE MISSING
—New Orleans Item-Tribune.

Teacher: Johnnie, what month has 28 days?
Johnnie: All of 'em.

BOUQUETS



Left to right: E. L. Jandro, J. J. Wolf, E. L. Rhodes, C. W. Hannon, E. J. Roche, F. W. Rittman, G. R. Blasdell.

For Conductor E. L. Jandro of Division Three from John Borran for his unfailing kindness and courtesy to his passengers. Mr. Borran says: "His especial kindness to the blind deserves, in my opinion, credit."

For Conductor J. J. Wolf of Division Two from Mrs. Catherine Van Vleet for his thoughtfulness in helping her to board his car when she was heavily laden with bundles.

For Conductor E. L. Rhodes of Division Three from Ben Engstrom for his kindness in letting some elderly people into the front end of the car on Lindbergh Day when the car was very crowded. Mr. Rhodes concludes: "Here is a good man, gentlemanly and courteous, and he deserves a good word."

For Conductor C. W. Hannon and Motorman E. J. Roche, both of Division Two, from C. H. Dennison for their unusually efficient and unfailing manner of calling streets.

For Conductor F. W. Rittman of Division Three from Homer Lee Walker for his courtesy in paying his fare.

Bus

For Operator G. R. Blasdell of the Bus Division from Mrs. L. C. Baker for his kindly courtesy in assisting two blind people from his bus and to the curb. Mrs. Baker also writes that Operator Blasdell at another time courteously explained that the jerky operation of the bus was due to the brakes grabbing and that he would be as careful as possible to operate without discomfort to his passengers.



Left to right: James Logue, H. A. Placial, J. M. Boehm, F. W. Godel, W. T. Miller, W. A. Walsh, G. W. Dilts.

For Conductor James Logue of Division Three from Mrs. S. E. Epler, who says: "I wish to commend heartily the never-failing courtesy and helpful attitude manifested by Conductor 2384. It is a genuine pleasure to all in our family to find him in charge of an 'E' car."

For Conductor H. A. Placial of Division Five from Mrs. S. E. Knowels for his courtesy in leaving his car and picking up her umbrella which had fallen to the street.

For Conductor J. M. Boehm of Division One and Conductor F. W. Godel of Division Two from W. R. North for their gentlemanly and efficient manner of giving accurate information.

For Motorman W. T. Miller of Division Five from Edward U. Newmyer for his courteous manner to a passenger who insisted on being allowed to alight from the car in the middle of the crossing and for explaining that such an act would be too dangerous.

For Conductor W. A. Walsh of Division Five from Mrs. Alice Freeman Lusk for his unfailing courtesy to his passengers. Mrs. Lusk writes, in part: "He has a happy way of getting the people to do what he wants them to do."

For Conductor G. W. Dilts of Division Three from Mrs. O. Ollinge for his kindness in paying her car fare when she was without funds.

A negro was trying to saddle a mule. "Does that beast ever kick you?" asked a bystander.

"No, sar, boss, he don't nevah kick me, but he frequent kicks where Ah jes' been."

Census Taker: "Your husband's name, please."

Mrs. Grogan: "Pat."

Census Taker: "I want his full name."

Mrs. Grogan: "Well, sor, when he's full he thinks he's Gene Tunney, but whin oi lays me hands on 'im, he's just plain Pat again."

Teacher: Give a poem with the words "Offer" and "Sonnet" please.

Spag Etty:
Me and Mac'Roney loved Ravvie O Lee,
But Mac was the wisest, daggonnit;
I gave her a cruller but he gave her three,
Now I'm offer list and Mac sonnet.

Mistress: "So you say you worked for the Hoosits; can you prove it?"

Maid: "Well, I have some spoons and things with their initials on."

Worried Telephone Subscriber: My phone hasn't been working for a month and you've paid no attention to my complaint.

Official: We did; we rang you up to ask what was wrong and got no answer.

Yankee Visitor: "Yes, siree, in 'Amurrica' our hotels have elevators to carry us straight up to our bedrooms."

Sandy: "But you'll no need these contraptions noo, wi' prohibition."

Anxious wife: "You say that operation was just in time?"

