

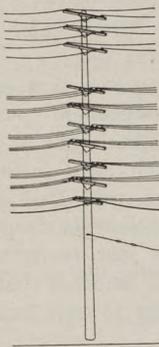
## JOINT POLE OWNERSHIP IMPROVES THE APPEARANCE OF STREETS AND REDUCES COSTS BY MILLIONS

Because of the earnest desire of the public utility corporations to do away with the multiplicity of poles, the joint Pole Committee of the City of Los Angeles came into being through an agreement originally entered into in January, 1907, by the public utility companies of the city.

At that time the condition of the streets as regards the number of poles carrying power or light lines had about reached the saturation point. In order to reduce the number of poles to the minimum for carrying wires with safety to render the streets generally acceptable to the public, the Pacific Electric Railway, Los Angeles Inter-Urban Railway, Pacific Light and Power Co., Los Angeles Railway Co., Edison Electric Co., Los Angeles Gas and Electric Co. and the Los Angeles Pacific Railway Co. entered into an agreement to use poles jointly.

This joint pole agreement was revised in 1918 and today 22 municipal and public utility corporations are parties to it and the activities of the Joint Pole Committee extend as far as Sacramento. Wherever any party to the agreement owns pole lines the agreement is effective and the authority of the committee is extended.

The Joint Pole Committee is composed of one member from each company interested. This committee selects the secretary, who is a neutral member, and has no vote whatever at any time. The secretary, who at the present time is J. E. MacDonald, is a man thoroughly versed in line work and it is his duty to keep posted on all such matters and bring to the attention of the committee those points where reconstruction or re-arrangement is most necessary. He then takes up the matter with the representatives of the companies interested and they in turn bring the matter to the notice of the proper official for consideration. If satisfactory, the officials arrange for the reconstruction of the poles.



The Joint Pole takes the place of the forest of individually owned poles that were formerly used.

The committee meets regularly on the first Tuesday of each month and special meetings may be called. The Secretary informs each member of the committee in advance of all business to be transacted, so that in the event of any proposed pole lines or combination pole lines to be set, each company may signify its intention or desires concerning space on the poles to be constructed.

In general, all poles carrying lighting and power wires are on one side of the street and the other side is left for the use of the telephone and telegraph companies.

The poles are arranged generally opposite and at such distances between as will render it feasible for the railroad companies to use them for the support of their overhead conducting systems.

The high power lines occupy the top position on the poles, the light and telephone lines below and the railway span occupies the lowest position on the pole.

All wires are maintained by their owners. The committee takes care of all adjustments and makes assignments for constructions. The expense for poles is borne in proportion to the share each party owns in the pole or line of poles, but poles are maintained by the original owner.

The funds for paying the expenses of the committee are derived from a regular assessment plus a charge based on current transactions. This assessment is fixed annually and assessed monthly in accordance with the ratio of joint pole shares of record owned or controlled by each party to total number of joint pole shares of record owned or controlled by all parties. The committee arranges the salary and expenses of the secretary and each party pays its proportion of this expense. Each party gives the service of its representative without charge.

There are now more than 200,000 poles owned jointly by members of this committee; in some cases as high as seven are interested in one pole. Each pole has a record card kept in duplicate on file in the office of the secretary of the committee. This card contains the pole number, company

## IMPORTANT MEETINGS FOR TRAINMEN ON SAFETY

A series of meetings will be held at the various divisions at 10 a. m., 2 p. m. and 8 p. m. on the following dates:

Division No. 1, July 26th; Division No. 2, July 27th; Division No. 3, July 28th; Division No. 4, July 29th; Division No. 5, July 30th.

The meetings will be addressed by Mr. McRoberts, General Claim Agent, or other members of his department, and will pertain to safety subjects. Every trainman is expected to attend. The Los Angeles Railway Hawaiian Orchestra will furnish music, and it is expected that the meetings will result in both pleasure and profit to all.

