

Vol. VII

OCTOBER 4, 1926

No. 19

CITY GRANTS RIGHT TO SKIP STOPS ON BUS LINES

Los Angeles Railway will install stop signs on all bus lines except where blocks are long.

Authority to reduce the number of stops on bus lines has been received, this applying to the lines of the Los Angeles Motor Bus Company as well as the Los Angeles Railway Company's lines. Bus stop signs will be erected on all of the lines, and then buses will stop only at such marked stops.

On many bus lines cross streets are as close together as sixteen to the mile, and slow over-all speed was the result of too frequent stops, with unreasonable wear on the bus transmissions and brakes. Under the new scheme these will be from six to eight stops to the mile, customary numbers for similar territory. Signs will not be installed downtown inside of Pico and Figueroa Streets, where passenger stops will be made at all street intersections.

Bus stop signs are triangular in shape, of enameled iron, and read "Bus Stop" in black letters on a yellow background, both sides of the sign being alike. Those used by the Los Angeles Railway Company read, in addition, "LARY."

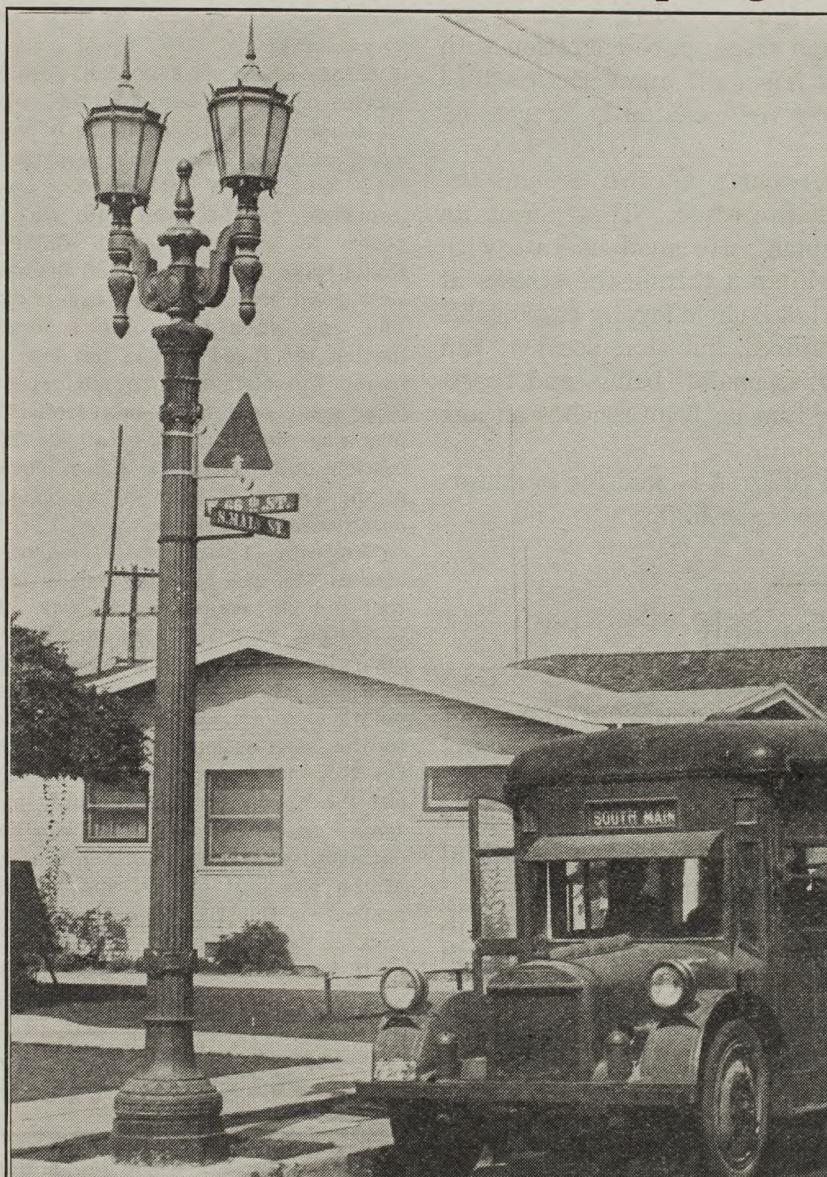
The accompanying cuts show the general appearance of the signs in place on the streets. Wherever possible they are erected on electroliers, to avoid more posts on the sidewalks, and to provide better illumination at night. Where there are no electroliers the signs are mounted on a steel post set in concrete.