Dr. Meyer: "I'll say so. In another twelve hours he would have recovered."

"That's a pretty bad cold you have, old man. What are you doing for it?"

"Today I'm doing what Jones told me to do. It's Simpson's day tomorrow and the next is Brown's. If I'm not better by Sunday, and if I'm still alive, I shall try your remedy. Just write it down on this numbered card, will you?"—Life.

Bulletins

ISSUED OCTOBER 31, 1927

Street Car

No. 154—NOTICE TO CONDUCTORS

The following firemen's pass books are reported lost:

No. 30913 issued to Capt. Wm. Fort.

No. 31811 issued to Capt. Emil A. Holmes.

No. 38179 issued to Fireman Lewis S. Atkins.

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

No. 155—NOTICE TO CONDUCTORS

The following passes are reported lost:

No. 3090 issued to Anna May Egan, wife of C. F. Egan, Clerk, Schedule Dept.

No. 4045 issued to F. J. Arnold, Motorman, Division No. 3.

No. 4195 issued to D. G. Boyer, Motorman, Division No. 2.

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

No. 156—NOTICE TO CONDUCTORS

The following passes are reported lost:

No. 426 issued to R. J. Walker, Store Helper, South Park Store.

No. 2646 issued to G. W. Williams, Scrubber, Mechanical Department.

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

No. 157—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 36969, issued to Fireman Joel N. Peterson, is reported lost.

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

P. B. Hill

Bus

No. 62

Whenever making a detour off of the regular bus route, Operators will stop on the near side of all streets on the detour for the purpose of picking up and letting off passengers.

J. Van Vranken

Put On The Lights

Now, who's responsible for this? Just when we are commended on a little article in Azuride about patrons on our lines becoming more educated through reading on the cars, some trainmen fail to turn on the lights soon enough when it gets dusk.

We have a somewhat humorous letter from Mr. W. D. Abel of 764 South Normandie Avenue addressed to the Editor of Azuride. It reads:

"I read your little pamphlets as they contain valuable information and also good humorous stories. One of the best jokes published is entitled 'School on Wheels' in the October 15th issue.

"I assume the peak load of traffic is early in the morning and from 4:30 to about 6 P. M. It is on the return trip from work to home that half of all this reading is to be done. If you take the 'N' car at 9th and Olive going west at about 5:10 P. M., reading is impossible, unless gifted with the eyes of an owl. It is too dark these days and will be so for months and unless the conductors turn on the car lights before just reaching the end of the line, a lot of us will be under-educated.

For Sale

Company House—a real bargain. Takes \$1950 to handle. 613 West 83rd Street, one block west of Figueroa Street, all night car service. B-141.



Dora Marie and her brother Charlie. They are children of Motorman C. L. Seibert of Division Four.



Little Betty, two-year-old daughter of Motorman-Line Instructor E. R. Rath of Division One.

S O L D !

"Halp yerselves to anither piece av pie," said Mrs. Rooney to the three brakemen who sat at her boarding house table. Now we said the same to the five division superintendents about Azuride. Here's the Company under contract to take 150,000 Azurides and we are only using 140,000.

Mr. Dye of Division Five is fond of pie for he immediately took us up on our offer and said, "Sure, I can use 3000 more copies of Azuride on the cars out of my Division;" and Mr. Wimberly, a few days afterwards, wrote us that he could use 2000 more copies on the cars of Division Four; Mr. Dickey has bid for 500 more copies for Division Two, and Mr. Ferguson came through like a million and said

he could use 3000 more copies for Division Three cars. Mr. Williams is taking 1000 extra copies for Division One. Now if we can persuade someone to take the additional 500, we would have 10,000 more copies of Azuride available to the patrons of street cars.

Azuride is a little pamphlet that is easy to read, if we do say it ourselves. It always contains a message from the Management of this great company to its patrons. No one knows quite so well as the man on the inside, the difficulties encountered in running a street car system in this big city, and since our welfare depends on the action the public takes in many important matters, we must contrive some way to say our say—hence Azuride.

