

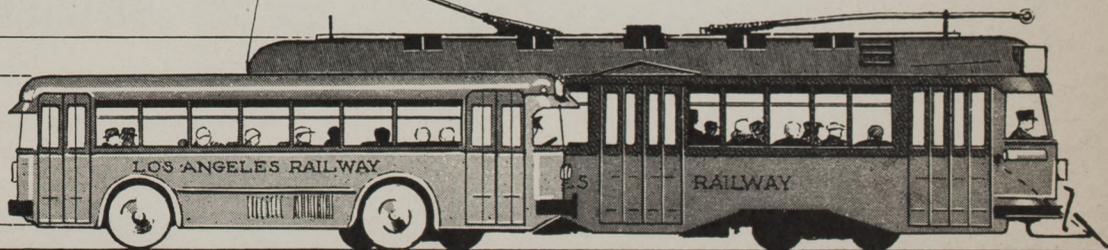
TWO BELLS

IT'S THE SONG THAT COUNTS

It makes no difference who sang the song,
If only the song was sung,
It makes no difference who did the deed,
Be he old in years or young;
It makes no difference who ran the race,
So long as the race was run;
So why should the winner be proud of him-
self,
Because it was he who won?

If the song was sweet and helped a soul,
What matters the singer's name,
The worth was in the song itself,
And not in the world's acclaim.
The song, the race and the deed are one,
If each be done for love;
Love of the work (not love of self),
And the score is kept above.

Selected



VOLUME

AUGUST

NUMBER

TWELVE

NINETEEN THIRTY-ONE

EIGHT

EDITORIAL

Selling The Street Car Way

MOST trainmen look upon the Bouquets published in Two Bells as merely personal commendation. But there is a deeper and more substantial meaning. Every letter commending a motorman or conductor for some act of courtesy or safety, means a passenger sold to the street-car-way of riding to and from.

Then there are thousands of patrons every day who see trainmen performing acts of courtesy who do not take the pains to write to the company about it.

A conductor was regretting to us the other day that he was not a salesman. "I don't believe I know how to sell transportation," he said. We looked up that man's record and found it was an exceptionally good one. He has undoubtedly sold thousands of people on the idea of riding street cars just by being courteous and thoughtful.

Getting Along

BERNARD SHAW says, "We're all here together and our only earthly well-being can be obtained by working whole-heartedly together." Getting along with folks is an art easily acquired and there is a world of pleasure in the process. It is an important part of the business of life. No man will succeed who cannot work pleasantly with others, and who fails to make friends.

A man who started as a motorman on our cars and who has worked himself into a very comfortable niche in life, was talking to a group of his son's young friends the other day. "To get ahead," he said, "make friends. Keep skid chains on your tongue; always say less than you think. Keep your voice in pleasant tones. How you say it often counts for more than what you say".

Platform Philosophy

*Some people get broader with age
—others just get fat.*

*Expenses are not hard to meet, you
meet them everywhere.*

*Business is like a wheelbarrow,
you have to push it to make it go.*

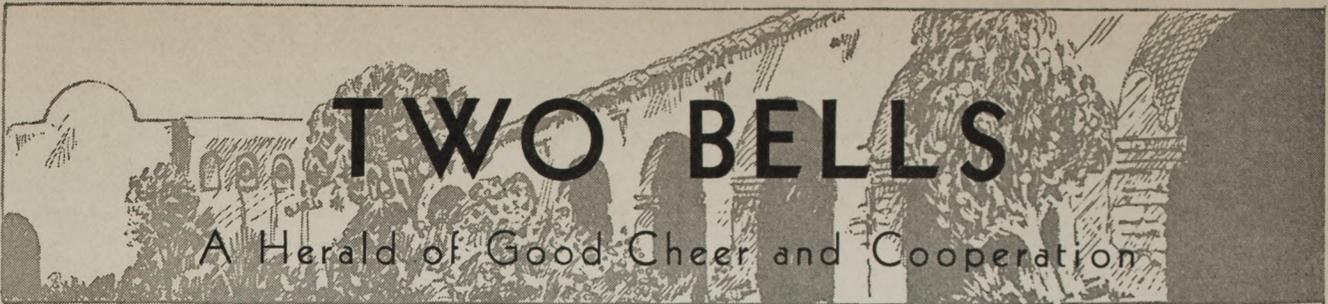
*Courtesy costs nothing and pays
much.*

*Nothing worthwhile is ever cheap
or easy to get.*

*If time hangs heavy on your hands,
wash your hands and get busy.*

*"Business" must be spelled with
"U" and "I" in it.*

*Don't wait for something to turn
up. Go and turn it up.*



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

JANET C. McNEILL

Publicity Manager and Editor

All Safety Records Broken In July

In reviewing the accident situation for the month of July, 1931, some intensely interesting figures have been brought to light. July, 1931, shows a decrease of 150 accidents as compared with a corresponding period in 1930; 996 accidents were reported for the month of July, 1931. This is the smallest number of accidents in any one month since the year 1921.

Division Four especially stands out as a bright shining light with only 86 accidents for the month.

Our hats are off to every platform man on the system who in the least degree contributed to such a wonderful record for the month of July, 1931. The top groups at the various Divisions at the end of the third month of our Safety and Courtesy Contest are as follows:

- Division No. 1—Group 1, lost 1 point
- Division No. 2—Group 2, lost 0 point
- Division No. 3 { Group 9, lost 1 point
- { Group 11, lost 1 point
- Division No. 4—Group 3, lost 2 points
- Division No. 5—Group 3, lost 1 point

With only one more month to go in our Safety and Courtesy Contest, it is anticipated there will be considerable rivalry between some of the top groups at each Division.

Here's hoping that every platform man will put forth every effort to continue to decrease the number of accidents, and that by the time this month has rolled around we shall have made an even better record than during the month of July.

McRoberts Attends Convention

General Claim Agent McRoberts attended the convention of the Pacific Claim Agents Association at Stockton last week. The most discussed subject was the problem of obtaining adequate and reliable witnesses to enable the companies to combat unfair damage claims.

Division Four Makes Safety History

In spite of the hot weather and all other handicaps, Division Four smashed all known records for safety during the past month. The safety figures for the month of July show but 86 accidents for the thirty-one day period, the lowest number on record. And not only that, Division Four had four days during July without a single accident marked against them. And better still, two of these days were successive, Saturday and Sunday, July 11th and 12th. On July 11th, Division Four cars covered 10,312 miles.

Division One and Division Three tied for second honors for safety in July. Division One had a no accident day on Sunday, July 26th, and Division Three went through the excitement of Saturday, July 4th, without a scratch.

A Plea For Correct Meter Cards

By J. C. COLLINS

Supt. Meter-Mileage Department

We are not making the progress in meter operation instruction that we anticipated. The forces are now working at Division One, having completed Division Two and Division Five. We started at Division Four the first of August, and hope to be at Division Three the latter part of August. It takes time but we are on our way.

It might be well to say a few words relative to the orders issued July 12, 1931, requesting all motormen to fill out their meter cards completely, showing the "K. W. Hour Diff." and their "Schedule Miles" which, if completed, becomes "Actual Miles."

