

Pinochle Tie In Semifinals

Next Week's Games

Monday, July 30—Division Four at Division Three. Wednesday, August 1—Division Two at Division Five. (Final scheduled game).

Division Standings

	Won	Lost	Pct
Div. Two	19	16	.543
Div. Five	19	16	.543
Div. Four	18	17	.514
Div. One	19	21	.407
Div. Three	15	20	.403

In the semifinals of the Pinochle Derby some more changes have occurred in the Division standings with the result that Divisions Two and Five are now tied for first position.

The game last Monday, July 23rd, between Divisions Five and Three ended in a big defeat for Division Three. The caravan of visitors from Division Five must have added "wim and vigor" to the players of that Division. The first three games went to Division Five, with Division Three coming back in the fourth to capture that game. However, Division Five took the fifth game, making it four games to one in their favor.

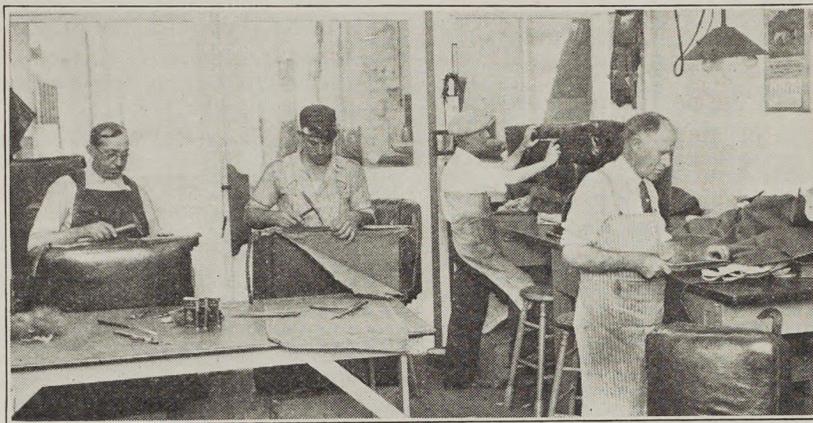
Last Wednesday, Divisions One and Two locked horns in a contest and in this series Division One took the odd game—three to two, leaving Division Two in a wobbly position for the lead in the standings.

Division One started out very strongly and captured the first three games, but that was enough, as Division Two came right back and took the last two games. The result of this series also determines that Division One has now completed its schedule of games with a percentage of .407.

Next week will see the finish of the Tournament. Division Four visits Division Three on Monday, July 30th. If Division Four makes a big break in this series they will place themselves in tie position for first place. However, the battle royal will be the final game on Wednesday, August 1st, between Divisions Two and Five at Division Five. Both Divisions are determined to capture the cup and break the tie. So fans, get busy and see the games. There will be some mighty heavy playing along with some pretty deep wishing for the best of luck. They'll all need it.

In our next issue of Two Bells, which will be in September, we hope to have all the details of the wind-up games as well as a photograph of the winners and the cup.

Leather Pushers of South Park



Left to right: Lee M. Thomas, Ed G. Frymuth, William B. Wilson and E. E. Wing.

There is still proof of relativity between the horse and the automobile, even though old dobbin is not called on in this present day and age for towing purposes. That relativity is in connection with the upholstered seats of the motor coaches. Perhaps our friend of the comic strip, Barney Google, would call them "horsefeathers", so we'll let it go at that for an introduction.

With the increase in numbers of motor coaches in the railway system, it has been necessary to make a separate upholstery department to take care of the repairs to the leather seats. This department is located in the South Park Shops adjoining the upholstery department for street cars.

Chief of the leather-pushers is E. E. Wing who is seen at the extreme right of the picture cutting into the bovine's hide. Wing has been with the Company for the past six years in upholstery work and certainly knows his springs.

Back With Us

A. W. McBain, who has been forced to take a leave of absence for the past seven months on account of illness, has again taken up his duties in Room 710. Mac has spent four months at Palm Springs.

He is back to his old weight, looks good and says he is feeling fit. Welcome back, Mac.

New "U" Schedule

Effective Sunday, July 29th, a new Sunday time-table will be placed in operation on Line "U."

Rusticatin'

Far from the jangle and wrangle of traffic, Superintendent of Operation R. B. Hill is taking a short respite in his cabin in Topango Canyon.

At the left is Lee M. Thomas. Lee is really a truckman, but his knowledge of upholstery work makes him an important unit in helping out in a rush.