## Figueroa Street Bus Line Extension

The request of the Los Angeles Railway to extend the Figueroa Street bus line has been granted and becomes effective August 1. The line will be extended from its present terminus at Slauson Avenue a distance of one mile to Florence Avenue.

This gives the desired transportation facilities to the rapidly growing territory south of Slauson Avenue, which has been a much needed improvement. Fares will remain the same and headways will not be changed materially.

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Last year pole interests to the value of \$460,000 were sold and so far this year pole interests to the value of \$400,000 have been sold. The committee is a clearing house for all utilities and has resulted in a saving in fixed costs of over \$2,500,000 yearly and a saving of \$15,000,000 in investment.

The work of this committee has been so efficient that San Francisco organized a committee some years ago, modeled along the lines of the Los Angeles committee.

## COMPANY EMPLOYEE MADE INSTRUCTOR IN COLLEGE

Son of Arthur Orton Makes a Rep As a Crack Debater In U and Attracts Southern College

Dwayne Orton, 23-year-old son of Arthur Orton, popular shop visitor for the Co-operative Association, is to have charge of public speaking at Baylor College, Belton, Texas. This is an institution of higher learning for women.

The first work Dwayne ever did was in the machine shop of the Los Angeles Railway. He is at the present time working in the carpenter shop under Joe Spearing, foreman. After graduating from Jefferson High, he worked for two years for the Union Tube Company at Torrance, entered the University of Redlands in 1922 and graduated in June of this year with the degree of A. B. Dwayne made a very splendid record while at the University. He was elected to membership in the honorary scholarship society and at his graduation was awarded the prize by vote of the students and faculty for scholarship and efficiency. He is a member of Pi Kappa Delta, a national fraternity, composed of those who have gained special distinction in public speaking.



He was captain of the inter-collegiate debating team for two years and was a member of the championship team of Southern California, with 30 debates to his credit, 26 of which were won and only four lost.

The subjects debated were varied but largely political. Special mention must be made of his interest in the subjects of Child Labor, League of Nations, Japanese Immigration and the Supreme Court of the United States.

# ~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## Put Yourself in Our Place

**T**rainmen or others who desire to place their friends in the service of the Los Angeles Railway should look at the situation from the standpoint of the employment department, as well as their own, and be able to vouch accurately for the men introduced and assist us in maintaining the present high standard of efficiency.

We find that many who are sent in are advised to conceal certain portions of their past record, such as falsifying their age, covering up steam railroad or interurban experience, dismissals, and even to Army or Navy experience.

This is a mistaken idea on the part of many of our own men and others to tell anyone to falsify or omit the necessary details of his record in order to secure employment, as it is far better for the applicant to come in and tell us the true facts surrounding his case, and the chances will be far more in his favor than to make out an application that may have to be disapproved later.

Curious enough to say, that in the majority of cases, the portion of the record which was intentionally omitted, is generally favorable to the man in question, and should have by all means been mentioned when he filed his original application.

We wish to call your attention to our age limits, which are 23 to 40 years. The age limits for motormen are 25 to 40 years, and conductors are employed between the ages of 23 to 40 years. All applicants must be able to pass both the mental and physical examinations before entering our service.

It oftentimes happens that we are unable to use the applicant immediately, or to place him at the particular division he may specify. We, however, try to place the man at the division which is the closest to where he lives, unless he voluntarily agrees to accept the first opening which may occur at some of the distant divisions.

## Try This Out

**T**he securing of witnesses is a real art. Passengers and others who happen to be in a position to see an accident are apt to be loath to give their names, especially if any time elapses, so it is well to secure the witnesses immediately.

The first witness is hardest to get, so use your best judgment in picking out someone to sign first. There may be a regular passenger on board with whom you have friendly relations, or some employee of the Company may be on the car. If a passenger hesitates, a good remark to make is, "I may be censured by the Company for this accident. If you will sign this slip it may help me."