The bulletin explains just what is necessary for a complete report of the work done, and when it is necessary to leave the "Actual Miles" space blank. For quite some time Division Four has been giving us this information with very few mistakes. We hope motormen of all other divisions will exercise the same care as is being done at Division Four.

Most of the mistakes are made in subtracting "K. W. Hour Diff." This should be about the same as it was the day before on the same run, or for the same number of miles op-

erated. If the difference is too great you probably have made a mistake, so it will be necessary for you to re-check.

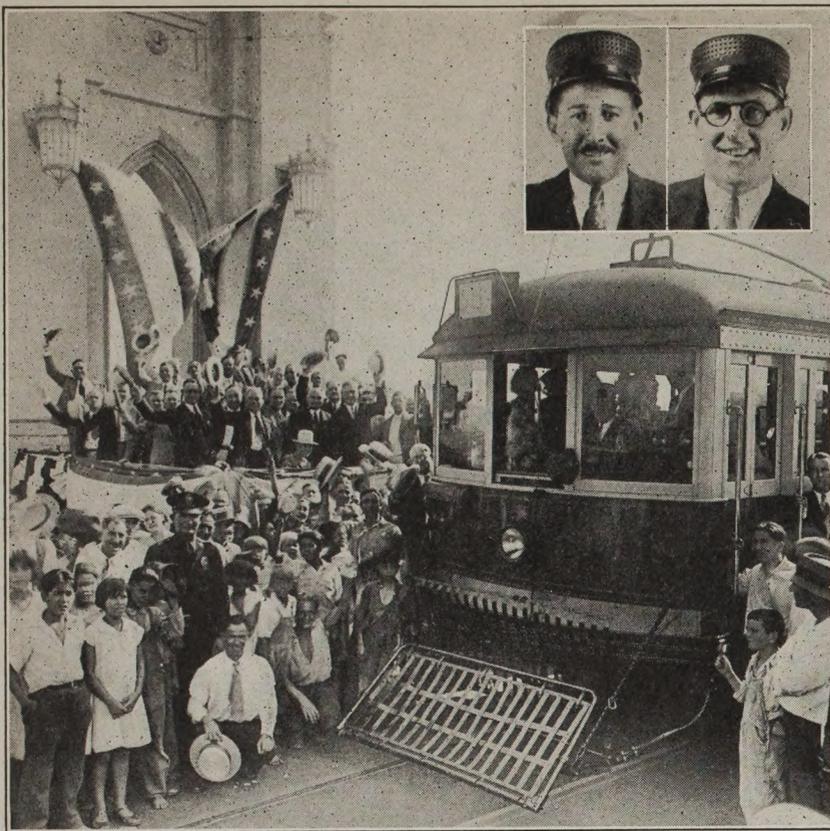
The last man to handle the meter card should check it over to see that the other man made no errors or omissions, and should he find a mistake he should call the matter to the attention of the Division Clerk.

By having the mileage you are in a better position to know just what you are doing from day to day, and the reason for variation, should any occur. In other words: By having the mileage you are in a position to compete with your own record of the day before, improving your score as your operation improves.

Here They Are

The Safety and Courtesy standing of motormen and conductors of the various divisions during the month of July, 1931 is as follows:

Div. No.	Loss of Courtesy Motor-men	Conduc-tors	Loss of Safety Motor-men	Conduc-tors
1	0	3	23	2
2	0	1	10	1
3	0	2	17	5
4	0	0	10	0
5	2	1	9	0
Totals	2	7	69	8



The First Car Going Over the New Fourth Street Viaduct. The Crew in Charge was (inset) Conductor E. D. Avila, left, and Motorman W. O'Hern, right.

Conductor E. D. Avila and Motorman W. O'Hern of Division One had the distinguished honor of taking the first street car over the new \$1,900,000 Fourth Street viaduct at the opening ceremonies on July 30th. Their smiles show that they are mighty pleased about it.

Besides Trainmen O'Hern and Avila, there were many notables present; among them state and city officials, prominent citizens of the East Side, and officials of various organizations.

Construction of the new Fourth Street viaduct was begun in May, 1930. It is 2700 feet in length, with a 450 foot ramp at the west end. Its roadway measures fifty-six feet across, flanked by five foot sidewalks on either side. The span itself is 254 feet, the largest of its kind in Southern California.

Appreciations

Gratefully acknowledging and thanking you for your kind expression of sympathy.

Wm. R. Cavett

* * *

We want to thank you for all your kindness and consideration in our late bereavement.

Mrs. L. G. Barnard
Ralph Barnard
Mrs. C. Parrish
Mrs. B. Boyett
Miss Elsie Barnard

Company Official Succumbs

Albert Crutcher, a Director and Vice President of the Los Angeles Railway, and for the last forty years one of the leading attorneys of Los Angeles, passed away at his home on August 2nd after a short illness.

Mr. Crutcher was born in Kentucky and there received his education. He came to Los Angeles more than forty years ago and during his life here, he was an active figure in civic affairs and intensely interested in any movement for the upbuilding of the city.

As a mark of respect, the Los Angeles Railway offices were closed during the hour of Mr. Crutcher's funeral.

"Just Away"

The many, many friends of W. R. Cavett, Inspector of Operating Equipment, wish to extend their deep sympathy to him in his sorrow over the loss of his wife who passed away on July 22nd after a long illness.

Mr. Cavett, better known as "Bill" to the LARY family, has been with the company since September 1, 1894 when he was employed as repairman. On the first of January, 1900, he was made foreman, and was appointed Inspector of Operating Equipment on November 1, 1910.

Complaints Going Up

Discourtesy, Starting Too Soon and Miscellaneous complaints all gained substantially, while Passing Up Passengers and Service gained one complaint each and Short Change added two.

Fare and Transfer Trouble and Carrying Passengers Past Stop decreased by three complaints each and Dangerous Operation remained at zero.

Comparative figures follow: Discourtesy 25 in June, 32 in July; Fare and Transfer Trouble 48 in June, 45 in July; Starting Too Soon 5 in June, 13 in July; Passing Up Passengers 6 in June, 7 in July; Carrying Passengers Past Stop 8 in June, 5 in July; Dangerous Operation 0 in June, 0 in July; Short Change 10 in June, 12 in July; Service 1 in June, 2 in July, and Miscellaneous complaints 18 in June, 24 in July.

Fewer Commendations

There were 57 commendations in June and 50 in July. The number of men commended at each Division was: Division One 6; Division Two 15; Division Three 16; Division Four 12; Division Five 11.

Recovering

Our ever genial Paymaster, George Lane, is recovering from a bad fall down the cellar steps. No bones were broken, but as he fell his side struck a work bench and he suffered painful bruises.

