

Trainmen Who Attended Del Monte Camp



Left to right, upper row: R. T. Willis, motorman; C. L. Hutchison, motorman, Division 3; J. B. Crow, conductor, Division 2.

Lower row: O. S. Cloward, conductor, Division 3; A. L. Tucker, motorman, Division 1; E. Ritterhaus, Jr., motorman, Division 3.

Special Night Service On Evergreen Avenue

The Los Angeles Railway has instituted a special Wednesday and Saturday night service on the Evergreen Avenue line.

The company desires to accommodate the residents of this vicinity with transportation facilities for the regular Saturday night dance and mid-week entertainments given by the City Terrace Improvement Association at the Community Hall.

Cars on Evergreen Avenue line will run every 20 minutes to the Plaza terminal at Miller Street, City Terrace, on Wednesday and Saturday nights from 9:05 to 10:05 a. m. The regular service on this line was formerly discontinued at 9 p. m.

The continuation of the later service will depend on the patronage received.

Mrs. Kearns of the master mechanic's office, who has just returned from a delightful trip on the S. S. H. F. Alexander, says one never really appreciates the old pass and full month's pay check until after having had to pay 8¼c car fare in Seattle.

Increased Service Demands More Buses

The Los Angeles Railway Company ordered last week from the Fageol Motors Company three new double-deck buses for immediate delivery.

One bus arrived the first of the week. The buses were purchased because of the necessity of increasing the service on the Wilshire and Figueroa lines.

Division Four Once More Leads The Crowd

Division Four is sure getting back into the old stride. They once more lead the crowd in persuading passengers to sign witness cards whenever an accident occurs. It is true that their average is somewhat lower than it was in July, but they are .50 ahead of their nearest competitor, which still happens to be Division Five.

With the other three divisions all making a substantial gain, the race is getting exciting. Division Two is now third in the list.

The August report is very encouraging. There has been a decrease of 13

CALIFORNIA GUARD HOLDS SUCCESSFUL CAMP

L.A. Railway Trainmen Attend the National Guard Encampment at Del Monte

The National Guard of California, 160th Infantry, has just closed the most successful encampment and field training held at Del Monte. They report 100 per cent attendance. Every company in the regiment attended in full strength and some of them had extra men with them, for whom special arrangements for taking care of them had to be made with the authorities in Washington.

The Los Angeles Railway Company was well represented at this encampment by seven of the trainmen. Five of them were from Division 3, one from Division 2, and one from Division 1.

The Los Angeles Railway boys who attended had a very splendid two weeks at the camp and have come home full of enthusiasm for the regiment. Several of the boys had seen service in France, so the work was natural to them. E. Ritterhaus from Division 3 was made a corporal just before their departure for the north, so he was fortunate enough to escape some of the drudgery involved in all military camps. The men from Division 3 were all in the same company, so they had an unusually good time together.

Mrs. Mabel K. Roberts, secretary to the General Manager, is away on a leave of absence.

"K" LINE SERVICE RESUMED WEST OF MAPLE

Students at Jefferson High and U.S.C. Will Have Usual Street Car Service For School

Regular service on line "K" was resumed Sunday, August 29, by the Los Angeles Railway Company, and since Saturday, August 28, it has been possible to operate on both tracks on Maple Avenue from Jefferson Street south to Thirty-sixth Street.

The West Jefferson storm drain construction, which has occupied the east half of Maple Avenue since August 8, has progressed to a point where it is no longer an obstruction to street car service at that point.

The "K" line serves territory between Thirty-eighth and Ascot on the east and Jefferson and Exposition Boulevard on the west. The resuming of regular service at this time is fortunate, as the line is used by students at Jefferson High and the University of Southern California.

Jimmie Bowen



Jimmie Bowen, stationer, left the Los Angeles Railway Company, September 1.

He has been studying the piano for the past ten years and most intensively for about five years under the late Brahm Van den Berg. The work has proved rather too arduous along with his duties as stationer, so Jimmie will now give all his time to music.