If a passenger demurs because of timidity about going into court, tell him that not one out of a hundred cases go to court. An investigator for the Company will call to get his statement and not take his time unnecessarily.

Calmness and courtesy usually bring results.

The following magazines are now in your Library, Room 602, L. A. Railway Bldg., for the use of all employees who care to avail themselves of the opportunity:

Automotive Industries.	National Safety News.
Bus Transportation.	Popular Mechanics.
Electric Railway Journal.	Southern California Business.
Electric Traction.	Worlds' Work
National Republic.	Aera.
The Electric Journal.	

## A Home and Family

### Make a Man a King

A family that owns its own home takes pride in it, maintains it better, gets more pleasure out of it, and has a more wholesome, healthful and happier atmosphere in which to bring up children. The home owner has a constructive aim in life. He works harder outside his home, he spends his leisure hours more profitably and he and his family live a finer life and enjoy more of the comforts and cultivating influences of our modern civilization. A husband and wife who own their own home are more apt to save. They have an interest in the advancement of a social system that permits the individual to store up the fruits of his labor. As direct taxpayers they take a more active part in local government. Above all, the love of home is one of the finest instincts and the greatest of inspirations of our people.

—Herbert Hoover.

## ~ Musings of the Old Timer ~

By George E. Ferguson

"The fact that the Sesqui-Centennial Exposition is being held in Philadelphia this year surely brings back fond memories to C. D., better known as 'Dad' Fisher of Division Five," said the Old Timer.

"The reason for this is that back in 1876 Daddy first began to pull the bell cord over the backs of horses that pulled street cars over the streets of the Quaker City. What a difference a few years make. Fifty years ago they had bald face cars and erratic horses. The summers were hot, with occasional torrential rains. Then came winter's icy blasts, and Daddy says that you can take it from him, that they were icy. They wore Arctic boots, three or four pairs of socks, all wool, and of course, red flannel underwear was the rage in those days.

"Also a fellow had to wear an ulster that almost made a person bow-legged from packing it around, and last but not least, when all this paraphernalia was put into position, the driver tucked a horse blanket around him like a bartender's apron and then he was ready to commence.

"Bucking heavy snowdrifts for hours trying to give service was considered part of the day's work, as the pioneers of street car service, like many of those of today, were out for the purpose of delivering the goods in the best possible manner.

"When Daddy came to work in Los Angeles he was assigned to the Temple Street cable line; after breaking in for one day, it was his duty—his being the last car in—to notify the engine room to stop the cable. The terminal was at Temple and Hoover, which was mostly swamp in those days, and Dad says that on several occasions he forgot to call in until he was just ready to crawl in the hay, then another half hour was lost in going to and from the phone box.

"Oil head lights of the 'carry-around' type were used and frequent adjustments and cleanings were necessary when the wick got too high or the wind blew the danged thing out. The happiest moments of this labor were when the cable broke; then a siesta of sometimes several hours was enjoyed.

"Jean Koster was the Superintendent in those days. Dad says he was much elated after several months on the cable on being assigned to the old Blue Line that terminated at the Arcade Station, and several of his best friends stopped speaking to him because he was thus favored. Their jealousy was short-lived, however, on account of Temple Street being electrified and quite a number of yellow 'jiggers' were imported from South Pasadena."

## ~ LARY LAFFS ~

The janitorial factotum of a big utilities company returned to work recently after a desperate illness. One of his friends greeted him with:

"Preacher, you done bin sick?"

"Man, ah bin so sick ah bin looking in de papers fo' my funeral notice."

Lady Customer (to Haberdashery Clerk): "My husband is a conductor and I'd like to buy him one of those railroad ties I hear him talk about."

Little Girl (to grandfather): "Grandpa, why don't you grow hair on your head?"

Grandpa: "Well, why doesn't grass grow on a busy street?"

Little Girl: "Oh, I see; it can't get up through the concrete."

Murphy, a newly arrived Hibernian while walking through a cemetery read the following inscription on a tombstone: "Here lies Bill Jones, an honest man, and a salesman."