Witnesses

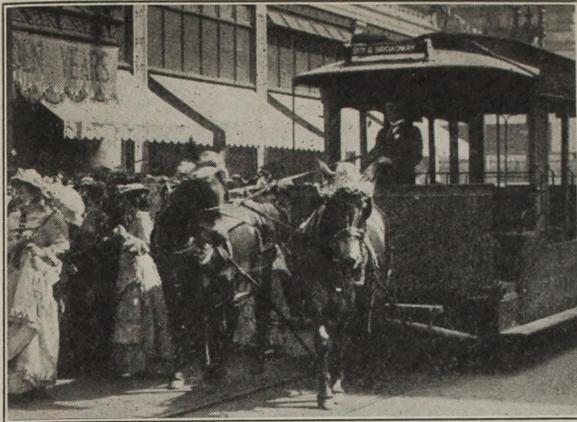
For July Divisions Three and Four brought their averages for witnesses up quite perceptibly, the Division Two average remained unchanged, and Divisions One and Five took a tumble. There were fewer accidents than in any previous month this year and the grand total average for witnesses was the highest of any month in 1931 with an average of 5.52 witnesses per accident for the entire system.

Comparative averages for June and July are as follows:

	June	July
Div. 4	6.73	7.38
Div. 3	5.60	6.11
Div. 5	5.55	5.17
Div. 2	5.07	5.07
Div. 1	4.68	4.41

Accidents Decrease

With the best showing of the year the total number of accidents for July was 988. In June there were 1124. The average witness cards per accident was also the highest of any this year, 5.52 for July against 5.39 for June.



Carl L. Hanson, Information Man and veteran platform man with the Los Angeles Railway, played a prominent part in a celebration staged by May Company on July 25th.

It was the fiftieth anniversary of the founding of that company and, turning back the pages of time to the early eighties, Hanson piloted an old horse car of the type known as a baseball car, down Broadway and came to a halt at Eighth Street. The car was filled with passengers dressed in the fashions of fifty years ago.

The car, its driver and passengers, almost created a riot as everybody on the street was determined to get a close-up and a number of policemen were needed to keep order.

This old car, belonging to movie scenery, had no brakes or double-tree on it and so was equipped for the event at South Park Shops of the Railway.

Carl Hanson came to work for the Railway just eight years after the event which this trip of the ancient horse car commemorated. In other words, he went to work on the old horse cars on April 5th, 1889.

Sunrise Post

Sunrise Post is polishing up and getting ready for the Departmental Convention to be held at Long Beach, August 31st, September 1st and 2nd.

The women of Sunrise Post Auxiliary have selected their delegates, among them is Mrs. E. G. Gilmore, wife of Supervisor Gilmore. The Auxiliary gave a very successful card party, Saturday, July 25th, at Whittier Boulevard Community House. About one hundred guests enjoyed the cards and dancing. The receipts go to child welfare work which the Auxiliary has interested itself in.

On the night of August 1st, Sunrise Post gave a weinie bake and beach party at Brighton Beach. There was a large crowd and everybody reported a grand time.

GOOD BUSINESS

Everyone knows that good will of public patrons towards any business is mighty important—

It largely determines the permanence and success of the business and makes its payroll possible.

What are you doing to sell your company to those whom you contact?

BOOSTING helps to build **GOOD WILL**—

GOOD WILL helps to build **GOOD BUSINESS**—

GOOD BUSINESS helps to build **GOOD JOBS**—

AND HELPS EVERY-BODY.



Veterans Club Booming

Over three hundred people were present at the first open meeting of the Los Angeles Railway Veterans' Club at Patriotic Hall on the evening of July 22nd.

John C. Collins presented the Club with new Colors on behalf of the donors, R. B. Hill and the Los Angeles Railway Square and Compass Club. These were accepted by F. S. Matheney, Chairman of the Ceremonial Committee of the Veterans' Club. Lieut. Colonel G. L. McDonnell, President of Los Angeles Post No. 10, Canadian Legion, with members of his Post, initiated over one hundred veterans into the Club and installed the following officers: Commander, W. S. Culver; First Vice-Commander, D. H. Johnston; Second Vice-Commander, L. C. Price; Adjutant, J. A. Madigan; Finance Officer, C. J. Jackson.

First Vice-Commander D. H. Johnston is Chairman of Entertainment, and Second Vice-Commander L. C. Price, Chairman of Membership.

The following members of the Executive Council were presented by the Commander: Sergeant-at-Arms and Chairman of Ceremonial Committee, F. S. Matheney; Department Commanders, Division One, L. C. Price; Division Two, H. L. Nelson; Division Three, S. H. Deane; Division Four, L. L. Leasman; Division Five, Fred Mason; Shops, M. Wassell.

Dan Johnston, Chairman of the Entertainment Committee, then took charge and put on a splendidly arranged and varied vaudeville program, which was enthusiastically enjoyed by everyone present. At the conclusion of the program, all adjourned to the banquet room where full justice was done to the good things provided.

To date, one hundred and fifty have signed application forms for membership and the splendid response at this, the first meeting, is very gratifying to the officers.

Special thanks are due the Depart-

ment Commanders for their energy in signing up new members.

Homer Chaillaux, Commander of the Seventeenth District, American Legion, in welcoming the new Club promised the support of the seventy-five hundred members of his command.

Square And Compass

On Monday night, July 20th, the members of the Square and Compass Club journeyed out to Sunnyside Lodge, 7928 South Vermont, and participated in the conferring of the Master Mason degree upon Brother George W. Hargrove, Supervisor, Transportation Department. Although the weather was not as cool as it might have been, there was a good turnout, and the brothers were rewarded for their efforts by a luscious watermelon feed.

Thursday night, July 23rd, was designated by Henry S. Orme Lodge as Los Angeles Railway Night, due to the fact that Brothers C. H. Lewis of the Schedule Department, Walter Whiteside and Donald B. Grant of the Engineering Department, were to receive the Master Mason degree.

Immediately after the degree work, refreshments were served and then a fine vaudeville program was staged. The artists were selected by Brother Walter L. Trask from the R. K. O. Circuit.

Homes Among the Hills

Way out at Leimert Park, beyond the junction of Vernert Avenue and Crenshaw Boulevard, John R. Brittain, Mechanical Engineer and Charles A. Bollette, General Storekeeper, have purchased homes among the rolling hills that overlook the valley in which the city of Los Angeles lies. These hills have been but little thought of for residences until the last few years, yet they command one of the most beautiful views to be seen anywhere.



Lary Bowlers Win Silver Cup

Left to right, standing, Doyle Rishel, Captain, George Riggs, E. C. Fleming. Front row: Bob Hinze and George Oliver.

The Los Angeles Railway Bowling Team won first place in the House League at Broadway and Manchester and have been presented with a beautiful cup which is on display now at the Garage office.

This team was composed of Doyle Rishel, Capt., H. J. Hinze, George Oliver and George Riggs of the Automotive Equipment Department and E. C. Fleming of the Maintenance of Way Department. Three of our boys, Hinze, Oliver and Riggs, did not have any previous experience at bowling and had to roll to establish their averages in order to qualify themselves for the League. For amateurs they rolled very consistently with the result that they finished the series with a comfortable winning margin of five points. Capt. Rishel deserves a lot of credit for bringing this team to the top and his cinching of one game with a score of 240 pins.

There were six teams in this League which ran for fifteen weeks and called for three complete rotations of the schedule. The play at all times was very interesting and as the newspaper, Southwest Topics, was sponsoring one of the teams each game was written up in their paper, giving their respective standings. Some of these write-ups did not read so well to us as we were at the bottom of the list for the first four games.

A clean spirit of competition was maintained at all times and the cup was not won until the last game was rolled.