He has been with the company since 1920. While every one will regret his absence from 901, yet all wish him the greatest of success.

Louis Panner will take his place as stationer.

in the number of accidents, and an increase of 85 in the number of witness cards secured. The report in detail, as given below, shows what can be done when everybody tries.

Division	No. of Accidents	No. of Cards	Average Per Accident
1	287	1589	5.54
2	369	2267	6.14
3	338	1984	5.87
4	215	1513	7.04
5	172	1124	6.54
Total	1381	8477	6.14

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Helpful Suggestions to Conductors By One of Them

C. H. KNITTLE, Conductor, Div. 4

By Keeping At It

FROM my window I have been watching fascinatedly the operation of a giant steam shovel as it digs a deep hole in the ground for the foundations of a "skyscraper." It reminds me of a story I read in a No. 2 Reader in the little country school where I received my first instruction, and incidentally my first and in some ways my most important lesson of Life.

The story had to do with a very small boy, who, armed with a very small toy shovel, was discovered to be at work upon a huge snow drift on the sidewalk in front of his home.

"Now, Sonny," inquired a man in passing, "how do you expect to dig all that big snow drift away with such a small shovel?"

Without looking up, but digging away with greater energy, the boy replied with emphasis:

"By keeping at it, Mister."

Is there any task humanly possible of performance that we can not complete if we just "keep at it?"

Geo. B. Anderson.

The Royal Road

A YOUNG man named Alexander Graham Bell once got the idea that a model of the human ear could be made that would record sounds—and that those sounds could be sent over a wire by electricity.

It was a "crazy idea," of course, but aren't we all thankful today that Bell had it—and had the courage to stand by it?

Another young man was watching a Great Lakes boat dock at a Detroit wharf. Seeing the ropes coiled about the piles to bring her smoothly up to the pier, gave him an idea—the result was a remarkable shock absorber.

Everywhere, anywhere, everyone, anyone, can keep his eyes and ears and mind open and ready to capture the Big Idea that will improve present methods or suggest new ones—ideas that will cut costs, save time, protect the worker better, make a product more useful, or render a service to customers more valuable.

Such an idea—a "short cut," or some simpler new way to do the old task—may be waiting for YOU. Why not be the Columbus to discover it, and make it a stepping-stone to a larger future for yourself?

In all sorts of wideawake departments in all sorts of wideawake businesses, just that very thing is being done daily. And those workers who are making a name for themselves as thinkers and planners enjoy prospects and advantages that plodders will never win.

One of the surest routes known to the Goal of Opportunity, in fact, is the Road of Suggestions. There is no worker willing to use his wits and his thoughts who cannot travel it, and there is no time like right now to begin following it toward a bigger future.

Give us your suggestions for improvement. If they can be used to our mutual advantage, they will be!

Smiling

When the weather suits you not,
Try smiling.
When your troubles seem a lot,
Try smiling.
When passengers don't do right
Or some really want to fight,
Sure it's hard, but just sit tight,
Try smiling.

Mightn't change the things, of course
Just smiling.
But it sure won't make 'em worse—
Just smiling.
And it seems to help your case,
Brightens up a gloomy face;
Then it sort o' rests your face—
Just smiling.

In receiving accident reports, the dispatcher always asks the same questions and in the same rotation. They are as follows: Car number, train number, place, direction, time, nature of accident, damage to car, conductor's name, number; motorman's name, number, and how long were you delayed?

An accident usually throws the crew late. If the conductor will make a column of these questions on the back of a witness card and, after the accident (when his car is under way), jot down the answers, he will be able to shoot it to the dispatcher in less than thirty seconds, thus saving his own time, the dispatcher's time and with less possibility of errors.

If the conductor is an extra man, he may find it was the first time he was able to promptly give the motorman's name and cap number.

There is at least one way in which a conductor can help his motorman save power.