The next is Ed C. Frymuth. Ed is the youngest of the group and he is learning fast. He has learned to trust one hand with the hammer and one with the tack. It is rumored he formerly used both hands on the hammer.

Last of the group is W. B. Wilson. Although he doesn't wear kilts, he really is Scotch—right from Glasgow, Scotland. "Wullie" is an experienced worker in upholstery and a firm believer in the slogan that "A stitch in time saves nine." If ya dinna believe it, mon, ye should see wee Wullie savin' stitches—he's a wuzard.

So, there you are folks—the boys who help to make you comfortable in the motor coaches with good seats.

Square and Compass

The Degree Team of the Square and Compass Club had the privilege of assisting in conferring the degree of Master Mason on W. F. Lewis of Division Four in Sunrise Lodge on July 19th and also on G. A. Smith of Division One in Moneta Lodge on July 26th. Several members of the Club were present on both occasions.

Haymaker McNaughton

Making hay while the sun shines is the present vocation of P. C. McNaughton, well-known Los Angeles Railway old-timer who sends a postcard from Seattle to let his many friends know he is having one grand time. Mac is visiting relatives in Washington, and is taking in all the beauty spots on trips.

Big Change In Two Bells

This issue of Two Bells will be its last appearance as a weekly. Beginning with September, it will come out once a month in magazine form.

This change is in keeping with the general practice of electric and steam railways, as well as practically every other large organization in the country. Publication date will be on or about the tenth of each month.

No Accident Day For Motor Coaches

A red letter day for the Motor Coach Division happened on July 24th. This Division operated its coaches 11,269.08 miles without an accident. "Now let the other divisions crow as much as they like," say the Motor Coach boys.

More Track Jobs

The special work and curves at 10th and Main Streets are being renewed with standard equipment by the Engineering Department.

Curbs on Vermont

The Engineering Department is also at work constructing curbs and landings on Vermont Avenue from Manchester to 96th Street.

Ballasting and Paving

With the completion of lowering and raising of grades on Vermont Avenue between San Marino and Washington Streets, work has been commenced at 9th Street on the east track in re-tieing, ballasting and paving. The Engineering Department is working in conjunction with the city contractor, and will complete this job as soon as possible.

To Voters

Twelve o'clock midnight, Saturday, July 28th, is the dead-line for citizens to register for the primaries to be held on Tuesday, August 28th. Be sure and attend to this matter if you have not already done so.

Dance Tonight!

Just a reminder about the Company entertainment and dance to be given in the Foresters Hall at 955 South Olive Street.

At eight o'clock sharp up goes the curtain to a first-class vaudeville show, and, as usual, after the show will come the dance.

As stated in last week's issue, there will be no entertainment or dance in August on account of the extensive vacation list.

TWO BELLS

Published every Saturday by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

A New Two Bells

Just like a growing boy, Two Bells has outgrown its clothes. We looked it over the other day and felt sorry for it with its knee pants, growing pains, and cracked soprano voice and came to the conclusion that it should take its place in the sun with the full-grown publications that are issued monthly by practically all public utility organizations and commercial firms over the entire United States and Canada.

Of course, to have Two Bells dressed up in tailor-made habiliments of the hour will require plenty of perserverence and perspiration to make it attractive. It is planned to have the next issue, which will be the first of the monthly series, out on or about the 10th of September.

It is our earnest desire that the same gospel of good-will and fellowship emanate from its pages as heretofore, and we sincerely hope and believe that you will welcome the change in the make-up of the publication that has become an essential part, as a herald of good cheer and cooperation, of our great organization, the Los Angeles Railway.



LARY LAFFS



A young man with a pretty flirtatious fiancée, wrote to a supposed rival:

"I've been told that you have been kissing my girl. Come to my office at eleven o'clock Saturday. I want to have this matter out."

The rival answered: "I've received a copy of your circular and will be present at the meeting."

Proud Parent (who served in the A.E.F.)—"And that which I have just told you, son, is the story of my experiences in the World War."

His Son—"But papa, what did they need the rest of the army for?"

Alkali Ike: What happened to the tenderfoot stranger wot was here last week?

Texas Pete: Poor feller. The second mornin' he wuz here, he wuz brushin' his teeth with some of that foamy tooth paste and one of the boys thought he had hydrophoby an' shot him.

I crept upstairs, my shoes in hand,
Just as the night took wing;
And I saw my Dad four steps ahead,
Doing the same darned thing.