The hard part of a school teacher's job is trying to reform the language of small boys who listen to Amos 'n' Andy.

Engineering News

The new automatic substation in course of construction on the site of the old Slauson substation, will probably be ready for operation by the end of another month.

The coach has been discontinued and the street cars put back on the job on Mateo Street.

The track and overhead work on South Main Street extension, from Slauson to Florence, has been completed and street cars are in operation over it. One hundred and sixteen pound girder rail with standard ballast was used on this job.

After completing the work on Mateo Street, the construction men have gone back to the work on South Broadway, where tracks are being lowered and curbs and landings put in. The company has dedicated a portion of its right of way here to the city for street purposes.

The engineers have started the job at Gage and Vermont where the company has given the city a right of way across its tracks. Curbs and landings have to be rearranged. The opening of this crossing will give an outlet to traffic from the west.

The curves and special work are being renewed at the bend where the Garvanza line turns into York Boulevard.

Gordon Back on Job

Foreman Joe Gordon of the Blacksmith Shop is back on the job after undergoing a serious operation. Joe looks fine and everybody is mighty happy to have him back.

About Traffic Men

W. H. Snyder, Chief Supervisor, returned on July 29th from a vacation spent at Catalina and up in the High Sierras, and finally wound up in Santa Ana Canyon with his feet in the river, according to his own report. Bill said he had a splendid time.

* * *

Starting on July 29th for vacations to be spent anywhere from the north to San Diego, and Tia Juana, and from Venice to points east, were A. H. Warren, Chief District Supervisor, and the following Supervisors: J. A. Craig, C. B. Polchow, L. P. Bean, E. J. Pecoud, H. E. Patten and G. W. Hargrove.

* * *

Martin Knudson, motorman out of Division Five, was appointed a Flagman on the first of August.

Coming And Going

H. E. Jordan, Superintendent of Car Equipment, has returned from a short vacation spent at Big Bear and vicinity.

* * *

Recently Walter Brown, Assistant Foreman of Car Equipment, bought a cabin up on the Mill Creek road, and spent at least part of his vacation remodeling it. The few who have seen it say that he has made it very attractive.

* * *

John Collins, Superintendent of the Meter-Mileage, leaving the watts and kilo watts behind him, hied him away to the High Sierras for a two weeks vacation. He took the paved highway as far as it went, then the dirt road as far as it went and wound up in Jackass Meadows, six thousand feet up in the mountains between Yosemite and Huntington Lake, and there pitched his camp. Two glorious weeks of fishing and hiking has given Johnnie new zest to hunt for those extra k.w.h.'s marked up by your meter, so watch your controller.

* * *

L. A. Recappe, Superintendent of Schedules, has returned from a vacation spent at Denver, Cheyenne, Reno and way points. When asked just why Reno was included in his itinerary he replied that he "had to look 'em over". Anyway he reported a fine trip.

* * *

Joe Finn, Chief Clerk, Operating Department, is leaving on his vacation August tenth. He will drive to San Francisco and will probably go on up to Portland.



From left to right: H. A. Sharp, J. Liles, W. P. Trabue, W. H. Meloy, D. D. Smith, E. D. Hickox, W. P. Liggett, H. Trabue, all of Division Three.

On July 16th Switchman W. H. Meloy of Division Three gave one of his successful fishing parties. There were nineteen in the party, including the wives. Cruising off Long Beach and San Pedro in a special chartered boat, the boys made a large catch of bass and barracuda and as usual, were very generous in their donations to friends around the Division.

Motor Coach News

Fourteen new 25-passenger coaches have been ordered for service on Los Angeles Motor Coach Company's Crenshaw-Vine-La Brea Line, half of the number being furnished by the Pacific Electric Railway and half by the Los Angeles Railway.

Effective Sunday, August 9th, same date as extension of Line "O" to Florence Avenue, South Main Street and Avalon-San Pedro Motor Coach Lines were combined to operate over following route: From Florence Ave. and Main Sts., thence via Main St., Manchester Ave., San Pedro St., 59th Pl., Avalon Blvd. to Manchester Ave.

On July 27th Mateo Street Motor Coach Line, which replaced the Mateo Shuttle line during construction of the 4th Street Viaduct across the Los Angeles River, was discontinued and rail service resumed.

Yes, We Have Some Bananas

Andy Horn, Watchman, is particularly proud this year of his garden in his little nook at South Park Shops. He has a prize banana tree that somehow escapes the frost and rewards him from time to time with a tiny bunch of bananas. This year he had a bunch to send to Mr. Kuhrts and one to Mr. Harris and besides one banana was born a twin—two little bananas, just like Siamese twins, growing from a single stem. The Chamber of Commerce agricultural department was much interested in it, and planned to preserve it along with other prize products of Southern California.

The Coming Fiesta

When this city holds its Fiesta de Los Angeles, September 4 to 13, to celebrate the fact that 150 years have rolled by since the town was established by the Spanish government, the main downtown thoroughfares will be canopied by masses of flashing colors.

The general aim of the decorations will be to depict by means of paint and fabric the history and tradition commemorated by the celebration.

Spanish and Mexican shawls of gorgeous patterns will drape from cross supports of trolley wires interspersing flags of various nations and the colors of the Fiesta.

Parades, pageants, street dancing and carnivals are planned for the entire ten days beneath the gay spread of brilliant decorative beauty.

Labor Day, September 7th, will be the occasion of a great world congress of rough riders and rodeo at which the American cowboy will strive to prove he can outride the Argentine Gaucho, the Russian Cossack, the Saharan Arab or any other of the hard-riding clans from all over the world.

On September 12th and 13th there will be an aviation show in which the most notable pilots of the United States and Europe will take part.

A supply of tickets to the Fiesta for all events is obtainable at the Division Superintendent's Office.



Motorman T. E. Boydston of Division Two spends his spare time in his garden and he makes it profitable, too, for he has forgotten what it is to have to buy vegetables.

LARY LAFFS

Mrs. Moriarity: I'm sorry for Mrs. O'Brien. It's tough to be left a widow with two children.

Mrs. Fogarty: Sure, it is, Mrs. Moriarity—but she knew he was a pedestrian when she married him.

Sam: I beg your pardon, sir. My wife wants me to help her clean house this afternoon. Would you let me off, sir?

Boss: I certainly would not.

Sam: Thank you very much, sir. I knew I could depend on you.

"Yes," said the bumptious young man, "I'm a thought-reader. I can tell exactly what a person is thinking."

"In that case," said the elderly man, "I beg your pardon."

The little boy was in church for the first time. When the choir, all in white surplices, entered he whispered hoarsely: "Oh, see, daddy, they're all going to get their hair cut!"

In the American advance during the final days of the war, a sergeant ordered an unbleached private to go into a dug-out and clean out any Germans that happened to be there.

The colored gentleman blanched a bit, swallowed his Adam's apple, and then said huskily, "Ef yo' sees three or fo' men cum a runnin' out of dat hole, don't shoot de fust one!"

"I can't imagine what you bid no trump on when I have three aces and four kings."

"Well, if you want to know, I bid it on one jack with two queens and three cocktails."

Candidate (making campaign speech): "I am a practical farmer and in sympathy with farmers. I can plow, reap, milk cows, shoe a horse—in fact, I doubt whether any of my hearers can name one thing about a farm I can not do."