When a passenger asks to be let off at a street which is not a stop, the practical conductor tells him he will let him off at the first street beyond. If, on nearing the point, another patron wants on or off at the stop before, the conductor will say to the stranger, "You may get off here. Your street is one block ahead." It is all the same to him. He gets off and in many cases no one wanted the stop beyond. The conductor has saved that much power, a measly item indeed, but every conductor will agree that the opportunities to save power in this way are so numerous that the bulk of cases would make the net power saved a worthy figure.

A conductor is on his feet most of the time. If he is subject to headaches, he will find the condition is oftentimes caused by the jar of the car in crossing track intersections. Some day a genius may invent shock absorbers for conductors' feet. In the meantime, the "con" will find that by rising slightly on his toes as his car crosses the intersections, he prevents the shock on his spine and its unpleasant effect.

In picking up large crowds, the older conductor as well as the new is apt to become confused. The new man is a little nervous. The old timer is overconfident. People force coins in his hand for change, questions are heaped upon him mercilessly, palms are up for change or transfers, and someone wants a bus ticket. In the melee, the "con" suddenly finds the questions of the bus ticket have caused him to get the hands mixed and he does not know which palms have change coming or which are up for transfers. He knows there is an element who will walk away with change that belongs to someone else.

In every case of doubt, the safe way out is to offer a transfer first. If the passenger says, "No, I just want my change. I gave you a dime," the conductor can feel confident it is the truth.

But can we not prevent such situations? Yes. If the conductor will get in the habit of taking the coin to be changed with his left hand, making and passing back the change with his right and immediately offering a transfer, he closes each transaction as it comes and no matter how large the crowd, the danger of confusion is entirely avoided.

~ LARY LAFFS ~

Sign over an ice cream counter:
"Take a Brick Home. It's Fine When Company Comes."

Chaperone: "I just witnessed a young man on your porch trying to kiss your daughter."

Modern Mother: "Did he succeed?"
"No, ma'am, he did not. I was there."

"Oh, indeed! Then it wasn't my daughter."

Conductor—Change for Marietta!
Change for Marietta!

Passenger (near end)—Don't know the girl, but will chip in a dime.

Missus: "Our new minister is just wonderful. He brings home to you things you never saw before."

Madam: "I've got a laundryman who does the very same thing!"

Story-Teller: "And while the little boy was sitting in his chair all alone he heard a horrible, horrible wail right behind him. What do you suppose it was?"

Modern Youngster: "Static!"

A bishop was addressing a large assemblage of Sunday school children, and wound up by asking in a very condescending way: "And now, is there any little boy or little girl who would like to ask me a question?" After a pause he repeated the question, whereupon a little shrill voice cried out, "Please, sir, why did the angels walk up and down Jacob's ladder when they had wings?"

"Oh! ah! I see," said the bishop. "And now is there any little boy or girl who would like to answer Mary's question?"

Squad Leader: "I hear the battalion commander called you a blockhead. Is that correct?"

Plebe: "No, sir, he didn't make it that strong. He just said, 'Pull down your cap, here comes a woodpecker.'"

A Minneapolis youngster was having his first experience in the country, and when he came upon a farmer's wife plucking a chicken, he asked curiously:

"Say, lady, do you have to undress 'em every night?"

Bulletins

Issued September 6, 1926

STREET CAR

No. 129—NOTICE TO MOTORMEN

In changing handles at terminals, care must be exercised to avoid dropping the handles or placing them in such a position that they might fall and cause injury to passengers.

Such accidents have recently occurred, due to handles being carelessly placed on top of controller or on motorman's stool, and in falling striking passengers on the foot.

No. 130—NOTICE TO TRAINMEN

When Southbound at Rosewood and Vermont, care must be taken to make passenger stop with rear end of car directly under passenger stop sign.

This on account of sign being an unusual distance from Rosewood and no span wire available for moving same.

No. 131—NOTICE TO CONDUCTORS

Public schools will reopen on Tuesday, Sept. 7th, closing on Thursday, Sept. 9th, on account of Admission Day being a legal school holiday.