"Bill had a bad cold and he was undecided as to whether he should stuff it or starve it."

"What did he finally do?"
"Flooded it."

Lady (to trusty): "Are you sure you have time to show me through the penitentiary?"

Trusty: "Yes, madam. I have ninety-nine years."

You never hear the bee complain
Nor hear it weep and wail;
But if it wished it could unfold
A very painful tail.

A story is going around about an old negro who was asked by the proprietor of a store how he happened to need credit when he'd had such a good cotton crop.

"De ducks got 'bout all dat cotton, sah," was the mournful reply.

"What do you mean the ducks got it?"

"Well, you see," explained the old man, "I sent dat cotton up to town an' dey deducks the freight, an' dey deducks the storage charges, an' dey deducks the commission, an' dey deducks the taxes—yes, sah, de ducks got 'bout all dat cotton an' dat's why I'm here."

Voter: "Congratulations. You certainly made yourself clear on the liquor question."

Politician (startled): "Did I?"

"You sure did, sir."

"Heavens! What a blunder!"

Stage Hand (to manager, sotto voice)—"Shall I lower the curtain?"

Manager—"Why?"

Stage Hand—"One of the livin' statues has the hiccups."

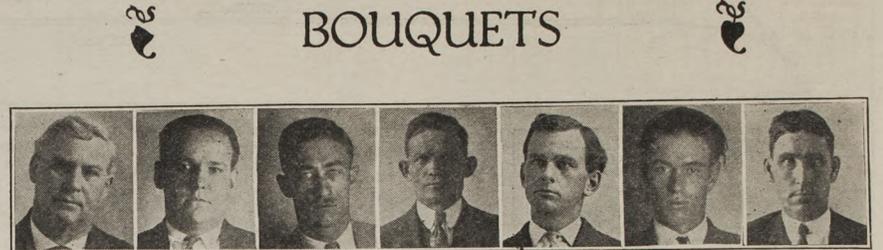
An undertaker in London, who had advertised free funerals for all suicides, was arrested and charged with contributing toward the extermination of the Scotch race.

"Are you sure these field-glasses are high power?" asked the lady potential customer.

"Madame," replied the ambitious salesman, "when you use these glasses anything less than ten miles away looks like it's behind you."

"They say if there's anything in a man, travel will bring it out."

"You tell 'em! I found that out my first day at sea."



Left to right: Motorman C. W. McKellip, Conductors A. L. Whitman, G. L. Gagnon, M. M. Warren, S. E. Merriweather, J. Klaris, Motorman J. H. Hale.

For Motorman C. W. McKellip of Division One from J. H. Brandimore. Mr. Brandimore rode in the front open section of the car and states that this motorman called all the streets, which added greatly to his pleasure and also was appreciated by all the other passengers as the conductor's voice could not be heard.

For Conductor A. L. Whitman of Division Five from Nurse Miriam Jean Rollins. Nurse Rollins highly commends the action of Conductor Whitman in rendering her assistance when she stumbled and fell on the curbing. "He was so gentlemanly and spoke so softly and did not get a bit fussed up. When other passengers objected to giving him their names he managed to impress them so favorably that they simply could not refuse," writes Nurse Rollins.

For Conductor G. L. Gagnon of Division Two from Mrs. J. Z. Gilbert for his kindness in loaning her car fare when she discovered she had not brought enough money with her.

For Conductor M. M. Warren of Division Three from F. Wilson, Manager, Traffic Department of the Jones Book Store for his "wonderful courtesy and conscientious service." Mr. Wilson very highly commends the efficiency of Conductor Warren.

For Conductor S. E. Merriweather of Division Two from Mrs. T. W. Williams for his kindness in loaning her car fare when she found she had forgotten her purse.

For Conductor J. Klaris and Motorman J. H. Hale of Division Two from a patron who signs herself as "Mrs. B." She commends Conductor Klaris and Motorman Hale for their courtesy and patience in re-directing her when she found she had taken the wrong car.



Left to right: Conductors G. C. Parsons, L. E. Hovenkamp, R. R. Hayman, H. G. Ormsby, W. J. Millican, L. L. Smith, D. W. Gibbs.

For Conductor G. C. Parsons of Division Three from Orrin W. Sloan for his neatness, dignity and courteousness. Mr. Sloan's letter states: "He not only strove in every way to assist me in locating my destination, but also a number of times he assisted women with small children on and off the car."