Voice (from back of hall): "Can you lay an egg?"

"Did that patent medicine you bought cure your aunt?"

"Mercy, no! On reading the circular that was wrapped around the bottle she got two more diseases."

Visitor in county jail: "What terrible crime has this man committed?"

Warden: "He didn't commit any crime at all. He was going down the street a few days ago and saw one man shoot another, and he is held as a material witness."

Visitor: "And where is the man who committed the murder?"

Warden: "Oh, he's out on bail."

"Rastus, I see your mule has 'U. S.' branded on his hindquarters. Was he in the army?"

"No, boss, dat 'U. S.' don't stand for 'Uncle Sam,' it means 'Unsafe.'"



Ray Lightfoot, Conductor of Division Two, and Mrs. Jessie Adams pulled a "fast one" on their friends and were married Saturday, July 10th. Congratulations.

* * *

Motorman E. W. McCabe, of Division Two, and Miss Elizabeth Colvin were married July 22nd. Miss Colvin arrived in Los Angeles from Shreveport, Louisiana, just a few days before the wedding. Congratulations.

* * *

After spending thirty days on the sick list with a sprained and fractured ankle, Conductor A. L. Endsley of Division Four returned to duty July 5th and to the great surprise of his many Division Four friends announced that he got married June 20th. Miss Mame Bolen was the bride. We sincerely congratulate the happy couple.

* * *

Motorman L. Lewis of Division Four also proudly announced his marriage to Miss Viola Ledbetter on July 15th. We thank Motorman Lewis for the excellent cigars. The honeymoon was spent in and around San Diego. Our very best wishes are extended to them.

* * *

Repairman W. Alport of Division Three, Mechanical, was married July 11th, after which he spent seven days honeymooning around local resorts. The bride and groom wish to thank the employes of Division Three for the nice wedding gifts.

* * *

When Wm. Decker of the Garage, came back from his vacation he was met with the cheers of "What-a-Man" and found his desk elaborately decorated but in the middle the electric clock was running fine. He offers many thanks to all for this wedding gift.

* * *

Motorman "Lucky" Ostrander and wife are spending a forty day vacation in Yellowstone and we take this opportunity to announce that "Lucky" has been married since last January. At that time he asked us very sincerely not to mention it, but recently he intimated that we might announce it in a casual way. So there you are.

* * *

Hearty congratulations of the Division Four men are extended to Motorman H. V. Cage whose marriage to Miss RuSea LaRue Peterson on July 27th was the natural result of a sweet and sincere romance.

Miss Fern A. Carpenter of the Auditing Department was married to Mr. Robert McGwire of this city on July 30th. The ceremony was performed at the Huntington Park Christian Church at 8:00 p. m. Miss Carpenter's brother and his wife were their only attendants. After a brief honeymoon the bride and groom will be at home on West Santa Barbara Avenue to receive their many friends.



BIRTHS

H. R. Elsmore, Motorman of Division Two, announces the arrival of a baby girl on July 18th. As soon as they recover from their surprise they will pick out an appropriate name for the little girl.

* * *

Repairman C. Binkiewicz of Division Three, Mechanical, is the proud father of a new seven pound, nine ounce boy, who was born Sunday, July 26th. Congratulations Mr. and Mrs. Binkiewicz.

Chest Appeal

This year's appeal for the Community Chest will be a "Crusade for Understanding" and not a "drive."

It is realized by those in charge that the future success of the Chest rests upon the understanding and interest of the public in the work of the Chest.

This year the need is greater than ever before and the Chest must have the active support of everyone who is able to help. One hundred and twenty-four health and welfare agencies depend on the Chest for their financial assistance in carrying on their work. These agencies are taxed beyond their capacity to answer all the deserving appeals of the sick and needy.

It is only through established and reliable agencies that citizens may be assured that what assistance is given by them reaches those who are in real need of help.

So let us give the Chest our best co-operation and support and whatever of financial help we are able.

Dolling Up

LARY is preparing for the Fiesta by painting and polishing up the motor coaches and company automotive equipment of all kinds so that they will not look shabby among the gay decorations of the streets.

Camaraderie

The wife of Motorman E. B. Weaver of Division Two, was recently operated upon but failed to rally afterward. Her condition became so serious that the only hope was a blood transfusion.

An appeal was made to the men at Division Two and every man in the room volunteered. Four motormen were sent to the hospital but, while they all passed the blood test, not one of them could qualify with the blood content needed for this particular case. Then four conductors responded and every one was found to be adequate. Conductors L. B. Woodall and L. C. Smithwick were chosen and the transfusion made. Mrs. Weaver rallied immediately and recovered sufficiently to be sent home the latter part of July.

Feeling that another transfusion would hasten her recovery Conductor G. G. Melick was selected and gave his life-giving blood on the last day of July. It is now believed Mrs. Weaver will recover entirely in a few weeks.

It was a rather remarkable insight into the splendid loyalty and generosity of the trainmen to a fellow worker.

Mr. Weaver sent in the following appreciation:

"To Conductors C. A. Jenks, G. G. Melick, L. B. Woodall and C. L. Smithwick, and Motormen S. P. Snow and G. M. Weaver, we wish to thank each one of you for your help in the sickness of my wife, and especially do we thank Conductors L. B. Woodall, C. L. Smithwick and G. G. Melick for being the donors that saved my wife's life.

Motorman E. B. Weaver
and family."

For Sale

Five room modern, stucco bungalow in excellent condition. Fruit and flowers. Equity cheap for cash. 437 E. 93rd Street near Avalon. Call THornwall 4534 evenings.

For Sale or Trade

\$500 violin. Will sell for \$300 or trade for small car. Conductor L. E. Sherwood, Division 5, 4933 Whittier Boulevard.

For Rent

Modern furnished apartments. Electric refrigeration, gas, lights and extras included. Special rates to LARY employes. June Apartments, 3065 Leeward Avenue, one block south of 7th and Vermont.

Four room furnished house in good and convenient location. Samson Edwards, Flagman, 1009 S. Alma.



BOUQUETS

"At various times in the past nineteen years I have complimented your company on the high quality of your platform men. During the past year I have used street cars in practically all of the large cities of the United States and may say that after making due allowances for the personal loyalty I have always felt for the Los Angeles Railway and its employes and officials, I would be derelict in my duty of expression if I did not say that the street railways of Los Angeles occupy first place in fine personnel and satisfactory equipment.

"I use your service many times every day, and, being by nature analytical, I unconsciously absorb both regularities and irregularities in public service. I am bound to say that my absorption of the regularities of A-1 service has

precluded any of the latter sort.
 "Long life to you!
 Sincerely yours,
 Ford A. Carpenter"

For (1) Conductor J. A. Douglas of Division Four from Mrs. Marion Thomas for stopping a runaway automobile on a hillside and guiding it to a safe place thereby saving several other machines from being crashed.

For (2) Motorman F. Gookins of Division Three from Mrs. A. G. Sylvester who wrote: "Monday I saw one of your motormen do a very kind act which I would like to report. The car came to a stop after crossing the intersection and a little, old lady started to get off the car at the front end. The motorman stepped out ahead of her and assisted her to the pavement. Several near me noticed it too, and commented on it, and I for one resolved that the company should know about it. He certainly was a gentleman in every sense of the word."