Honor school tickets beginning Sept. 7th, 8th and 10th, and thereafter in accordance with regular rules.

This ticket and cover will be white, printed in blue. Note samples on display in ticket case at your division.

No. 132—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost: No. 28762, issued in favor of Fireman Etlon A. Miller; No. 29130, issued in favor of Fireman Ernest G. Driscoll; No. 29659, issued in favor of Fireman L. Ingomar Mohler; No. 31031, issued in favor of Fireman John N. Mofitt.

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

No. 133—NOTICE TO CONDUCTORS

Pass No. 3225, issued to Mrs. Anvilla Adams, wife of J. K. Adams, Motorman Division No. 2, and reported as lost in Bulletin No. 126, has been recovered.

No. 134—NOTICE TO CONDUCTORS

The following passes are reported lost: 380, issued to Blanche McCormick, Stenographer, Treasury Dept; 860, issued to Everett G. Swanson, Switchman Div. 2; 4690, issued to A. W. Finch, Conductor Div. 2; 6502, issued to J. M. Glover, Motorman, Maintenance-of-Way Dept.

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

No. 135—NOTICE TO CONDUCTORS

Badge No. 51, issued to Bus Operator H. E. Sweet, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill



Madeline Prancevich, bonus baby, has grown quite a bit since she received her dad's bonus check from R. B. Hill last year. She will be two years old on December 15.

Mechanical Staff at Division One



Left to Right: J. Bradley, assistant foreman; H. Conacher, assistant foreman; E. Miller, storekeeper; George King, clerk.

Single Track Service On Western Avenue

The Los Angeles Railway has installed grasshoppers on the Western Avenue line to provide single track service between Marathon and Melrose Avenue.

This is made necessary by the construction of the Sacatella storm drain, which parallels the car tracks on Western Avenue at this place.

GENERAL OFFICES

Mr. J. H. Sheridan, special representative of the operating and employment departments, is now enjoying his annual holiday.

He expects to take local trips to San Diego and also as far north as Pismo Beach. The northern trip will probably be in search of the cow that sat on his right front fender last fall when he was on a motor trip north.

Miss Emma Quigley, secretary to the Vice President, had a very lovely vacation with her people at Carmel-By-the-Sea.

E. J. McMullin, court investigator for the claim department, was called to Tonopah, Nev., because of the illness of his brother, Laurence. His brother passed away on Tuesday of last week.

Mrs. T. R. McKinley, in charge of efficiency records in the office of the superintendent of operation, returned last Monday from a vacation spent at San Luis Obispo.

J. W. McElroy, information man, returned August 30 from a six weeks' trip through Canada and the East.

Miss Christensen, secretary to Mr. Schupp, is back from her vacation, part of which she spent at Catalina.

A. W. Wells, electrical inspector, has been away on a two weeks' vacation.

Popular Postman Has a Bad Fall

James Buckley, Uncle Sam's regular representative at 1060 South Broadway, was so unfortunate as to fall and break his arm on Wednesday of last week. Everyone regrets Mr. Buckley's misfortune, not only for his sake, but for our own. It will be several weeks before we see him around with the mail and he has always been so efficient and cordial, with a friendly greeting for everyone. We trust that he will make a rapid recovery.

Temple Wedding

Friday night, August 27, Miss Aline Pascoe of the auditing department was married to Mr. G. S. Parker at the Angelus Temple by Aimee Semple McPherson.

The honeymoon was spent in Mrs. Boring's cottage at Laguna Beach.

The members of the transfer room, with whom Mrs. Parker works, presented her with an electric toaster as a wedding gift.

Street Car Best After All

Conductor J. E. Raski was out sporting around in his little old flivver one Wednesday afternoon, and as you all know, they're a darn good car, but they've got to have gas. And to get gas you've got to have money. All Raski had, however, was a desire to get some place, and without money and gas he got stuck at 48th and Western. He didn't stay stuck for long though, as he did what anybody else would have done—fell back on the reliable old street car, flagged one down and borrowed a dollar off Conductor Tommy Carey.