For Conductor L. E. Hovenkamp of Division Three from Josephine Magallanez, who expresses her appreciation for his assistance to her aged mother when boarding and alighting, and also for his courtesy and cheerfulness.

For Conductor R. R. Hayman of Division Five from Uldene E. Kingsland for his tactfulness in handling what otherwise would have been an embarrassing situation when the patron made a mistake in the amount of his fare. "If all conductors were as courteous and cheerful as this one," writes Mr. Kingsland, "it would be a pleasure to ride on the street cars."

For Conductor H. G. Ormsby of Division Three from M. Mikkelsen for his helpfulness to the old and infirm, the heavily laden, and the mother with more children than she can handle.

For Conductor W. J. Millican of Division Three from Mrs. Mary M. Joris. Mrs. Joris writes commending this conductor for his courtesy and thoughtfulness in proffering her his stool, and for his attention to passengers.

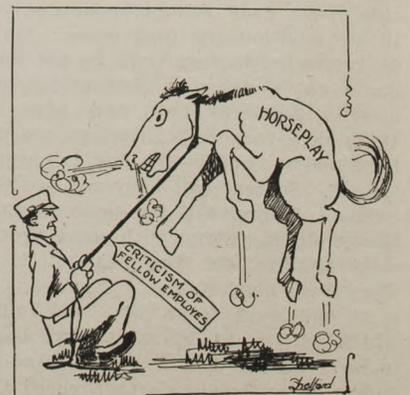
For Conductor L. L. Smith of Division Four from Ed Merrill for his courtesy in loaning fare to Mrs. Merrill when she discovered she was without money.

For Conductor D. W. Gibbs of Division Four from Mrs. Fern Funk for the courteous and cheerful manner in which he calls every transfer point and every stopping street.

W - O - R - K

By Conductor O. C. White
Division Three

W stands for willing we all should be.
O stands for often to try.
R stands for rest we earn when our best we often and willingly apply.
K stands for knowledge that guides us when out of employment and "blue".
By keeping these four letters together,
We can always find something to do.



Bulletins

ISSUED JULY 28, 1928

Street Car

NO. 102—NOTICE TO CONDUCTORS
The following passes are reported lost:
Pass No. 4717, issued to J. F. Bray,
Conductor, Division No. 2.

Pass No. 5719, issued to J. G. Liles,
Conductor, Division No. 3.

Pass No. 6657, issued to H. B. Webb,
Conductor, Division No. 1.

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

NO. 103—NOTICE TO CONDUCTORS
Fireman's Pass Book No. 41120, issued
to Fireman Leo B. Jones is reported lost.
If presented for transportation, take up,
collect fare, and send to this office with
report.

NO. 104—NOTICE TO CONDUCTORS
Pass No. 505, issued to E. P. Brooks,
Bookkeeper, Auditing Department, which
was reported as lost in Bulletin No. 100,
has been recovered.

NO. 105—NOTICE TO TRAINMEN
Effective Wednesday, August 1st, Los
Angeles Motor Coach Company Line,
known as the Vine Street Line, will be
extended from its present terminus at
Vine Street and Hollywood Boulevard,
west on Hollywood to Highland, south on
Highland to Santa Monica Boulevard, west
on Santa Monica Boulevard to La Brae,
and south on La Brae to Pico Street, and
will be known as the "Vine-La Brae
Line."

This line will issue tickets, Form T-9,
white in color, Form T-9-1, yellow in color
and Exchange Ticket, Form T-9-A, green
in color, which will be honored on Los
Angeles Railway Line "R" only.

Conductors on Line "R" will take up
the entire ticket when Forms T-9 or T-9-1
are presented regardless of whether trans-
portation coupon is attached or not, and
will issue local transfer on request.

Conductors on Line "R" will take up
Exchange Ticket, Form T-9-A, and will
issue local transfer on same on request,
unless punched "Final Transfer," in which
case no local Los Angeles Railway trans-
fer will be issued.

Pacific Electric tickets, Form Bus-6,
brown in color, will NOT be honored on
Line "R" when punched as issued in zones
No. 1 or 4 and presented at 3rd and Ross-
more or 3rd and La Brae.

Los Angeles Railway 10c coach tickets
will be honored on the Vine-La Brae
Coach Line.

See samples of above transportation
forms in case at your division.