For (3) Conductor W. G. Brooks of Division Four from Mrs. C. F. Callaway who gave high praise to him for getting off the car, picking up the rubber tip that had fallen off the cane belonging to an old gentleman who was boarding the car, and replacing the tip for him.

For (4) Conductor F. Skarda of Division Five from Mrs. Otto Fenske for speed and carefulness in helping a lady, who was over-loaded with heavy baggage, off the car.

For (5) Conductor F. U. England of Division Four from Alice L. Laughlin as follows: "I wish to compliment you on having a man like Conductor number 858. This young man was very polite—first put out his hand to protect me from any fall or mishap; then there was a Mexican woman with a child of not more than two or two and a half years taking one whole seat, also an American woman with a child about the same age, while one or two old ladies stood up. So Mr. Conductor asked both women to hold

the children on their laps, giving us seats, and this made us feel so good."

For (6) Conductor D. D. Smith of Division Three from Isabelle M. Hanbury who writes: "Very early in the morning it was necessary for me to board a car on Tenth at Alvarado for Westchester Place. I had only a five dollar bill and no stores open at which I could change it. I rather held myself together for an expected outburst from the conductor—even for the necessity of the walk, which I knew my nearly half a century old heart would not stand. Instead, the young man was positively human. He suggested that I give an extra token to some other conductor when on some other car, or, if I wished, he would pay my token and I could send it to him later. Rather exceptional in these days, isn't it? Will you kindly see that the young man receives this token, or credit therefore? If you have any system of 'merits' please give him a big one for this little thing. It is not the value of the token that counts, but the really vital results to me and to others had he refused me transportation, which, I assume, he had a right to do."

For (7) Conductor W. R. Nichols of Division Five from T. C. Atwood for his splendid handling of a crowd trying to board his car at a heavy transfer point. Mr. Atwood says: "With all the attendant evils he managed to make change, give transfers, help passengers on and off the car, smooth out ruffled feelings, and all the while having trouble with his change carrier."

For (8) Conductor H. L. Lingo of Division Three from Pauline Stevens for quickness in giving her a bus ticket when she dropped her fare into the farebox instead of waiting until he had collected fares from twelve or fourteen others boarding the car at the same corner, thus giving her a chance to get a seat. She says "The conductor who has his bus tickets ready is a rare workman indeed."

For (9) Motorman W. C. Waedekin of Division Two from Charles H. Johnson for helping him on the car when the streets were wet and slippery and automobiles making it almost impossible for him to get to the car. Mr. Johnson was using crutches at the time.

For (10) Conductor I. Gasparro of Division Three from Mrs. Arabella Bickel who says: "I wish to say that I have traveled on the West Adams Line for the past twenty-six years and have never been treated discourteously by any of your employes, but at this time I wish to recommend to you one of your boys—No. 662—as a real gentleman, always courteous, always the same. I do not know the young man's name, nor does he know me from hundreds who ride his car, but

I feel he deserves a special credit."

Mr. Gasparro is also commended by Mrs. Sutro in a letter saying: "I wish to report the gentlemanly, courteous and kindly behavior of Conductor No. 662 on the North Broadway car, Line 'A', that I have traveled on for years, and I only wish there were more like him."

And again Conductor Gasparro has received this commendation from Mary E. Maxwell: "For the past four years I have been traveling to business each day on the 'A' car, and on a number of times I have noticed a conductor whose cap number is 662, and have been much impressed by his unfailingly pleasant and courteous manner to all passengers. The other morning an old lady boarded the car and he stepped forward and helped her on the car, waited while she deposited a token and then guided her to a seat and asked her if she required a transfer. A little further on another elderly woman got on and again he stepped forward to help her. Two ladies seated back of me remarked that one did not often meet with such courteous treatment and, as we are all prone to criticize, I feel it only fair to show appreciation when due."

For (11) Motorman L. W. Kern and (12) Conductor C. H. Deane, both of Division Three from Nellie Hathaway who writes: "I want to take this opportunity to thank Motorman cap number 755 and Conductor cap number 948 for their personal courtesy to me this morning and for their patience and kindly attitude under trying circumstances. Being unusually late I began running about a block away to catch my street car and these kind gentlemen waited for me when they saw I was making every effort to get there. Another ten minutes wait would have made me just that late to my work and, as it happened, I was on time, thanks to these two men of yours."

For (13) Motorman J. H. Miller and (14) Conductor L. B. H. Meek; both of Division Three, from Lillian M. Godfrey who told of an elderly tourist who stopped in her office to inquire if that corner was a car stop. She was told it was not but, evidently misunderstanding, "she ventured out into the street among the automobiles and held up her hand to the motorman and the car stopped. A very happy old lady climbed safely aboard. We saw the conductor explaining to her that the stops were one block away in either direction. Anyway, what we want you to know is that your motorman and conductor deserve a vote of thanks for their presence of mind, for if they had gone by and left her she surely would have been run over."

For (15) Conductor I. D. Atkinson

of Division Three from M. O. Benedict for returning a coat left on the car and saving the owner another trip down town after a wearisome day in town.

For (16) Conductor J. L. Story of Division Two from Ella Clarke who wrote: "Last night on the 'U' car was a young conductor, number 298, who gave so much 'service with a smile' that it made one feel this world was not such a bad place after all. He helped so many young mothers with tiny children and the youngsters did not draw back but smiled at him as he smiled at them. He impressed everyone as being in love with his job instead of just working for pay at the end of the month. Any company who has such employes contacting the public as your employes do is bound to build good-will for the city of Los Angeles."

For (17) Conductor C. E. Robison of Division Four from Miss Rosalind Jones who fell and broke her arm while running for the car. "The conductor came to my rescue," she wrote, "and tried to make me comfortable. ***He was so unusually considerate and kind to me that I would like to get some word of gratitude to him and to see that the company recognizes his courtesy. While convalescing his genuine kindness has come to me again and again and I would like to make this effort to express my appreciation."

For (18) Conductor H. E. Tierney of Division Two from Georgine Beck as follows: "I wish to report the unusual courtesy which I noticed your Conductor 1966 showing to an unreasonable passenger. This greatly improves my opinion of your company."

For (19) Motorman I. D. Mann of Division Three from A. C. Toliver of the Superior Court who writes: "I was standing beside the motorman, number 903. The car was proceeding up a slight incline; a little boy about six years old and a girl slightly older were playing with a lively rubber ball on the sidewalk. The boy missed catching the ball and it rolled into the street and near the car track and must have lodged against the rail. The boy appeared to be greatly concerned over his ball. The motorman brought his car to a stop, opened the door and got out, recovered the ball and tossed it back to the children. After eighteen years in court, listening to all kinds of lawsuits against the company, I believe it is the duty of passengers to report good as well as the bad acts of employes. We all know that children act on the impulse and I am of the opinion that that little boy might have taken a notion to save his ball himself."