"Sure," said Murphy, "this is a dom quare country, where they bury three men in the same grave."

Larkson: "I'm going up to the jail. I want to talk with the bandit who took my car."

Parkson: "What's the use?"

Larkson: "Maybe he'll tell me how he got fifty miles an hour out of her."

Old Hen: "I'll give you a piece of good advice."

Young Hen: "What is it?"

Old Hen: "An egg a day keeps the ax away."

# Bulletins

Issued July 19, 1926

## STREET CAR

No. 96—NOTICE TO TRAINMEN  
On Sunday, July 25th, the operation of the Manchester Bus Line will be extended westerly to Inglewood, terminating at Market and Queen Streets, and easterly on Manchester Avenue, terminating at Cedar Street.

The fare on this bus will be 5cts west of Vermont Avenue and 5cts east of Vermont Avenue. No transfers issued or honored.

Service will be every thirty minutes from 6 A. M. until 11 P. M. Passengers may be advised accordingly.

No. 97—NOTICE TO TRAINMEN  
Arrangements have been made for the use of the toilet in the place of business of the Inglewood Auto Wrecking Company, located at No. 916 South Market Street, Inglewood, California.

No. 98—NOTICE TO TRAINMEN  
In every case where it is necessary for a step or fender to be left out on the line on account of an accident, the crew must, in reporting to the Dispatcher, give him the exact location where such equipment was left in order that he may arrange for having same picked up.

This in order to avoid loss of equipment and prevent injury to pedestrians who might stumble over such steps or fenders when they are left at point of removal.

No. 99—NOTICE TO CONDUCTORS  
The following Firemen's Pass Books are reported lost:

31130, issued to Fireman Eduardo G. Valenzuela.

31470, issued to Fireman John S. Staton.

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

No. 100—NOTICE TO CONDUCTORS  
The following passes are reported lost: No. 2300, issued to H. W. Lawrence, Watchman, Division No. 1, Mechanical Department.

No. 1315, issued to J. F. Dum, Time-keeper, Way and Structures Department.

No. 5385, issued to H. M. Mayo, Conductor, Division No. 5.

No. 5816, issued to M. J. Richardson, Safety Operator, Division No. 4.

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

No. 101—NOTICE TO CONDUCTORS  
Fireman's Pass Book No. 30571, issued to Fireman Arthur J. Kirby, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*

## BUS

No. 478

Operators must exercise more care in applying air brakes in making service stops. When full air pressure is applied suddenly it results in a hard, rough stop which is not good for the equipment or the comfort of the passengers. This feature of the operation will be watched closely and operators will be held responsible for violation of existing rules in making stops.

No. 479

Bus operators on the Wilshire line must not block the driveway into the yard directly at the south end of the Biltmore Hotel Building. To do so results in complaint which should be avoided.

*J. Van Vranken*

Knowledge comes—but wisdom lingers.

Courtesy makes your day's work a pleasure.

## FORMER EMPLOYEE FEWER WITNESSES RETURNS MORE ACCIDENTS

Ury Roberson has returned to the Los Angeles Railway and is working as an investigator in the claim department.

Mr. Roberson first worked as a trainman for the company in 1910, then, owing to his knowledge of Spanish, was transferred to the claim department, where he remained until war was declared in 1917. During the war he was in service on the Pacific Coast, in charge of detachments guarding shipbuilding plants, and remained in the army for two years after the Armistice. Since that time Mr. Roberson has been in Mexico, both as a student and instructor in the University of Mexico.

## Company Dance

The regular monthly dance given by the company for their employees and their friends will be held on Saturday night, July 31. There is to be no dance for the month of August, so don't fail to be on hand and enjoy the one for July.

## Home From Vacation

T. Y. Dickey, Superintendent at Division Two, returned Thursday from a fishing trip spent in the country north of Sacramento. The Yuba River furnished splendid fishing, according to Mr. Dickey, and the Eastern brook trout, with which the stream has been stocked, are certainly delicious.