Bus News

Figueroa Street Bus Line

A change will be made in the downtown terminal of this line, effective November 3rd, to 5th and Hill Streets. The downtown route of this line will be north on Hope, east on Eighth, north on Olive, east on Fifth, south on Hill, west on Eighth and south on Hope.

Mines Avenue Bus Line

Earlier service has been provided on new schedules for this line, which became effective Sunday, October 30th. More frequent service has also been arranged during the rush periods.

Under the new schedules buses leave Simmons Avenue at 5:15 and 5:30 A. M., and 7th and Los Angeles at 4:43 and 4:58 A. M.

A REEL STORY

Picture shows Scribe E. A. Moxley of Division Two and E. A. Williams, who was for several years a motorman of that division, substantiating that catch with a picture. Twenty pounds of steel-head trout caught at Lake Almanar in the northern part of California, on their recent trip.



New Feeder Panels For Garvanza Substation

New feeder panels are being installed in the Garvanza Substation by the Engineering Department. The new panels have a high speed circuit breaker control which will protect the station equipment to a better extent than the equipment which is being replaced, from trolley breaks and other power trouble on the lines.

The old equipment from the Garvanza Substation will be installed in the Melrose Substation to increase its feeder capacity.

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, October 26th:

To Division One: Motorman G. H. Doyal. To Division Two: Motorman W. F. Hoover, Conductors E. V. Athenous, R. H. Jackson, J. L. Davis, J. D. Bindrup, J. W. Hinkle, L. L. Ricke. To Division Three: Motormen G. Hartwell, J. W. Given, H. L. Taylor. To Division Five: Conductor E. A. Alkire.

New Stock of Change Carriers

G. W. Lane, Paymaster, advises that he now has a stock of Johnson Change Carriers on hand, and also a supply of extra hooks and springs for same.

These supplies may be purchased on application to his office in Room 905, Los Angeles Railway Building.

Legal Question Box

Q. Within what time must an action be brought on a contract in California?
C. V.

A. Within four years if the contract is in writing; within two years if the contract is not in writing.

Q. Does the law of California require every real estate broker or salesman to have a license?
H. E.

A. Yes, and also requires all the members of a licensed co-partnership and all the officers, excepting the president, of a licensed corporation doing a real estate business to obtain a license.

Q. Does the failure of a property owner to present written objections to any change in grade bar recovery of damages therefor?
C. K. M.

A. Yes.

Q. Is there any law regulating the trimming of trees in the parkway in front of property? My neighbor allows his trees to overhang the sidewalk so that they are a nuisance to people passing by.
G. F.

A. Yes. Trees must be trimmed to preserve their symmetry. Where trees are greater than fifteen feet in height the lower limbs must be kept removed so that at no time shall any portion be nearer than nine feet above the sidewalk, street or alley.

Q. A husband and wife each deeded their property to the other, and then exchanged deeds, intending to have either deed recorded when the other party should die. Is this a good delivery of title?
H. S.

A. No. The law intends that title to property shall be vested in someone at all times.

Q. Can a convict make and acknowledge conveyance of property?
H. R. S.

A. Yes.

Cave-in Cuts Service

A good sized hole in the ground if it's under the tracks, can create a "big hole" in the line, and the cave-in due to construction work on the storm drain under the tracks of the "E" line near Glendale Junction would have disrupted service for some considerable time had not the Engineering Department put forth every possible effort as rapidly as possible to put the rails in shape so that the cars could operate through. The Operating Department arranged shuttle service between the break in the line and Eagle Rock City, and regular service was maintained south of the break. This occurred on Saturday, October 15th, and through service was cut from 5:22 P. M. to 8:21 P. M.

Square and Compass Club Confers Degree

Before a large number of Masonic co-workers and friends, the Degree Team of the Square and Compass Club, conferred the Third Degree of Masonry on Ira J. Booth, Substation Operator, in York Lodge, last Thursday, October 27th.

P. T. Klingelsmith, Substation Operator and Past Master of Palestine Lodge, who has known Booth for a number of years, was very fittingly accorded the privilege of taking charge and conducting the ceremony.



Division One

H. N. COLE

Conductor Charlie Rogers says a passenger who had just returned from a trip around the world, confided to him that after an absence of seven years he is fully convinced that Los Angeles is the best city and, listen boys, that the Los Angeles car men are the best dressed and the most accommodating of any he has come in contact with in all his travels.