For (20) Conductor G. W. Wagner of Division Four from Dr. Ed Van

Note who says: "I wish to call attention to an act of courtesy extended to me recently by the conductor on a 'P' car coming toward town. I was in the embarrassing position of being without any change or tokens, as I neglected to change the contents of my pockets from one suit to another. The conductor, noticing my embarrassment and guessing my condition, volunteered to loan me a token. I shall remember that kindness a long, long time. Thank you for having such men in your employ."

For (21) Conductor L. A. Wade of Division Five from Mrs. Sempsel as follows: "I want to thank Conductor 996 for his courteous help when I boarded a car without money today. He prevented an uncomfortable situation easily and quickly. I couldn't help but notice his helpful attitude toward everyone on my half hour ride. It's most pleasant to come in contact with so capable a person."

For (22) Motorman G. LaCreauex of Division Four from Albert Hamilton who wrote: "I am seventy-three years of age. Have traveled on most of the car lines in the U. S. I am near-sighted and hard of hearing. The best motorman I ever came across in all my many years of travel is Motorman 2739 of the Pico Line. He plainly called every stop from where I got on and it was a credit to the company to have such a motorman."

For (23) Motorman G. S. Mattern of Division Two from Mrs. Sue Sharp who says he is the most courteous car man she has seen in many a day.

For (24) Motorman H. P. O'Gorman and (25) Conductor J. F. Lowe, both of Division Four from William C. Keim. He says: "I want to say a word of praise for your Conductor 458 for, during the distance between First and Fifth where I left the car, he would frequently call out in a cheery voice to automobile drivers who had gotten too close to the car to 'kindly pull out a bit so we can get through', and in every case where it was possible for drivers to edge over a little bit, it was done. In the meantime the motorman was alert and watching in his glass and as soon as he would see the automobile pull over a fraction, he would ease the car and be on his way. I want to commend these men for their splendid teamwork, and for the courteous manner in which they got their car through on time."

For (26) Conductor F. E. Godwin of Division Two from Mrs. Sue Wicks who writes: "I am enclosing this one-way fare for your courteous conductor. You are fortunate to have one such noble character as Conductor 1324 in your employ."

For (27) Motorman W. McLean of Division Two from Martha Bergh for kindly offering her his stool when he

saw her standing in a crowded car although she said she was sure he needed to sit down himself.

For (28) Motorman C. Butler of Division Two from Mrs. Ida Gillmore for special courtesy to a woman passenger boarding the car, witnessed by Mrs. Gillmore.

For (29) Conductor L. C. Davidson of Division Four from Martha Bergh for the courteous way he handled the matter of a transfer.

For (30) Conductor E. W. Park of Division Two from a patron who rides the cars daily and thinks it is a joy to meet one of such a happy, thoughtful manner as Conductor 1432, and particularly appreciates his never failing "Thank you" to each passenger whether they give him a token, cash or transfer.

For (31) Motorman C. M. Christensen and (32) Conductor J. F. Bray, both of Division Four, from Jessie E. Stark who wrote: "Just a line to express appreciation of the conductor and motorman who held their car while I ran and caught it, having been delayed in crossing the street by a combination of boy, dog and automobile. The holding of the car for possibly fifteen seconds saved a valuable hour for me as I had a business appointment."

For (33) Conductor J. A. Ganann of Division Five, (34) Conductor W. O. Dulin of Division Two, (35) Conductor R. A. Lovelace, (38) Conductor A. Haley, (39) Conductor H. C. Hewitt, (40) Conductor F. E. Rainey and (41) Conductor O. C. Haynie, all of Division Five, from Dr. Clyde H. Wilson for meritorious service and courtesy to himself and others.

For (36) Conductor E. D. Avila and (37) Motorman W. O'Hern, both of Division One, from Miss Pauline Scogins who has been forced to use crutches for many weeks on account of illness. She writes: "Nearly every conductor that I have ridden with has been extremely polite and has gone out of his way to help me. I have been riding with 2564 nearly every evening while taking a business course. I have made it a point to get his car because he knew that I didn't want to be helped only with my books. His motorman has also been courteous even to the extent of stopping his car twice in order that I need not walk far. Because of the courtesy shown me by employes of your company my business course has been much more pleasant than I had anticipated."

For (42) Conductor P. B. Laws of Division Four from Nurse Miriam Jean Rollins as follows: "There was a very old and feeble man loaded down with bundles. Conductor 2222 gave him his stool to sit on and did it without one bit of thought of any-

one noticing it. It showed how thoughtful and observing he was of all his passengers. Please give him lots of credits for this is the worst hot day we ever had and usually people think only of their own selfish comfort on days like this."

For (43) Conductor H. E. Tetreault of Division Five, (44) Conductor S. R. Leckey, Jr., of Division Three, (45) Conductor A. A. Bradley of Division Five, (46) Conductor Harry Sydenstricker, (47) Conductor J. Pewitt, (48) Conductor C. Sutton and (49) Conductor W. C. Love, all of Division Three, from Mrs. M. Diener. Mr. Tetreault was specially complimented for courtesy, helpfulness and for doing his work smilingly; Mr. Leckey for calling street names plainly and for seeing that passengers got off at the right place. The rest of these conductors were commended for their courtesy and thoughtfulness.

Mrs. Diener gave a blanket commendation to all the trainmen on Line "H"; to the motormen for their courtesy and safety, and to the conductors for their courtesy, kindness and helpfulness.

For (50) Motorman L. Vickers of Division Three from Albert Simmons who says: "I was surprised to hear all the names of the stops called in such a distinct manner right after leaving the last stop, and also when nearing the street."

Vandalism!

Transportation's meanest man is the one who is maliciously cutting and slashing the new leather upholstered seats that this company has gone to a great deal of trouble and expense to provide for the comfort of our passengers.

Five seats were cut in one car and four in another and R. B. Hill, Manager of Transportation, has asked the crews operating this type of car to keep a sharp lookout for any person damaging the seats in any manner. In the event any such person is detected they are to be immediately turned over to a police officer, supervisor, or some person in authority.

Panes and Pains

The usual thing when it's a question of pains is to call the doctor, but what to do when it is necessary to keep the panes—that's something else. When the five thousand panes of glass in the louvres over the big car barn at Division Two began to rattle and shake in the wind, the discovery was made that the putty had become so hard, it was falling out, leaving the panes to fall where they might.

Foreman E. M. Cavanaugh and a gang of putty slingers are on the job and are taking a lot of pains to keep the panes.



Division One

H. N. COLE

After a hard day's work on a blue Monday, Conductor C. B. Haggard remarked: "Well I came very near losing my religion to-day." Conductor E. L. Tree, with a sigh of relief and mopping his brow piped in with: "I had to make use of all my religion, and really needed more."

While Conductor H. I. Frey with his wife were enjoying a week's outing at Camp Baldy a few weeks ago, an unwelcome visitor made known his presence in their tent during the night. Frey did not object to his personal appearance, as he was a beautiful specimen, with a white stripe down his back and a bushy tail, but for certain other reasons Frey threw a bucket of water at him and away he went.

A few days after Janitor Eddie Sweet had returned from a visit to his ninety-five year old father and twenty-one brothers and sisters in Appleton, Missouri, he received a message stating that his father had passed away a few days after he said good-bye to him, and started back to Los Angeles.

The weather isn't hot enough in Southern California, so Conductor W. J. Hurley has taken sixty days to visit relatives and investigate weather conditions in Baltimore, Maryland.