The color of the sign does not conflict with any of the traffic signs, and the enameled surface harmonizes with them and with ornamental electroliers, and does not require repainting. The brackets for electrolier mountings are all galvanized to prevent rust on the light-colored posts.

Stops will be installed on all lines, except possibly Lincoln Park Avenue, Santa Fe Avenue, Eagle Rock and York Boulevard, where it happens the blocks are long. The general rule will be not to observe the signs until all are in place along any one route, but when the installation is completed, to make only such stops as are marked.

Signs have been installed on San

Watch for the New Bus Stop Signs



Pedro Street, South Main Street and Melrose bus lines, their use becoming effective October 1st, 2nd and 4th, respectively.

ENGINEER SAFE

The many friends of Ray Ashworth, who was formerly one of the valuation engineers for the Los Angeles Railway Company, will be glad to know that he and his family are safe.

The Ashworths have been located in Miami, Florida, for the past year and passed through the serious hurricane which so lately swept the Florida and Gulf coasts.

In answer to a wire of inquiry sent by friends, Mr. Ashworth stated that the only injury suffered by him and his family was the loss of personal belongings.

DEMERIT DECREASE IN AUGUST

One hundred and sixteen less demerits were given to trainmen during the month of August than during July. This is more than a 10 per cent improvement over the July record.

Missouts, running ahead of time and miscellaneous causes were the chief offenses last month.

More credits for various reasons were given to trainmen in August, but June and July surpassed in credits for courtesy.

Division Five trainmen received less demerits than any of the other divisions and Division Three received more credits.

General ratings were high and there were only two automatic dismissals.

A THREE DAY CHECK ON THREE LINES TO BE MADE

Cooperation of all car crews with traffic checkers desired by schedule department

The schedule department of the Los Angeles Railway Company will make a traffic check on Tuesday, Wednesday and Thursday of this week.

The check will be made on line "E," south of 54th Street to Arbor Vitae and the Hawthorne Terminal and on line "E" also from Avenue 45 to Eagle Rock City.

The same check will be made on South Broadway from Manchester Avenue south to 116th Street and on Vermont Avenue from Manchester south to 116th Street.

This work is being done to determine the origin and destination of all passengers, both inbound and outbound, the amount of fare paid and whether cash, 30-ride commutation tickets or 52-ride commutation tickets.

This is a very difficult check to make, and the schedule department earnestly requests the co-operation of the train crews with the checker on each car. About fifty men will be used in making the check, and they are not familiar with either the district or the tariff, so it will help greatly if the train crews will assist by giving the necessary information as to stops made and the amount and nature of fares paid by passengers.

TRACK CHANGES ON GLASSELL AVENUE

The line department of the Los Angeles Railway Company has completed the changes in overhead work for the Glassell Avenue line. The maintenance of way department is now shifting the double tracks from fifteen to eleven-foot centers.

As soon as this is completed the company will construct concrete curbs along the right of way and concrete passenger landings.

The Los Angeles Railway Company is renewing the special work and curves at the junction of North Broadway and Pasadena Avenue, or as it is more generally known, the east end of the North Broadway Bridge.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse

Publicity Manager

Look Out for the "Kiddies"

Operation with absolute safety can be accomplished if all motor-men and conductors devote all their attention to their work.

The first duty of any one intrusted with the safety of others is to keep his mind on what he is doing. This rule is doubly important at this season of the year when the schools re-open and thousands of children each day go to and from school on the city streets.

All crossings in the immediate neighborhood of a school are protected by the school boy traffic squad acting in co-operation with the regular traffic officers. The city has built numberless school tunnels to protect the children from the constantly increasing dangers from motor vehicles.

However, in spite of all the safeguards thrown around the children there are many crossings unprotected. This places an additional responsibility on the trainman. He must operate with extra care in vicinities where school children throng the streets at certain hours of the day. A man may not be held legally responsible for an accident in which a child is injured, but that accident can never be justified. The child is an irresponsible being, and therefore the adult must be responsible for him until he reaches an age of discretion.