## Vacation Soon

E. R. Dye, Superintendent of Division 3, will take a vacation at the end of this month. He will be away for about three weeks. He is giving no definite address, yet is intending to get some fishing in the vicinity of Bishop and the Yosemite.

## Tune In On These

The orchestra will broadcast over KHJ July 20 from 10 to 11 p. m. and on July 23 from 12:30 to 11:30 p. m. Over KFQZ July 24 from 8 to 9 and 10 to 11 p. m.

The quintette will broadcast over KFI on July 19 from 8 to 9 p. m. Over KFQZ on July 22 and 24 from 8 to 9 and 10 to 11 p. m., and over KNX July 24 from 3 to 4:30 p. m.

July 16 the quintette played for the Lambs' Club at the Biltmore Hotel and on July 23 they are to play for the City Club at their get-together party.

## GENERAL OFFICES

Kathleen Huffman of the claim department is spending her vacation at Mammoth Lake and Louise Lefler, also of the claim department is at Keen Camp in the San Jacinto mountains.

A nine-pound son was born to Mr. and Mrs. George H. Wooley on July 12. Mr. Wooley treated the schedule department to cigars and in his joy spilled over into the publicity department with candies for all who didn't smoke.

Division 5 once more leads with a higher average of witness cards per accident for the month of June. Their average has decreased slightly, as has that of every other division and there was an increase of accidents—133 to be exact. Summary for June is given below:

Div.	No. of Accidents	No. of Wit. Cards	Av. Wit. Cards per Accident
1	258	1269	4.91
2	356	2003	5.63
3	320	1978	6.18
4	240	1589	6.62
5	211	1447	6.86
Total	1385	8286	5.98

## Weeks Takes a Week Off

H. G. Weeks, assistant to the General Manager, is taking a short holiday. He expects to be away one week.

## Another Wedding in 820

John Lindenfeld, chief of surveying party, was married on Saturday, June 26th, to Miss Josephine Kieffer.

They drove to San Francisco and also visited the Big Basin. After returning to Los Angeles a short trip to Catalina was included in the honeymoon.

John returned to the office on Monday, July 12, and was presented with an electric coffee urn by his fellow employees in the Engineering Department.

## AT CATALINA



Laurence, young son of B. H. Eaton, Engineer of Way and Structures, and Harold Petrie, draughtsman.

F. A. Christy of the traffic department left Saturday for Gilman's Hot Springs. He will divide his vacation of two weeks between the Springs and Catalina.

Edna Croxton of the office of the superintendent of operation has been away since July 8 on account of illness, but is expected back today.

Mrs. Amy Verburg of the purchasing department spent a two-day holiday at Big Bear last week.

## BOUQUETS

Los Angeles, Calif.  
July 1, 1926.

Los Angeles Ry.,  
South Broadway,  
City.

Dear Sirs:

Operator 2631 on "G" line informed us yesterday morning he was being transferred to Div. 2. We are sorry to see him leave this Div., because he is so kind and pleasant, a good operator and we have been riding with him for about five years and have not seen him out of humor in that time or heard him complain.

We hope his successor is as good, as he cannot be better, and if he, 2631, does not like it in Div. 2, just send him back on old line G.

Respectfully,  
MRS. S. M. SWENSON,  
932½ E. 39th St., City.

For F. T. Ginger, conductor at Div. 2 from John G. Taylor, 3532½ Sabina St., for courtesy.

For J. L. Morefield, conductor at Div. 2, from Mrs. George Andrews, 22 S Street, N. W., Washington, D. C., for courtesy and service.

For C. H. Engle of Div. 2 from A. S. Falconer, headquarters of Joseph Marchetti campaign for judge, for exceptional alertness and attention to his work.

For W. Payne, conductor at Div. 2, from C. J. Goldsmith, 1238 E. 70th St., for kindness and courtesy to elderly invalid.