"Economy in itself is a source of great revenue."

BOUQUETS

For A. R. Tuffing, motorman at Division 3, from Robt. Crawley, 604 Petroleum Securities Bldg., for thoughtfulness in asking a lady waiting on the wrong corner which car she desired to get and directing her how to reach it.

For J. W. Browne, conductor at Division 5, from Mrs. J. E. Russell, 1409 W. Tenth Street, for courtesy and kindly assistance to elderly passenger.

For H. E. Ketchum, conductor at Division 4, from C. E. Russell, 5210 Granada Street, for courtesy and endeavor to rectify the mistake of a passenger who had failed to take all the transfer.

For J. S. Ganann, conductor, and W. L. Wilson, motormen at Division 5, from Lillian E. Brown, 715 W. 41st Place, for courtesy to passenger who had dropped her watch from the car.

Appreciation

1133 Diamond Avenue,
South Pasadena, Calif.
September 1, 1926.

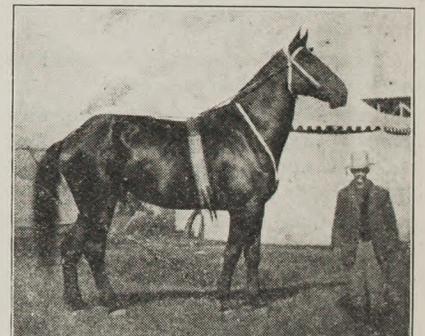
Editor, "Two Bells"

Dear Sir:

Kindly extend through the columns of "Two Bells" my sincere appreciation of the kindness and aid of the Co-operative Association in my recent bereavement. I also desire to thank the Association and Division One for the beautiful floral pieces.

MRS. CHAS. F. ALPAUGH.

Famous Horse Owned By L. A. Ry. Conductor



Conductor F. E. Pierce, better known as "Daddy" Pierce, who works on the "H" line, once owned the horse pictured above. This horse was considered to be the largest horse in the world at that time, 1882. It weighed 2456 pounds and stood 20¼ hands high. For the benefit of those who don't understand, this means 6 feet and 9 inches.

"Daddy" Pierce sold this horse to Barnum & Bailey for what he thought was a fair price, \$2100.00, but the true value was nearer \$10,000.00. After he sold the horse, "Daddy" Pierce entered on a circus career himself. This all happened many, many years ago and before he started in his work which he has followed for so long, but he still treasures this picture as a reminder of the days when he was cashier for Barnum & Bailey at the munificent salary of \$2.00 a day and board, with a place to sleep thrown in.

DIVISION FOUR

C. J. KNITTLE



Have you a little fairy in your home? Motorman Madden, one of Division Four's old timers, tells the world he has and herewith presents his little daughter, Ruth.

Ruth is eight years old, is in the fourth grade and is a talented elocutionist. She is also an ardent student of the piano. Recently she entertained radio fans over KHJ with readings.

Conductor H. Buckman has taken another 30-day leave to visit in Missouri.

Conductor R. J. Dickson has taken a 10-day leave to work around his chicken ranch in Athens.

Motorman H. L. Keever has been granted a 30-day leave to build up his health.

Safety Operator A. Bertman has left for Racine, Wis. He received a 90-day leave.

Conductor C. C. Dotts is spending three weeks in Long Beach.

Conductor J. G. Schroeder, on sick leave in the Sawtelle Soldiers' Home, has been granted an extension to his leave. He is still in the doctor's care.

Switchman G. F. McLaughlin announces the arrival of a 10-pound baby girl Aug. 26. (Best wishes, Mac.)

Safety Operator I. R. Tilton has been granted a 14-day leave to do some work on his home.

Motorman F. M. Loftis is taking a 14-day rest.