Conductor C. F. Staggers had the honor of carrying a passenger who measured just eight feet, nine and three-quarter inches. There were no vacant seats, so he asked Staggers for the use of his stool so he could get a good view of the city through the transom.

Stenographer D. B. Kohl has returned from a two weeks' vacation. He took in every city and hamlet, and every detour between here and Prescott, Arizona, and came back with a beautiful coat of tan. Kohl says he drove about seventeen hundred miles and enjoyed every inch of it.

A report is going the rounds that Motorman L. Burnett has developed a little feeling of jealousy toward his Conductor, M. C. Perl. It seems that Perl is growing a new mustache and it is so becoming and all that, and Burnett has tried and tried and tried again but all he has been able to produce has been invisible, even under a high powered microscope, and Burnett is jealous.

Motorman L. E. Peterson resigned last Tuesday.

Motorman L. M. Enos, who has been on the sick list for months and months, has sufficiently recovered to be able to hold down a flagging job.

The following Conductors have been on the sick list for several weeks: Ben Loar, D. L. Wieland, F. H. Sweet and E. R. Tomlin.



Division Three

L. VOLNER

Motorman M. Candlish reports the birth of a baby girl, born October 12th. Mother and baby doing fine.

Cash Receiver C. Boring is now on a two weeks' vacation. Boring says this is his first vacation in eight years, no doubt he is having a great time. Joe Rutland is receiving your change during Boring's absence.

Conductor Harry Beals says the reason he is late on his matinee trip—he hauls so many ladies and they, like President Coolidge, do not choose to run.

Conductor Jarvis Phillips is getting rather liberal of late. He gave change to an unknown patron for \$20 when only a \$10 was presented. Don't know if passenger noticed, but Jarvis found out his mistake when he started to turn in.

Conductor W. H. Deskin writes from Albuquerque, New Mexico, where he was called on account of the illness of his father, that his father is much better and he expects to be back to work in about two weeks.

Lest you forget—Monday is the last day to get your watch inspected.



Shops

JACK BAILEY

E. L. Stephens, Master Mechanic, has just returned from his few weeks' vacation spent in touring parts of Northern California and Oregon.

Andy Horn, Chief Sand Box Man, has returned after being laid up since August 15th with an injured arm.

J. Gordon, Blacksmith Foreman, did his once-a-month duty and called on his barber last week, and when asked whether he would have it wet or dry Joe told him to comb his hair and never mind his politics. Wow!

A card from two ex-carpenters relate they have opened an I. X. L. Garage at 497 San Fernando Road. You all remember John Barkley and Ray Styer. If ever out that way leave the old Ford and give them a trial. More power to 'em.

J. Grady, Truckman, has been contemplating on starting up a Tailor Shop since he has mastered the art of cutting out insulators.

E. W. DeLawter, Night Watchman, is taking a week off and will try and sleep a few nights for a change.

M. Bradley, Painter and Shop weather



Division Two

E. A. MOXLEY

Motorman George Schultz has returned from a leave to Nebraska, where he visited for some time with his mother.

Motorman B. T. Glennin is back on the job after spending three months in Illinois. He reports having a good trip.

While flagging a railroad crossing, Conductor S. O. Scott was struck by an auto and is laid up at home with several bad bruises.

Motorman V. E. Scott, who has been off several months with an infected finger, is now back to work. Says it's no joke to be off that long with nothing to do.

Conductor D. W. Kenner is hobbling around with two very sore legs. He was pulling a switch when an auto struck him and crowded him into the side of the car. He expects to be back to work the first part of the week.

R. L. Gearhart has been limping around; seems that he stumbled over his foot or some other large object, and is at present on sick report.

Motorman W. A. Cobb wrote in from San Molinos, that he is improving now and hopes to be back to work the first part of February.

Sam Millard, formerly Motorman at Division Two, and at present at the Olive View Sanitarium, wishes to be remembered to all the boys. Says he is getting along fine and hopes to be able to leave Olive View the first of the year.