For P. C. Stebbins, conductor at Div. 3, from Mrs. J. Hartnett, 242 South Avenue 20, for efficiency and courtesy to patrons in the matters of transfers, etc.

For W. W. Yates, motorman at Div. 3, from Mrs. J. C. Morrison, city, for kindness to patron with children and crippled mother.

For C. H. Owens, conductor at Div. 5, from Mrs. J. R. O'Neill, 5725 Fourth Avenue, for kindness and integrity.

For E. P. Bates, motorman at Div. 5, from Mrs. F. C. Allison, 829 West 68th Street, for extra kindness and politeness to crippled passenger.

For C. O. Boyd, conductor at Div. 2, from Dan M. Crouse, Elks' Temple, Los Angeles, for general efficiency and enunciation in calling streets.

For H. M. Johnson, conductor at Div. 1, from Miss Catherine Van Fleet, 3867 South Harvard Blvd., for extra courtesy and spirit of service.

For T. G. Cumberland, conductor at Div. 3, from Miss Lucile Cavelti, Melody Studio, 5611 Irvington Place, for "extra courtesy and modesty in the face of uncalled for impudence."

For N. W. Wagner, conductor at Div. 2, from Miss Margaret Marsh-Parker, 504 Hall of Justice, for courtesy.

For T. C. Chase, conductor at Div. 2, from G. G. Johnson, 502 Citizens National Bank Building, for courtesy to passengers in the matter of transfers.

For T. D. Hall, conductor at Div. 3, from Miss Alma Stone, 1212 South Bonnie Brae, for being kind and gentle to elderly crippled lady.

For H. D. Gritzner, conductor at Division 3, from A. M. Saxon, 3811 South Hill Street, for unusual courtesy, and from Mrs. Merrill Pipkin, 1706 Crenshaw Blvd., for courtesy.

For F. J. Morrill, conductor at Division 5, from Mrs. R. E. Rise, 3355 West 64th Street, for efficiency and courtesy.

**DIVISION ONE**

H. N. COLE

Conductor Sasalow has taken three months off to visit New Orleans and other places down south.

Line Instructor F. H. Barry, 45 days' leave. Dublin, Texas, his old stamping ground, will be visited.

Motorman S. B. Sloan has 30 days off and will drive to British Columbia.

Motorman J. R. Cameron will spend 45 days up around Oakland, Calif.

Motorman P. R. AuBuchner has 45 days in which to go to Dodge, Kan. On business mostly, but combined with pleasure.

Motorman J. L. Penny is taking 60 days off most of which will be spent seeing the sights of Los Angeles.

The chances are that in the future when Conductor "Curly" Adams decides to take a little snooze at noon time, he will set his alarm clock for the occasion. Last Tuesday the failure to do this very thing caused him to miss his relief and Conductor Hurst was stuck for an extra round trip.

Superintendent Williams received a long letter from Conductor Barney Olson, who is vacationing at his old home at Pembine, North Dakota. He wishes to be remembered to all the fellows of Division 1 and craves to see a copy of Two Bells once more.

Cigars seem to be rather plentiful around the Division this week and there is a cause, namely: Conductor A. A. Westbrook reports the arrival of a seven and a half pound baby girl, and Motorman J. J. Lynn is all smiles and boasts of a fine boy.

It was on the 5th of July and Motorman M. M. Spence's auto was hitting on all four, when he came upon a car that refused to even hit on one. Spence pulled up to extend the customary courtesy of the road and was astonished to see that it was his division superintendent, Mr. Williams. His first impulse was to call the dispatcher, but on second thought he decided to couple on and tow the car to the nearest garage.

Just a little battery trouble, which was soon remedied, and all went merrily on their way.



Joseph Arthur Burnett, son of L. Burnett, line instructor at Division 1. Joseph is just four years old, but perfectly able to take care of himself on foot or horseback.