The price paid for all accidents to children is paid for in suffering and sorrow and remorse. The price is too high.

Be careful. Be constantly careful.

Tunneyize Yourself

Gene Tunney won out because he kept himself fit.

He did not work all day, then "run around" at night and pound himself the next morning to get rid of the stupor due to lack of refreshing sleep.

He made the most of his job by putting his best into it after he had learned that it might be the last ounce or the last breath of his reserve that would win for him, if he was to win.

The old saying that we can't have our sweetmeat and eat it, too, may well be changed to read: "We can't have our strength and waste it too"—if we want to keep it.

Keep fit! Build up your strength, mental as well as physical, and save it to use against any challenger that would "break" you. That is the stuff that makes winners.

Lady Luck

"Do I believe in luck? I should say I do. It's a wonderful thing. I have watched the success of too many lucky men to doubt its existence for a minute. You see some fellow reach out and grab something that the wiseacres standing around couldn't see anything in."

Having grabbed it, he hangs on to it with a grip that makes the jaws of a bull-dog seem like a gentle caress. He sees the possibilities and has the ambition to want them and the courage to see the job through. He is wise enough to know he must work for anything worth while. He knows that wishing and hoping get him nowhere in particular. He is well aware he has days when the blue devils inside urge him to quit or try something else. He does the best he can every day whether he feels like it or not. He believes in good advice and follows it. He is optimistic and hopeful when everything is not all his own way. He spends none of his time criticising and finding fault. He doesn't worry over trifles. Doesn't let his friends talk or laugh him out of his ideas. He thinks a little straighter, works a little harder and a little longer. Keeps his head cool—his feet warm—his mind on his own business. Plans ahead, then sticks to it, rain or shine. He talks and acts like a winner because he knows that he will be some day. And the—Luck does all the rest."

Sent in by C. B. SOUTHWICK,
Conductor, Division 4.

Cooperation

R. Kipling

It ain't the guns nor armament,
Nor funds that they can pay,
But the close co-operation,
That makes them win the day.

It ain't the individual,
Nor the army as a whole,
But the everlasting team-work
Of every bloomin' soul.

Musings of the Old Timer

By George E. Ferguson

"Inattention to duty, or just a little bit of laxity," said the Old Timer, "has caused countless thousands of good men to lose their positions. Regret and promises to do better next time, in many cases could not be given consideration by their employers on account of the fact that the safety of human beings entrusted to their care was at stake.

"Those of my readers who were in service back in around 1904-5-6-7 will, no doubt, recall the epidemic of cars overturning. This was especially true on curves at night. New 'bronchos' on the front end, with a desire to emulate Barney Oldfield, would leave one terminal, and the only time point was the other end of the line, and when the curve suddenly loomed up ahead it was too late to correct the mistake of too much speed. The usual ending to this foolhardy play was the gathering of all his decorations into one pile and turn 'em in at the 9:00 a. m. show-up in the big boss's office next day.

"However, I can recall one turnover at 61st and Moneta back in 1906 that did not result in this way. D. C. Huling, now a valued member of our police department, was the motorman and, while this schedule was fast, he wheeled 'em always in safety and to the satisfaction of his superiors. On this particular night when they left the Ascot terminal the only passenger on board was a man who had partaken, apparently quite profusely, of the cup that cheers, and he was seated on the right front seat just back of the motorman.

"It was a 'go-get-'em' type of car and gates were unknown. The only

safety appliance was a single bar that was always dropped down on the step opening between the tracks. In those days the metal carpet was rolled up by the conductor on the pull in trip, and the dirt that had gathered during the day was gently (????) swept into the night. The conductor in this case was a young husky by the name of Olten, and he was very busy cleaning the floor inside the car with implicit faith in his motorman.

"His confidence would not have been misplaced had the gent, who was full of 'Oh be joyful,' kept his seat, but this bozo wanted off right now and what cared he if the dern thing was movin'; what he had paid good money for earlier in the evening was causing things to go round and round anyway.