DIVISION THREE

L. VOLNER

Our boys are back from the R. O. T. C. training camp at Del Monte, looking soldierly after the training they received while there. Conductor O. S. Cloward has changed more than any of them. He is minus his mustache. The kangaroo court decreed that one-half should be shaved off, which was done, and he must have finished the job himself.

W. O. Butt has gone on an auto trip to Fremont, Nebr. He will be away for 90 days.

A. J. Baker has a 30-day leave and will take his family to Steelville, Mo.

W. A. Clark will spend his eight-day vacation at Long Beach.

W. J. Pollock is taking a 14 days' vacation, as is also F. J. Arnold.

SHOPS

JACK BAILEY

Trimmer Foreman George Cleland returns after a much enjoyed vacation in his Oakland. Did I say enjoyed? Well, outside of one flat tire and a fine of \$15.00 for dashing 35 miles an hour in a 20-mile zone through Salinas, Calif., he had a wonderful time.

Harry Longway, foreman of the truck shop, is also back from his vacation.

While we are thinking of vacations and speeding and visiting judges and things, we will hear about Bedford Lock of the electrical repair shop. Here is what happened: Bedford being a diplomat to the modern transportation at Catalina, hired the so-called beast and hied to the summit of the island, walking and pushing nearly all the way. But upon descending he thought he would have a ride and full confident that the beast would plod slowly onward, gave it its rein. Well, this resulted in a mad dash through the city of Avalon and Bedford awoke in a stable manger, to be dragged out by the sheriff and fined \$5.00 for speeding through the main streets.

Carpenter L. Brown was off sick for a few days.

Paul Marriette is a new man in the machine shop.

H. L. Clinton, also of the machine shop, has left the service to go back to school.

Ben Bradfield, assistant foreman in the store room, spent two weeks around the house. His greatest domestic undertaking failed, though. He could not make wall paper paste out of powdered sugar, even if he thought it was flour.

"Yes, we have no bananas." So says Ben Jenkins, our confectionery watchman. Many watchful eyes were cast upon the Shop's only fruit producing plant as the sun slowly ripened its season's crop. They are all gone now, but Ben has a good line of business with his milk, tobacco and candy. D. C. Farris, formerly of the blacksmith shop, is the new man to handle the red and green flags at the first gate. We want these boys to know we are behind them in their little business and appreciate their efforts to please us. That's all, there is no more.

We wish to express our sympathy to Mrs. J. Small, wife of J. Small, deceased. Mr. Small was only with the truck shop four months before his death.

"Three Dears"

"Billy" Brown, with Dorothy Brown, daughter of W. C. Brown, general foreman of the shops, feeding a deer, all year 'round resident of the Big Basin.

BUS DIVISION

ELMER WOOD

Operator A. D. Alfier is still in Canada and has requested an extension of his leave of absence. He is having such a good time that he hates to leave.

Operator Bruce Pentland has also asked for an extension of his leave. He is in British Columbia and says to tell the boys "hello" and that he is having a wonderful trip.

Operator G. D. McCarty is on a 14-day leave. He intends to rest up and take the state examination for undertakers. He has been studying for two or three years.

Garage News

Earland Hansen, mechanic, is on a two weeks' vacation, during which he will drive to Bishop in his reconstructed Ford. Earl always brings back photographs of all the beautiful places he sees whenever he goes away, so we have something to look forward to when he returns.

E. C. Mara is still in Cleveland, Ohio, on an extended leave because of the continued illness of his mother.

R. E. Kanka, whose eye was injured when he was spraying a motor, is back on the job. Kanka was away for more than five weeks and we are sure glad that his eye is better.

Walter Wangeman is back from a 30-day trip to the East. He spent most of the time in Pittsburgh, his home town, with his parents and old friends. Walter intends to win some more money on the Pirates this year since he saw them play. While in other cities, Walter paid particular attention to bus operation and reports that Los Angeles has the best equipment of any city he stopped in.