P. B. Hill

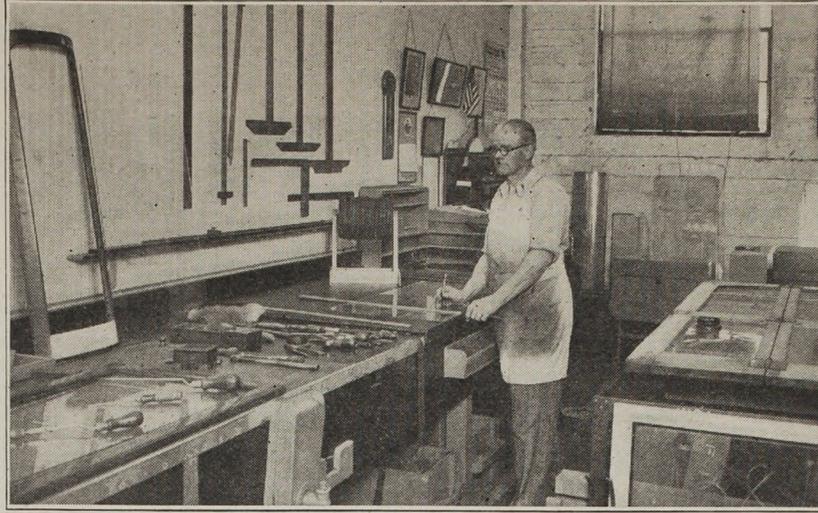
Important Notice

The change in the form of "Two
Bells" from a weekly to a monthly
publication affords us the oppor-
tunity of discontinuing the publish-
ing of official bulletins in "Two
Bells."

In the future all bulletins will be
posted in the bulletin books at the
divisions, and this will make them
available to trainmen at all times.

Heretofore, while such bulletins
were posted in the bulletin books,
as well as published in "Two Bells,"
trainmen frequently tried to excuse
ignorance of such bulletins by say-
ing that they had failed to receive
a copy of "Two Bells," and there-
fore overlooked the bulletin.

This trouble will, therefore, be
eliminated from now on, and train-
men are expected to keep them-
selves thoroughly informed on such
bulletins by consulting the bulletin
book at every opportunity.



H. E. SIMSON

The man that puts panes into his work, otherwise known as the Glazier of South Park Shops. This work calls for the cutting and fitting of all glass work for street cars and motor coaches. There are thirty-five different sizes of glass used on cars and coaches as well as miscellaneous sizes for other purposes. Simson has been with the Company since March, 1923. Prior to that time he worked for the Timken Company in Detroit.

Doc Stork Scores One

Motorman R. Romani of Division Three, was passing around the cigars in announcing the birth of a ten-pound boy born on the 11th. Mother and baby doing fine. It will be remembered Mr. Romani made a special trip to Italy to bring his wife to this country.



This little lady is the eighteen month old daughter of O. R. Deam, Mechanic of the Garage.

The Fare Was Fair Enough

Safety Operator J. A. Shvilar of Division Four believes it pays to take the "raspberry" and play the goat in certain instances, particularly when he is in a little cash.

A few days ago two Mexicans boarded his car and one of them offered him a coin for their fares, very carefully holding his thumb over the face of it. Shvilar immediately became suspicious, but saw enough of the coin to see that it was a Columbian Exposition fifty cent piece, perfectly good, and so accepted it. The two Mexicans took a seat in the rear section of the car and commenced an animated conversation in their own language and laughed, evidently thinking they had slipped Shvilar a bad coin. But Shvilar only smiled to himself as this fifty cent piece is worth about a dollar—so everybody was happy over the transaction.

Watch Out For Kiddies

The following poem, which is very applicable to motor coach operators, is submitted by Supervisor David Shantz of the Motor Coach Division. The author is unknown.

When I am driving on a street;
Where little folks I'm apt to meet,
Who dash across the street in play;
I hope I'll drive in just the way
That I would drive if mine were
there,
Upon the crowded thoroughfare.

You never know what tots will do,
They're just as apt to rush on
through
Across your path, as you draw near;
As they are apt to stop, in fear.
For playful feet don't understand
When death, perhaps, is near at
hand.

So as along the streets I roll,
I'll keep my car in good control;
There's risk enough in all events,
To make me always drive with
sense.
Especially, no chance I'll take,
When lives of children are at stake.

For Sale

National Pressure Cooker, 12-quart size, \$12. Conductor C. J. King, Division Four or Phone Whitney 4858.