"Huling saw that his charge was getting uneasy and reached around just in time to prevent his nibs from takin' a spill, but before he could get him in a safe position, he happened into the curve at 61st and Moneta on 'nine' and over she went onto her side and skidded into the curve on the far side. The drunk was immediately sobered and the night air was punctured with the cries of the poor conductor who was tangled up inside with the steel carpet, a broken broom and shattered glass. Thank goodness his cries were caused by fright alone, as he was unhurt, as also was the motorman.

"The usual 9:00 a. m. show was made by Mr. Huling with his outfit ready, but Uncle J. J. Aiken, who judged these cases, understood the situation fully, and the motorman went back to work without any loss of time.

LARY LAFFS

"Dis is Meester Kaplovitz, I want you should send me over twelf two by tens right away quick."

"All right, sir—How long do you want them?"

"Oo, I vant them a long time, I going to put dem under the 'ouse."

"Mother, do liars ever go to heaven?"

"Why, no, dear," replied the mother in some surprise, "certainly not."

There was quite a pause.

Finally the boy said quietly:

"Well, it must be mighty lonesome up there with only God and George Washington."

"Now, Sam," said a Southern magistrate to a colored prisoner, "I want you to tell me just how you stole that chicken."

"Jedge," replied Sam, "Ah'd rathah not. It ain't no time of life for you to take up sech things."

"Do I really need brushing off?" asked the passenger in the Pullman.

"Does you?" exclaimed the porter with great emphasis. "Boss, Ah's broke."

"Feyther," said little Miceky, "wasn't it Patrick Henry that said, 'let us have peace'?"

"Niver," said old Mickey. "Nobody by the name of Patrick iver said anything like that."

Judge: "I can't understand a big husky man like you beating a poor frail little woman like your wife!"

"But she keeps nagging and taunting me until I lose my temper!"

"What does she say?"

"She yells, 'Hit me! I dare you! Go ahead! Just hit me once and I'll have you dragged up before that bald-headed old fossil of a judge!'"

"Case dismissed."

Bulletins

Issued October 4, 1926

STREET CAR

No. 154—NOTICE TO TRAINMEN

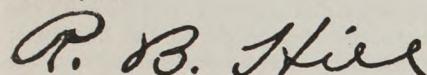
In order to avoid complaint of trainmen throwing papers, transfer stubs, used hat checks, and other rubbish from cars, trash boxes in which such refuse is to be deposited are maintained at terminals.

Trainmen are requested to make miscellaneous report of absence of such receptacles or cases where the boxes are so full as to prevent the proper depositing of refuse.

No. 155—NOTICE TO TRAINMEN

No. 155

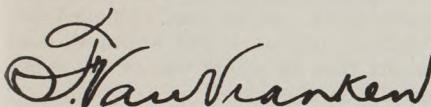
Fireman's Pass Book No. 32009, issued to Fireman Otto C. Keeter, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.



BUS

No. 516

Commencing October the first, toilet facilities at 311 North Vermont Avenue and 8500 South San Pedro Street will be discontinued and these places should not be used any more.



T. A. Cole Passes

Thomas A. Cole, former claim agent for the Los Angeles Railway, passed from this life on September 25, 1926.

Mr. Cole came to Los Angeles in 1899 and went to work for the street railway company as a conductor under J. C. Robinson, superintendent.

At this time the main offices of the company were located at 132 North Main Street. When the cable lines were opened in 1889 he was made inspector or supervisor at First and Spring Streets. He held this position until 1896, when he was taken into the office as a clerk, where he worked mostly in the claims. After a year or two he was made regular claim investigator and adjuster and until he retired from the company in 1919 he acted as claim agent.

Mr. Cole had many friends among the old-timers in the company, who kept in touch with him during his long illness of many years duration, and they will always remember him as a staunch friend and loyal to the last degree.

The funeral was conducted by the Elks and Masonic fraternities on Wednesday, September 29.