DIVISION TWO

E. A. MOXLEY

G. A. Waggoner, night foreman of the mechanical department, has returned from a two weeks' vacation spent at the beaches and at Mt. Lowe.

Conductor M. R. Gregory and Motorman T. A. Brewer and F. C. Summer have been granted 30 days each, which they will spend at Owen's Lake. Gregory is to supply the fish, while Brewer and Summer will be hunters.

Motorman William Harris, Supervisor Bailey, their wives and Mrs. T. Y. Dickey have gone to Redondo on a fishing expedition. There is a run of mackerel at present, so they won't be disappointed.

C. H. Engstrom is taking Ed. Forsythe's place as chief yardmaster. Perhaps that is the reason for the blinky eyes.

L. L. Pittenger came in with eyes all aglow. A telegram from his wife says that she is on her way home from the East.

Conductor A. G. Richards has 30 days off. He will motor to San Francisco in his "Chevie."

L. F. Vanzile also has 30 days off. He will go to Yosemite with his wife.

Conductor H. M. Dawson, who resigned a year ago, is back with us again.

Meet the new men: M. S. Ransome, E. E. Danz, G. E. Theall, F. F. Favour, and C. F. Wenzelread, all motormen.

Don't be bashful, boys; bring in those snapshots for "Two Bells."

DIVISION ONE

H. N. COLE

Motorman Dickinson of the "R" line says he keeps his conductor (Harry Cormier), up in the air, there being a difference of several hundred pounds in their weight. While the front end is dragging the ground, the rear end is pointing toward the moon. Dickinson is thinking of using a few hundred pounds of ballast on the rear end to equalize things.

Conductor Stanley of the "R" line tells of a lady who stood so close to the track that the motorman was forced to stop too far back, and the lady had to walk a car length to board the car, and then she bawled him out for making her walk.

Conductor Thomas received a card from Motorman F. E. Kimble, who is motoring through Yosemite. He is having a splendid time and is feeling fine.

Motorman C. H. Hilstrom is resting up for ten days.

Conductor O. W. O'Neil will be vacationing around the city for the next 30 days.

Conductor E. E. Howard is taking 30 days off to rest up and play pinochle.

DIVISION FIVE

FRED MASON

Cashier Roy Banks says that now that swimming the English Channel has been accomplished so many times, why don't someone try to swim across the Los Angeles River?

Roy, as you all know, will crack these little dry ones.

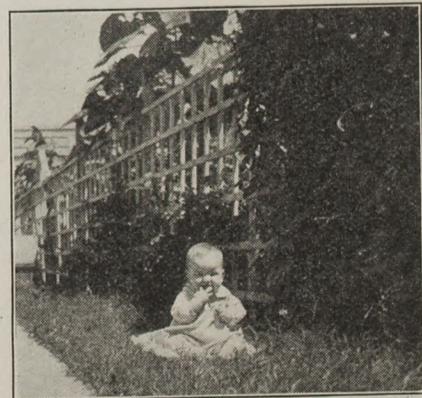
Conductor "Sy" Perkins, who is off on an indefinite sick leave, dropped in to see us a few days ago, and as his health has not improved, has returned to Celina, Texas.

Glad to see Motorman "Mike" Tobin back on the job again after being off for a month following an operation for appendicitis.

Motorman Bill Atchison is taking a 30-day leave of absence to rest up. He'll be around here most of the time, so look out, you pinochle hounds.

Night Cashier C. C. Carrigan just blew in from his two weeks' vacation, spent at Sonora Town, that wild western joint, where men are men and Carrigan was still a cashier. Says he had a wonderful time and glad to get back.

Conductor Geo. S. Jones is back on the job as a regular man now, after three months' vacation with the folks back in Grand Junction, Colo.



What's wrong with this picture? "Not a darn thing," says Betty Ruth Watson, seven months old daughter of Conductor V. Z. Watson of Division 5. Yes, boys, it's a girl, and that being the case, we'll have to agree with Betty Ruth.