**SHOPS**

JACK BAILEY

Miss Rohlff and Mrs. Kearns of the M. M. office, with other members of the Nature Club of Southern California, accepted Professor Rowney's invitation Saturday afternoon to: "Bring your lunch to the work shop at the Museum and I will show you how wild animals are stuffed."

Mr. Weller of the E. R. Department has just returned from his vacation, which was spent in San Francisco and Oakland.

Word has been received from Carpenter J. Barlow, who left the service the latter part of June. He reached Seattle all O. K. and is probably now resting up at Vancouver.

We offer apologies to Mr. Jones because we did smoke. We can also report a much enjoyable time had at his surprise party. Mr. Fred Anderson, acting as toastmaster, enticed the party to sing many Irish songs, which always ended up with Sid Ormston doing the St. Louis hop.

J. B. Buchanan, General Storekeeper, left July 10th for parts in and around Big Basin, also known as the California Redwood Park. He returns July 24th.

Our congenial chief storeroom clerk, Mr. H. F. Barnum, forsakes his pen for a few weeks rest.

Mr. Green of the Electrical Repair Department has returned from a six weeks' cruise mid mud and flat tires.

E. Vance of the Store Department has resigned and departs soon for New York. When asked what prospects he had in mind for this venture, he replied: "I may run for mayor."

Introducing J. E. Blum, J. F. Wilson, L. Mitchell and E. Reiman, new men in the Truck Shop. F. J. McKinzie in the Carpenter Department.

**DIVISION FOUR**

C. J. KNITTLE

The "G," "O," "B" lines that now run on Main Street should appeal to the sailors.

Something has come over our fishing gang. On July 8 they hied to the briny under the guidance of Commodore Duke Lowen. It is said Duke's sole intention was to neck the five yellowtails that escaped from him the previous trip. But we cannot report such luck. No, no, and still worse. Duke and three of his friends, Dempsey, Bray and Whitehead, spent the day feeding the finny prey.

Motorman P. McGrory is back from his 90-day leave to Canada. He returned sober.

Conductor J. L. Arnold has received a 60-day leave to visit his folks in Mississippi.

Conductor W. W. Warren is touring the northern part of the state in his Jewett. He was given a 30-day leave.

Conductor W. Jolley and Motorman E. P. Adams are each taking 14-day rests.

The cars on "I" line are being equipped with two trolleys. The improvement is of economic value. A certain well-known motorman up there swung his trolley and while taking a slant at a passing pair of knees, shoved the catcher through the headlight instead of the bracket.

Operator W. J. Templeton is on a 90-day vacation.

Conductor F. Fanning has been granted a 14-day leave to visit his sister, who is ill in Weston, Ore.

**BUS DIVISION**

ELMER WOOD

The well-known old bird, the stork, paid a visit to Mr. and Mrs. J. E. George July 7 and left a seven-pound baby girl. Mother and daughter are doing fine, George says. Although he is still wearing the same size cap, he is still accepting congratulations and thanks for the cigars.

Operator A. D. Alfier was granted a 30 to 60-day leave of absence. William Decker, clerk in the garage, and his sister returned last week from a tour of Northern California and Yosemite Valley and report a wonderful trip.

All hopes for a new Bus Division were lost last week when the carpenters commenced to repair and re-paper the old shack.

I wish to correct an article in last week's issue regarding the marriage of Miss Grace Rucklos and Mr. Ernest Comontofske, as it was Miss Rucklos who worked for the L. A. Motor Bus instead of Mr. Comontofske.

Operator L. A. Mowry, who was on a leave of absence, has resigned. Mowry is in his home town in Oakland.

Introducing new men, W. T. Crawford, formerly a conductor, has come back as operator. A. E. Slosson, formerly with California Parlor Car Tours, B. C. Brown and E. J. Sedinger.

**DIVISION FIVE**

FRED MASON

A card received from Conductor A. J. Vreeland, mailed from Jasper National Park, Alberta, Canada, states that he and Motorman B. J. Tiemeyer are having "one heck of a time," and asked to be remembered to all of the boys of Division 5.