Rabbits, White New Zealand, A-1 stock, fifteen does and one buck. Eight hutches. Will sell cheap. Motorman J. A. Douglas, 1652 W. 12th Street.

Upright Cabinet Grand Piano, in good condition. \$125, terms. Motorman P. McGrory, Division Four or 1646 Beverly Blvd.

Hawaiian Steel Guitar, with case, or will trade for shotgun, rifle or pistol. L. J. Ryan, 1002 L. A. Railway Bldg.

Pedigreed Boston Bull Male Puppies, perfect, white markings, \$25 and \$35, also Red Toy Pekinese Puppies, real flat faces, \$35 and \$50. Motorman J. H. Meiers, Division Four or 3000 East 2nd Street.

For Rent

Seven Room House, opposite Inglewood City Park, \$30 per month, unfurnished. A. Wallace, Electrician, South Park Shops, or 849 Manor Drive, Inglewood.

Legal Questions

Q. If one of the parties refuses to perform his part of a contract, what is the remedy?

G. A.

A. An action for damages or for specific performance.

Q. Do you have to have a permit from city to plant trees between sidewalk and curb in front of your property?

R. M.

A. No.

Q. How many directors may a corporation have in California?

B. R. S.

A. Not less than three, and as many more as the articles of incorporation and by-laws may name.

Q. Does property which was community property at the time of death of one spouse retain its character throughout the life of the surviving spouse?

W. H. R.

A. Yes.

Q. What is the status of husband and wife in case of divorce without any disposition having been made of the community property?

J. T.

A. Tenants in common.

Did You Guess Right?

Although mistaken by some for a motion picture idol, the photograph in last week's issue was really intended to be a likeness of Superintendent E. R. Dye of Division Five.

On Vacation

From the Claim Department: Miss Eloise Slocumb at Coronado; Mrs. Maud David at Manhattan Beach and S. A. Wood on local trips.

Schedule Department: R. W. White at Long Beach, and Mrs. Fern Funk, second week of vacation at Lake Tahoe.

Miss Virginia Todd of the Publicity Department, is vacationing at Catalina Island.

H. H. Peterson, Engineering Department, has just returned from a vacation in the mountains.

From the Secretary's Office: Mrs. Bertha Crowley is vacationing at Catalina Island.

From the Auditing Department: Al Broughton and Jerome Gurholt, Catalina Island; Mrs. V. Traini, Inyo County; E. G. Brooks, local trips; Wm. Vershoor, Griffith Park camp and Miss Norma Weiss, Bakersfield and Catalina Island.

Instructor G. L. Musselwhite is spending his vacation at Lindsey and Oakland.

Division Assignments

To Division One: Motorman L. A. Dement.

To Division Two: Motormen C. E. Crownover, L. P. Holden, L. D. Lofton, E. C. Miller, G. W. Farley.

To Division Three: Motormen E. J. Bloodworth, J. C. Cook, M. A. Heckmann, C. D. King, G. R. Phillips, H. P. Cantonwine, G. V. Cavender, E. G. Lively, J. Lewis, L. Burster, H. W. Schmidt, Conductors F. W. Lang, M. T. Cossart, G. T. Harrison, C. S. Lashbrook, L. E. Lick.

To Division Four: Motorman J. F. Cleary.

To Division Five: Conductor F. L. Ferguson.



Division One

H. N. COLE

He looked at the Saturday schedule through mistake, so Motorman H. D. Ortega missed out for the first time last Friday.

A beautiful birthday cake was presented to Motorman M. G. Johnson last Saturday, by some admiring friend. It was decorated on top with a nicely designed street car in green and yellow, and the words "Two Bells" on it. It was a beauty.

Conductor Ed Urban slipped off last Sunday and did some fancy fishing off the break water at San Pedro, catching a five pound bass and several smaller ones.

Conductor J. H. Stanley has returned from his vacation, and is now back on his run.

Conductor Martin Saslow has signed off for ninety days, and expects to visit New Orleans, San Francisco and numerous other places.

Checker players will miss Motorman S. C. Wilson for the next fifteen days. He is spending his time visiting the beaches.

Sixty days leave has been granted to Conductor W. T. Kime. He is visiting relatives in Hopkins, Missouri.

Portland, Oregon, is the destination of Motorman W. Bridge who is taking a nice long vacation.

It is reported that Conductor H. A. Winters, who has been confined to his home since last December, is improving some. He is now able to get around a little with the aid of crutches.