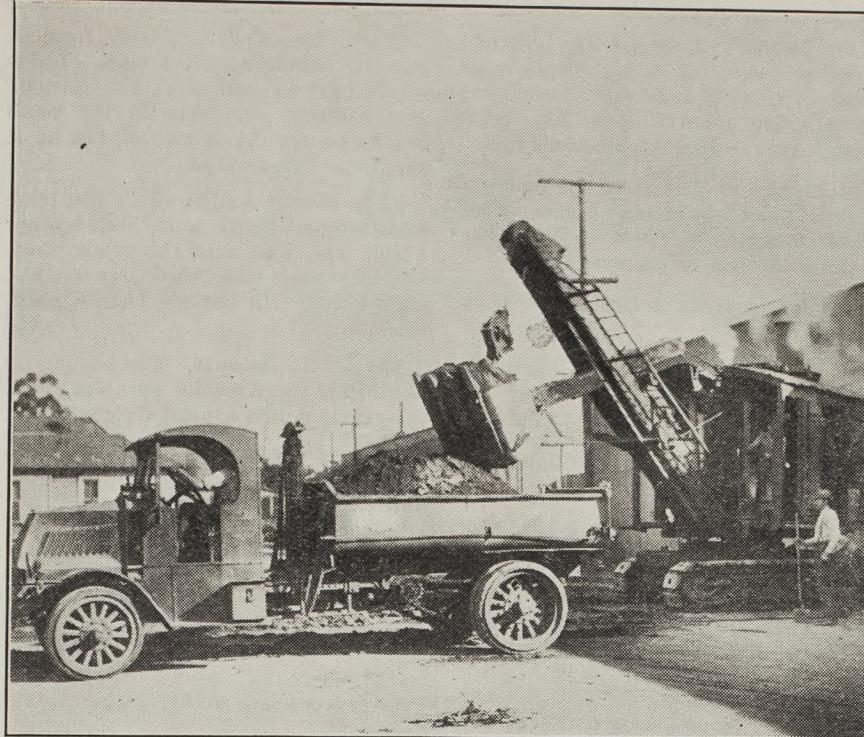
"Johnny Griffin" Home

J. J. Griffin, flagman, who left Los Angeles July 26, with his wife, on the Manchuria bound for New York via the Panama Canal, returned on Monday, September 27.

This was a month earlier than Mr. Griffin expected to return, but the weather in the east was so warm that they were anxious to get home again.

While away the Griffins visited friends in Baltimore, Washington, D. C., Cincinnati, Chicago and San Francisco.

Breaking Ground for Bus Repair Shop



OLD MANGANESE CROSSING IS REPLACED

The Los Angeles Railway Company has just received at the Vernon Yards a two-unit special manganese crossing which will be installed at the intersection of Central Avenue and the Airline.

An interesting bit of railroad history is connected with this crossing. The old crossing to be replaced was the first piece of manganese special work installed in the Los Angeles Railway system.

A piece of special work is to be installed at the intersection of Vermont Avenue and 39th Street. This is a double track turnout.

Former Employee Returns

A. C. Mellette, who was an investigator for the claim department prior to his resignation early this year, has returned to the company and will once more act as an outside investigator.

Since leaving the company, Mr. Mellette has been with the claim department of the St. Louis and San Francisco Railroad Company, with headquarters at Memphis, Tennessee.

Tune In on These

The Los Angeles Railway Orchestra will broadcast October 5 over KHJ from 10 to 11 p. m., October 6 over KMTR from 9 to 10 p. m., October 8 over KHJ from 12:30 to 1:30 p. m., October 9 they will play for a dance to be given by the City Club.

The Los Angeles Railway String Quartette will broadcast October 4 over KFQZ from 8 to 9 p. m., October 5 over KHJ from 12:30 to 1:30 p. m., October 1, at the opening of the new studio of KNRC at Ocean Park, the Los Angeles Railway Orchestra and String Quartette were the leading artists.

WILL SEARCH FOR NEW IDEAS

L. A. Recappe, superintendent of schedules, is now in the east on a business trip. He is at the present time in attendance at the convention of the A. E. R. A., meeting in Cleveland, Ohio, but will immediately thereafter go on to Pittsburgh, Buffalo, New York, Washington and St. Louis. He intends to make an intense study of the operating systems of the street railway companies in the cities mentioned.

Safety, courtesy and practicability are points on which Mr. Recappe will concentrate in his study, and he hopes to return with some new ideas which can be incorporated in the operating department of the Los Angeles Railway Company. Mr. Recappe will be away for about five weeks.

Travers Back to See Sesqui'

William T. Travers, of Los Angeles, formerly of this city, is a Wilmington visitor. Last week he attended the Shriners' convention in Philadelphia and had the pleasure of meeting Mayor W. Freeland Kendrick of Philadelphia.