Conductor T. R. Brackett writes from Roseburg, Ore., advising that he has been having a fine time fishing up the north coast and that clams are as thick as the hair on a dog's back. In fact, he is having such a fine time that he asks for another 30 days on his leave.

The last we heard from the division scribe (Freddie Mason), he and Conductor L. L. Boatman were headed south, with Ensenada, Mexico, as an objective. We were unable to ascertain if they parked their watches in Los Angeles before they left.

Conductors W. C. Waedekin, E. D. East and J. A. Ganann have taken a 30-day leave and expect to motor to their old home in Texas, visiting relatives in the vicinity of Austin and San Antonio. Conductor Ganann expects to make arrangements to move his family to Los Angeles, as he will make his home here in the future.

Motorman E. P. Bates is camping in Yosemite National Park for the next 30 days and Motorman E. S. Swift is taking a three weeks' motor trip, visiting different points in the state. Conductor R. T. Monteverde is taking a 60-day vacation in order to look after some business in Pittsburgh, Penn., and Conductor E. C. Spruill is taking two weeks off to rest up.

Between Frank Adams rooting for Hollywood (trying to keep them out of the cellar), Charlie Durrett satisfied to yell for Los Angeles, Jack York trying to make some noise for Pittsburgh, this division sounds like the players' bench in a bush league. Frank has been taking his job so seriously that he has developed a strong mind and a weak back.

Don't forget to get your watch inspected and sign that sheet.

**DIVISION TWO**

H. D. HANSEN

**"A FISH LINE"****Told In Two Reels**

A camera is a good thing to prove one's fish yarns. G. Y. Barlow and wife posing with a "real" as well as "reel" catch.

Upon the edge of a large rock overhanging a canyon up in Mt. Baldy is the cabin of R. Van Soest, who together with his family, is sojourning a few days there. A water fall nearby and the verdure of the canyon are contributing to the Van Soests' enjoyment of their trip.

Again the stork is active in the community, leaving this time a nine-pound bundle of masculine delight at the home of E. O. Crook.

Our janitor, "Smiling" John Rhodes, is on the first two weeks' vacation he has ever had, so we hear. He is taking a trip to Frisco in his Essex.

Conductor R. Wilkins has been granted a 30-day leave of absence.

The scenery of Yosemite is attracting H. O. Potter, who is spending two weeks at the park.

A card from Conductor A. L. Bristol in New York states he is enjoying his trip immensely.

**DIVISION THREE**

L. VOLNER

Our genial foreman, Mr. J. G. Owens, is now taking his vacation, which he is spending around the city, just resting up from his arduous duties. Mr. J. W. Allen is supplying for him during his absence.

C. F. Wood, who sprained his hip on the 24th ult., reported for duty on the 29th, having recovered from his injury.

So many of our men are now on vacations that others have to wait until August 1 to take theirs. Among the ones who will be off then are L. H. Parker for 15 days, which he will spend at Camp Radford. F. E. Sparks, 15 days at Redondo Beach; C. M. Ward, 7 days at home; H. Essler, 60 days, Victoria, B. C.; E. C. Molster, 30 days Mammoth Lakes; R. Gholson, 60 days' auto trip east; J. W. Kasbeer, 15 days, San Diego; B. F. Blake, 30 days, Boise, Idaho; E. B. Hughes, 30 days, Helena, Mont.; E. J. Reilly, 30 days, Stoneyford, Calif.; M. O. Butler, 15 days auto trip to the north; H. Newell, 30 days, Placerville, and L. A. Vineland, 30 days, Helena, Mont.

Conductor C. E. Mowrey is the proud father of an 8½-pound girl, born on the 10th.

W. H. Liberty, who is in the Olive View Sanatorium, near San Fernando, writes telling how he is improving and expects to soon be back on the job. Word was also received from W. R. Owen, who is in San Diego, stating that he is improving.