Motorman Tiss of the "N" Line has returned from a thirty day trip to the Middle West. He has a satisfied look and seems to be raring to go.

The sick list this week claims mostly motormen. They are W. Matthews, J. J. Hillis, H. A. Axtell, F. J. A. Sharon and H. C. Fowler.

Don't forget to have your watch inspected.

Conductor H. J. Klinsick has been given a sixty day leave and is now somewhere between here and Seattle, Washington. He also expects to go to Idaho before he returns.



Division Two

E. A. MOXLEY

Motorman Jack Alder with his family started out Wednesday afternoon for a thirty day trip to the Grand Canyon.

The boys wish to extend their sympathy to Conductor G. G. Melick, whose father passed away suddenly last Saturday evening.

Eight days in which to get a good rest and Conductor S. E. Merriweather will be ready to finish out another year.

Outside of being tagged for speeding, losing a child for some time; losing an axe; battery going B. O.; breaking a thermos jug, and following a bear for several miles, Clerk F. B. Slaughter enjoyed his vacation through Yosemite and San Francisco.

As his ankle is about well, Motorman J. C. Crowley expects to be back to work very soon. Motormen Webb, Hall and Waddell are still among those on the sick list.

Two more days in which to have your watch inspected. Better get busy if it has not been done.



Shops

JACK BAILEY

With clear and beautiful Southern California weather in their favor and nothing to do but walk, five big "He" men set out with creel, rod and reel on a long hike up the Sespe Canyon. The date being Saturday, July 21st. The sure and uniform amble was set by our youthful George Redd, Foreman of the Sheet Metal Shop. Pushing forward came Ernie Sayre of Division Two Mechanical; next came Frank Ross, another of the Sheet Metal Shop; then Linus Johnson, the Carpenter Shop's nimblest mountaineer, and last but not least and without speech or noise came Mr. Deibert's able-bodied assistant, Harold Shelford. Horse feathers! Just the same the fish were hungry and all making the trip reported the limit and a very enjoyable time.

Carpenter William Veal and wife spent the week-end at Catalina.

Carpenter A. Prenger took his family on a fishing trip over Saturday and Sunday.

We had the pleasure of a visit from our former telephone operator, Miss Rholf; pardon me, I mean Mrs. Richard Dwyer. It seemed very natural to have her with us.

Andy Horn of the Truck Department is again with us after one month's absence on the sick list.



Division Three

L. VOLNER

Last Saturday, July 21st, marked twenty-nine years with the Company for Motorman M. L. Hersom. Hersom is still as active as any and his many years of experience have made him a mighty good motorman.

Home has not been what it used to be to Conductor C. C. Coates, Sr., for his wife has been back to their old home in Iowa for some time and left C. C. all alone. Coates stood it as long as he could and has now joined her. They will return together.

Conductor-Line Instructor J. W. Kasbeer has been granted a six day vacation, which will be spent in the city.

Yosemite, California, will be the vacation place for Conductor S. T. Wride for the next fifteen days.

Conductor L. R. Griffith will spend his five days off duty in the city.

Conductors A. Rogers and H. B. Thompson have been granted eleven days vacation which will be spent at San Luis Obispo.

On August fourth, Conductor C. E. Dunlop will start on a twenty-three day vacation to Vancouver, B. C.

Motorman J. H. Critchett has taken seven days off duty to entertain some Michigan friends who are now touring California.

On August tenth Conductor P. L. VanZandt will start on a three months vacation to Sweetwater, Texas.

At this writing (Wednesday) Switchman W. H. Meloy has gone on one of his fishing trips. Big catch expected.

Motorman G. Dahlberg writes from Sweden where he is on a vacation, that he had been up in the northern part to view the midnight sun, but on account of foggy weather, the view was poor.



Motor Coach Division

ELMER WOOD

On vacation list this week we have our Division Foreman C. O. Morse. Last Saturday Mr. Morse loaded his family in his Buick sedan and headed for Northern California, Portland, Oregon, and Vancouver, B. C. Assistant Foreman J. F. LeProhon is at the helm for the two weeks.

Operator W. F. Weber returned last week from his thirty day leave of absence in which he drove a brand new Ford belonging to some friends, up to Victoria, Canada, and then ended up by going down to Tia Juana.

If you want the latest in styles for pants see Operator H. R. Menard. His pants are so pretty that even Tom Mix would blush with envy, "And How!"