"While in Mayor Kendrick's office his honor presented Mr. Travers with one of the new Coolidge half-dollars, which has the President's face engraved on one side and a replica of the Liberty Bell on the reverse side. Mr. Travers is highly appreciative of the gift as a reminder of the Mayor's fraternal visit to Los Angeles in June of last year, when he attended the Shriners' convention in that city.

"On that occasion he brought Mr. Travers a small block of oak from the beam of the floor of the Declaration Chamber in Independence Hall. This beam was removed by the city when the hall was restored in 1897.

"While in the city Mr. Travers expects to call on two old friends, Governor Robinson and former Senator L. Heisler Ball."

—Wilmington, Del., Journal.

BOUQUETS

For Geo. W. Scott, 3158, Div. 3.

Los Angeles, California,
September 22, 1926.

Los Angeles Railway.

Gentlemen:

Having had occasion to ride on an "E" car yesterday, I want to hand one of your conductors a huge bouquet. I happened to ride on car 1531, Conductor 3158, and I think that young man conductor was the most courteous it has ever been my good fortune to run across. He was courteous to each and every passenger, old or young, and above all he smiled and smiled. It doesn't cost anything to smile, you know. And this does not come from a flapper—just an old lady.

Very truly yours,
MRS. SUE SHARP.

For S. D. Selby, conductor at Division 2, from Frances H. Mortorff, 1417 West 11th Street, for co-operation in turning in articles lost on the cars.

For C. F. Rogers, conductor at Division 1, from Mrs. Mary M. Joris, 160 South Van Ness, for kindness and care of writer when a passenger on the car.

For M. V. Howell and G. B. Hopkins, conductor and motorman at Division 3, from the Rev. John L. Maile, D.D., 601 North Kenmore Avenue, for assistance in boarding the car.

For J. H. Field, conductor at Division 5, from L. LeRoy Ives, 324 West 64th Street, for pleasant manner and general attitude to the passengers; calling the streets and being generally helpful.

For J. C. McQuoid, conductor at Division 4, from Malcolm Lloyd, M.D., 226 Byrne Building, 253 South Broadway, for unusual kindness in assisting a woman with her small child.

For E. E. Wilke, conductor at Division 4, from Mrs. I. J. Muma, 542 South Windsor Boulevard, for courtesy and kindness of manner to trying and none too amiable passengers.

For J. M. Luddon, motorman at Division 2, from Mrs. McCarley, 1616 West 59th Street, for kindness in holding the car for passenger with two small children and for assisting her and children to alight from the car when destination was reached.

For L. H. Wilson, conductor at Division 3, from Mrs. Emma C. Yarger, 5149 York Boulevard, for an act of chivalry in obtaining a seat for an elderly man.

For C. C. Jones, conductor at Division 5, from R. H. Belknap, for especial efficiency, courtesy and preparedness in assisting a passenger who had been taken ill on the car.

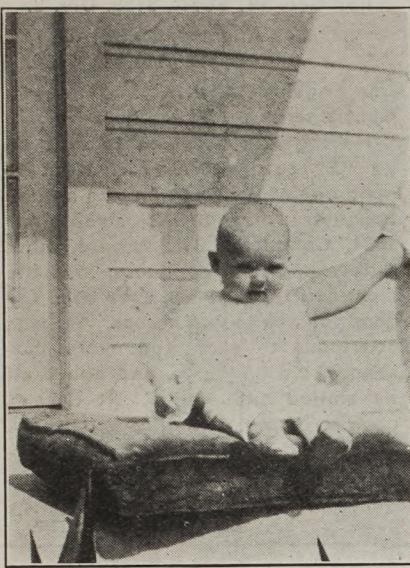
For F. J. Canning, conductor at Division 1, from Mrs. Lacock, 1830 West 35th Street, for especial courtesy to a group of elderly people.

Two Buses Ordered

Two more Fageol double-deck buses have been ordered and will be delivered about the middle of October. Buses 718 and 719, as these will be numbered, will be almost exact duplicates of the last deliveries of this type.

DIVISION TWO

E. A. MOXLEY



Gloria Wells, the four-months-old daughter of C. A. Wells, at Division 2.

Conductor J. R. Hanna has been granted 30 days to visit his folks in Amarillo, Texas.