Remember boys, that on Monday, October 31st, the 1927 Community Chest Campaign starts. Last year Division Two went over big; let's try and do as well this year. Come in early and avoid the rush.

And Monday is also the last day for watch inspection, so get busy.

man, hit the nail on the head when he picked October 25th for a rain.

Paint improvements are in style at the Shops of late. Dr. Kearns has a brand new painted First-Aid Room and Mr. Stephens has reopened his freshly painted office.

Our sympathy is extended to H. Stockman, Sr., father of H. Stockman, Jr., Draftsman. Mr. Stockman was struck down and seriously injured by an auto while crossing the street.

A most enjoyable week-end trip to Big Bear Lake was staged by several of the shop boys: J. Bickford, Transfer Table Operator; A. Leisure, Truckman; S. Kriewald, Machinist; S. J. Ormston, Electrician, and O. P. Armstrong, Storekeeper. Although the boys were there for only two meals the Chevrolets started out full and came back empty. Duck shooting, or hunting, on the lake and mountain climbing featured the indulgences. No sleep was had on account of Kriewald and Ormston who kept the boys up for no good reason at all.

A. Golmer of the Winding Room, has a brand new Buick, and how.



This cool, comfortable looking bungalow is the home of Motorman Charles W. Bukey, 914 West 62nd Place. Motorman Bukey works out of Division Five and has been in the service seven and one-half years.



Division Five

FRED MASON

Motorman "Red" Wicker was seen snooping around for coupons out of the "Daily News" and is trying to win a brand new automobile. Boys, help him as much as you can as that old Dodge of his is getting as loud as "Red." There's one good feature about the old wreck though and that is it has no hands to wave around.

Motorman Frank Miller arrived back from the east last Monday after a very enjoyable vacation. Frank spent most of his time in and around Chicago.

Here's a hot one about the gridiron classic between U. S. C. and California. Conductor Frank Adams never misses a game and always gets his tickets in advance. For this game he got them last Tuesday and was showing them to the boys when he was called for a tripper which was out right away. Frank slipped them in his pocket with his transfers and out he went. These dockets are very similar in size to transfers and at 54th and Western a few passengers boarded, some of them asking for transfers. Everybody was attended to and away they went. At 54th and Vermont a Mexican came back and said, "This trans no good." Frank shot his mitt out, grabbed that \$3.50 ticket for the football game and very willingly gave him a good transfer.

By the way, Cashier McCarthy is naming the winners. He picks California and Hudkins to cop. Might say he also picked Pittsburgh to win. Now bet your cigars on U. S. C., and Dundee.



Division Four

C. J. KNITTLE

Every rational man and woman has a hobby of some kind or other. The majority could tell us with no hesitation what their hobbies are. The sad feature of this hobby business is that very few of us have time to work at or enjoy our particular hobby. The man who can commercialize his hobby, who can sell the products of his favorite pastime, is headed for Easy Street. Among the trainmen of this division is one whose hobby is carpet weaving. His spare moments are profitably spent at his old-fashioned hand loom. Another is a breeder of thoroughbred Boston bull dogs and several trainmen are wonderful musicians. Motorman J. W. Hanchey's hobby is breeding canaries. His home and aviary are well populated with the happy little warblers.

J. J. Inman, Assistant Mechanical Foreman, and H. Conacher, Equipment Inspector, went rabbit hunting yesterday (Sunday) in Antelope Valley. They left for Lancaster Saturday night. "Two Bells" awaits the results. See our next.

Safety Operator E. C. Appleby, who has been trying out the Fire Department the past six months, has been granted a thirty-day extension to his leave.

It's out! Motorman V. G. Miller, on the "I" Line, was quietly married to Miss Ruth Oakley on October 16th. Congratulations, and may health, wealth and happiness be yours.

Conductor W. W. Warren spent last Sunday fishing in the Balboa Slough, two miles east of the town of Balboa. Steelhead trout are plentiful in the slough, although on this occasion Warren hooked only two.

Motorman C. E. Grant and Safety Operator R. F. Glass are each taking ten days' rest.



Motorman A. Mariscal of Division One and his three-months-old son. Note the proud look on Mariscal.