Garage News

R. W. Anderson, Day Foreman, has returned to his duties, having spent most of his vacation in Creston, Iowa, where his wife's mother passed away. We all extend our sympathy in their bereavement.

Tom Casey, Gas Station Operator on the First Shift, is back from his ten day's leave of absence in which he drove as far north as Clear Lake and then he made a dash to Coronado, only staying there one day.

Steen Parker, Coach Clerk on the Third Shift, left last Wednesday for Northern California. H. E. Lee will push the pencil for two weeks in Steen's place.



Division Four

E. E. JOHNSON

Operator L. R. Smemoe is back again in the fold after a prolonged illness since January 2nd. The boys most heartily welcome him back and are glad to see him looking so fine.

The following men are still on the sick list: Conductors A. R. Boyes, W. S. Shield and M. H. Grant, and Motormen F. P. Hommel and M. Connor.

Mr. A. J. Bowen, Uniform Inspector of the division, was pleasantly surprised Friday night by a number of friends at a dinner in honor of the anniversary of his birth, age not divulged, but we will say he is still quite a youngster.

Vacations still seem to be uppermost in the minds of most of the boys, Clerk W. A. Driggs is on his for two weeks—place, mostly Inglewood.

Motorman E. P. Adams left Thursday morning for the lake regions north of Bishop with a fish pole in his hand and hopes to help deplete the waters of a few trout.

Operator E. H. Parrott left for Amarillo, Texas, and expects to be among the missing for sixty days.

Salt Lake City will have the honor of a visit from Motorman C. G. Cartwright for the next fifteen days.

Operator H. A. Cornwell left for the southern part of Illinois to visit with his sister who is seriously ill.

Monday night the Division Four pinochle representatives will visit Division Three for their last series in the Pinochle Tournament. Let's see how many can come along and help them win the bigger half with our enthusiasm.

B. M. Cinnamond, Clerk in the Truck Shop, took the first of the week off to be "best" man at his sister's wedding, and celebrate.

William Amos, Assistant Foreman of the Truck Shop, is reported sick.

F. L. Randolph, Store Department Receiving Clerk, was forced to return from his intended three-weeks vacation trip to Denver, Colorado, on account of sickness. Hot weather was too much for "Randy" and he sure was glad to get home after only one week in his home town. O. Kieffer, Section Storekeeper, left on his vacation upon Randolph's return.

Boys, have you seen anything of C. G. "Shorty" Keys' hat? It appears that said hat was lost, or maybe he did not wear one to the ball game last Sunday. If "Doc" Robey could have seen him throwing cushions at that game he would put him to work throwing switches.

M. Weller, of the Winding Room, is on his vacation in San Francisco.

W. Krauss, of the Winding Room, is on the sick list.

Electrician A. Schoonover is taking two weeks off for parts unknown.

H. Furrer, Assistant Foreman of the Electrical Wiring Department, is away on his vacation. Edward Brimm is acting in his place.



Division Five

FRED MASON

We are all glad to see Conductor W. H. Hickel, who was injured on duty on June 13th, out of hospital and up and around.

Conductor D. L. Gragg is in receipt of a card from Harry L. Whimsett who used to work out of this division as a conductor. Harry is in Chicago having a nice time and wishes to be remembered to all the boys.

After fifteen days vacationing around Phoenix, Arizona, Motorman Bill Blakely blew in last Wednesday with his face redder than ever. Bill stopped at El Centro for a short time and found that jack rabbits were dying from sunstroke so decided to leave there pronto, and was glad to get back to Los Angeles.

Motormen W. E. Openshaw and W. A. Richards are back from their auto trip to Salt Lake City where they had a very nice time.

Motorman Louis Erickson is also back on the job feeling fine after an excellent vacation at Yosemite.

As fast as they come back, so they go. Look 'em over: Conductor N. A. Matlock takes twenty-eight days to rest up; Conductor Orville S. Nyhart thirty days to motor up to Oakland; Conductor B. W. Koerner eight days to San Francisco; Conductor George S. Jones ninety days to the place of his childhood days, Whitewater, Colorado; Conductor "Casey" Jones fifteen days to be spent along the Truckee River, and Conductor Sam Fox fifteen days to play around in San Diego. Then there's Conductor Frank Adams, of course. He's always on vacation.

Night Clerk Charlie Cline starts his two weeks today. Don't know where he's going but he's on his way.

Have you had your watch inspected? Nuff sed.