Conductor T. J. Kelley has resigned to go to St. Louis. This is the second time Kelley has resigned and he says he will be back as soon as he can dispose of his property.

We are told that Conductor G. L. Gagnon, who has just recently been employed, turned in a trolley-pick-up he found under the seat of his car.

Motorman J. G. Seemayer resigned on account of ill health.

Conductor R. L. Harmon is in the California Hospital, an operation having been necessary.

Introducing Motorman J. E. Baker, Conductor T. R. Buell and Conductor H. Boyett.

Conductor William Redfield, whose name has graced the extra board for the past two years and a half, has just fallen heir to a regular run. This is the reason for the smile on his beaming countenance.

BUS DIVISION

ELMER WOOD

A postcard was received from Operator Steen Parker by Conductor W. H. Richmond, stating that he was having a wonderful trip. He was at the time of writing at Cottonwood Lake.

Operator F. G. Hunter has resigned. After a short rest he will work either with an interior decorator or for the United Parcel Service.

Former Operator W. F. Helston has returned to the division and is once more an operator. He was away for six months, the most of which time was spent in Seattle, Washington.

Operator G. S. Harned has resigned and will return to his trade as a carpenter. Operators R. J. Clark and D. Volantz have also resigned.

Extra Supervisor A. E. Johnson has been made a regular supervisor, succeeding D. H. Weaver, and Operator H. C. Pierson will act as extra supervisor.

Raymond Anderson, a mechanic in the garage on the afternoon shift, has returned from a six weeks leave of absence, which he spent in visiting his relatives in Rockford, Illinois.

Introducing new men: D. E. Walker, B. B. Towsley, A. M. Klein, S. D. Hubbard and W. T. Rowe.

DIVISION THREE

L. VOLNER

Conductor E. J. Reilly has returned from an extended auto trip through Oregon, Idaho and other northern states. He reports some wonderful experiences and great times fishing.

Motorman R. J. Harris has gone on a thirty days' vacation to his native state, Texas. He and his wife are making the trip in his new Ford.

We are slipping a little—Get more witnesses.

R. T. Willis is in San Antonio, Texas, visiting his father.

After a successful operation at the Roosevelt Hospital, Joe Williams expects to be out in a few days.

Let's put Division Three on top. Get more witnesses.

On the back of the motormen's cards is a form which MUST be filled when the car is in a derailment or the slightest accident. Mr. Dye recently had a bulletin to that effect and says that it is very imperative that everyone should live up to this rule.

DIVISION ONE

H. N. COLE

The rest of us fellows will have to look up to Conductor Yohler now, as he is holding down a "high" position with the company. He stands on a ten-foot pedestal at Jefferson and Figueroa Streets, flagging the "grasshopper." If his flag were a sword instead, he would remind one of some knight of old, posing for a picture.

Trafficman H. J. Burke was working at the Santa Fe Station last Saturday, when a man approached him and asked, "Where can I find one of those Yellow Taxicabs for five cents that I hear so much about?" Where do you want to go?" asked Burke. "Uptown," was the reply. "There it is right there," said Burke, pointing to an "N" car, and he went his way without a smile.

Motorman M. M. Spence has returned from a sixty-day auto trip through Montana, Wyoming and several other states. He saw the Burning coal mine near Gillette, Mont.; Custer's battlefield and monument, the Devil's Tower, and last but not least, he got stuck in a mire and it cost the price of several gallons of gasoline to be rescued. He was accompanied by his wife and two children, and had a glorious time.

Motorman Orphan is confined to his home on account of illness.

Motorman Alexander has returned from a thirty-days' vacation, and reports a huge time.

Motorman N. Robinson says that some of the boys were rather reckless in betting on the recent big fight. For instance, Robinson ate an ice cream cone at the expense of Conductor Kiser, and Kiser also lost to Switchman House to the extent of having to work two hours for him for nothing. The huge sum of twenty-five cents was passed between Motorman O'Hern and Conductor Beatty. Robinson says that Conductor John Martin consoles the losers by telling them, "I told you so," and due to the fact that Martin has so little to say, it pays to listen to him.

Conductor W. Sambus won five thousand dollars on the Dempsey-Tunney fight. (This is no joke.) There is an epidemic of colds among Division Four men.

SHOPS

JACK BAILEY

Word has been received from J. Gordon, blacksmith foreman. He is receiving Two Bells regularly through Mr. Burchett, chief clerk. We could not make out the postmark, but he is somewhere in Ireland.

F. L. Brown, employed in the trimming department, and his brother Claud who was with the truck shop, will start their long motor trip to Ohio, where they will resume their college work.

Mr. C. A. Bollette, storekeeper, is back after three weeks' vacation spent at several points around Chicago.

After an absence of some three years, Raymond Hinojos returns to the machine shop. Raymond has manipulated around for several firms during his absence, but he says there is nothing like being back home.

Bob Harvey, air foreman, is back from his vacation and looking fine.

Our old friend, Jim Davis, yardman, who is confined to his home, would appreciate a little acknowledgment from some of his old pals whom he has not seen in a long time. You can get his address from Harry Longway.

W. J. Monahan, carpenter, is back on the job again after several weeks on the sick list. "Willie" is a good example of that old adage, "You can't keep a good man down."

We are not entirely satisfied with the explanation S. Wehn gave the storeroom boys about those few days off. They may mean wedding bells, I am told.

Those going and coming as per vacations in the truck shops are: Fred Cummins, thirty days in the mountains via Riverside. Art Perez returns from Phoenix and Douglas, Arizona. We don't know Art's business there. He has a very good pair of lungs.

Say, folks, have you seen that new motorcycle Charles A. Neuman bought? He said he got 57 miles an hour on a bar road. He is going to try it on a track at 120 per. The interment will be announced later.

DIVISION FOUR

C. J. KNITTLE

Conductor E. L. Bailey, who has been laid up with bronchial trouble since September 22, left last Monday for Imperial Valley to try the desert air. He is staying in Indio.

Conductor R. M. Knourek is taking a fourteen-day vacation.

Motorman W. B. Chapman has been granted a thirty-day leave to make an eastern business trip.

Foreman B. B. Boyd was on the sick list last Tuesday and Wednesday.

One of our new conductors nearly went mad last Wednesday evening while figuring up his trip sheet. The commencing number on his fare box was 97595, but when he got through it was 00000.

Conductor W. Sambus won five thousand dollars on the Dempsey-Tunney fight. (This is no joke.)

There is an epidemic of colds among Division Four men.

Motorman D. L. McDonald is taking a fourteen-day rest.

Conductor Frank Reynolds is taking seven days to build up his health.

DIVISION FIVE

FRED MASON

Motorman Rufe Farmer, with the price of gasoline dropping like it is, is now using his old Cadillac as though it were a Ford, and instead of figuring miles per gallon he now figures miles per dollar.

Conductor J. O. Bauer writes us from Elm Grove, West Virginia, saying that he is having a wonderful time and wishes to be remembered to all the boys.

Motorman Bill Atchison wound up his 30 days' lay-off last Thursday, 28 days of which were spent around the barns trimming all the pinochle champions. If you think he didn't, ask Jimmy Ward and Frank Adams. He has also got all his teeth back in, quit chewing and smoking, and gave all the boys the right dope on the big fight; those who didn't take his advice are now sore at him and want to beat him up.

Motorman Charlie Detrick starts off today on a 60-day vacation to Nelson, Nevada; that is, providing his old Nash will take him that far. He must be figuring on doing some crawling underneath, as he has unloaded his "Kaiser" mustache and wants all cuss words that he might use to come out clear and snappy.

Charlie Durrett of St. Louis says, "All we have to do now is win four games." Yes, that's ALL, Charlie.

Conductor E. C. Spruill is taking an indefinite sick leave and will go to Altus, Oklahoma. All the boys of this division wish him a speedy recovery and hope that he will be back on the job in the near future.

Conductor P. M. Pruet is off for 30 days to visit the folks at home in Kansas City.



Here we have Motorman Harry Bush, on left, and Motorman Earl Downing, right, playing the "hayseed" part at Murietta Hot Springs. The lady in the center is an acquaintance, met at the Springs, but don't jump at any conclusions, as her husband had to be there to take the picture. They had an excellent time and are looking forward to their next trip.

Because a conductor was polite to her, Mrs. Mary Ward of Cincinnati left him \$4,000.