During the month of July Conductor R. O. Fortune gave up work for fifteen days and remained home in close touch with an electric fan.

Safety Operator D. C. Neufeld spent a couple of weeks with his parents in Reedley, California, during the past month.

Conductor J. H. Stanley will return from his annual vacation on the first of August. He is spending thirty days here, there and everywhere.

A forty day vacation has been granted Motorman G. E. M. Thomas and he will look over Kansas City, Kansas, during that time.

Conductor S. O. Osborne and Motorman A. J. Stilo each are taking sixty days vacation and each are reported as being somewhere in Georgia.

Safety Operator G. L. Backstrom spent fifteen days in the state of Utah during the past month.

Seized with a desire for new scenery and a longing for a trip on the salty sea, Conductor George Evans started out on July 1st for the Panama Canal and other points far away. He returned about August 1.

Ten days off was long enough for Motorman G. L. Ker. No doubt he found it cooler on the cars than anywhere else.

Conductor J. W. Courtwright cut it even shorter. He was satisfied with only six days off and said he felt greatly relieved to get back where there was a little breeze.

Motorman G. N. Chapin is taking the limit. He believes in doing things right. He is taking ninety days away from his duties and it is reported he will visit some point in Illinois.

During last month Motorman B. B. Parvin spent sixteen days at Lake Tahoe.

Motorman G. M. Katzenberger expressed a desire to visit San Diego, so he took nine days off for that purpose. It is not known if he stopped at San Diego or kept going.

Urbana, Missouri, is the place where Conductor P. E. Holt spent the month of July. He reports a good time, but rather warm in places.

Falling in line with the rest of the restless element, Motorman J. H. Johnson takes fifteen days and drives to San Francisco, where he found everything just right.

Conductor W. G. Gerrie cooled off for six days at Lake Arrowhead.

Clerk Charlie Farrar is spending his vacation some place but just where that place is, he failed to make known, but we miss him just the same.

Motorman A. J. Thomas spent something like three weeks at Lake Arrowhead and Big Bear during the month.

In order to visit relatives in Oklahoma, Conductor H. E. Gregory was granted a leave of absence for forty-five days on July 14th.

The last two weeks in July found Motorman R. B. Luther at San Jose for a visit of fifteen days.

No particulars are reported, but Safety Operator C. P. Moore took fifteen days off during the latter part of the month.

This vacation business has swamped us so here goes: Motorman S. D. Snyder was off thirteen days; Motorman A. B. Stewart twenty-one days at Yosemite; Motorman G. H. Schlueter sixty days on business in Canada; H. D. Bradrick sixty days in Oregon; Conductor H. O. Bliss sixty days visiting parents in Minnesota; Conductor M. Sasolow fifteen days to rest up; Conductor T. L. Lester thirty days to visit relatives in Texas; Motorman A. W. Smith sixty days to visit relatives in Missouri; Motorman R. R. Peterson twenty days to stay home; Motorman J. E. Nelson thirty days to go to some lake where there is lots of fishing; Conductor B. J. Haskins twenty-three days—Laguna Beach for him; Conductor P. Kelly fifteen days; Conductor J. Alday sixty days to tour the country; Conductor L. E. Adkins, twelve days to recuperate from a recent illness.



Division Two

H. F. NELSON

Conductor H. E. Tierney was roaming around a used car lot the other day and purchased a Ford coupe which was marked down to \$9.99, including the anchor. Someone to play a joke on him, painted a for sale sign on the door, and almost caused a tie up on the "U" Line when the boys started out to be the first one to see him in regard to buying it from him. He says it's worth a million to him and is not for sale.

Motorman T. C. Strobel enjoyed his vacation the first week in July by resting up around home.

Conductor Al Bristol spent the month of July fishing at Silver Lake. He says

he would send some down, but up to this writing none have been received, so perhaps the little fellows are hard to catch.

Conductor Gutknecht and wife drove back to Fort Dodge, Iowa, where they will visit with his mother for two months.

Conductor H. T. Gollar and Russell Beley, of the Two Bells Cafe, left the same day for Osceola, Missouri.

We regret to announce that Mrs. F. W. Cissna, sister of R. N. Bolding, passed away July 10th.

Conductor E. A. Moxley and wife spent three weeks in Yosemite, and report having a good time.

Conductor V. W. Gore started out for Arkansas to visit his father for a month. Received word from him that he had arrived O. K. and was having a good time.

Cards were received from Motorman C. H. Engle. He and family were taking in the sights in Washington for a few days enroute to New Jersey where they will spend about two months.

Motorman F. Burke returned from his leave of absence and changed over to Conductor. He has finished breaking in and is getting along fine on the back end.

Conductor F. J. Donnelly finally graduated from the Methodist Hospital and is back on the job. Everything is going fine except that his sister is still a bit peeved.

Conductor A. L. Stockman who spent two months touring the middle west is again back in Los Angeles, although he hasn't returned to work.

Conductor G. W. Scott has spent several weeks on the sick list due to his voice. Has been talking just a bit over a whisper, which isn't quite loud enough for calling streets. If you see him, it isn't a secret he's trying to tell you, it's just his voice.

Conductor P. G. Everts has been on the sick list for the past two weeks with the mumps.

The big fellow you see at the Switchman's shack is Motorman L. S. Sausser, who is taking the place of G. W. Coulter who is spending several weeks at Yosemite. The reason for the smile on L. E.'s face—family just returned from a long vacation up north.

Conductor C. E. Hodges was granted a sixty day leave, which was O. K.'ed by Mr. Hill, but Mr. Stribling, the boy from Georgia, sent word to Hodges that he had been off long enough, so he called for his outfit after he had been off but two weeks and went back to work.

Conductor H. A. Chaudoir started out the first of July for Sturgeon Bay, Wisconsin, in a New Hupp sedan. Cards were received from the Grand Canyon and Zion National Park, saying he was going to see everything on the way that was at all interesting. He will be gone until school starts.

Conductor A. O. Reynolds is spending a sixty day vacation in Colville, Washington.

Conductor P. M. Brewis spent a couple of days the latter part of June at the beach and did not think the sun would bother him. He spent two weeks on the sick list with a bad case of sunburn.

Conductors H. I. Pitford and C. V. McKinney with their families drove back to Missouri in C. V.'s new Auburn sedan. They will spend sixty days at the old home town.

Motorman D. E. Fletcher is spending

forty-five days at Seattle and Marysville, fishing, seeing the sights, driving and what have you.

The membership in the Los Angeles Railway Veteran's Club from our Division numbers twenty-four paid up and initiated members, and eleven more who could not be present at the last meeting, held at Patriotic Hall on the twenty-second. Anyone wishing to sign up just bring your papers in to the scribe and he will fix you up. Watch the bulletin board to the left of the mail box for bulletins.



Division Three

L. VOLNER

Several nights ago Motorman W. A. Stebbins encountered twenty-five bandits, or at least it seemed that many when one of them poked a young cannon into his ribs, but further investigation disclosed the fact that the gun was a water faucet and then "Stebby" got busy. He knocked about twenty-four of them out but the twenty-fifth got behind him and put him to sleep with a blow on the head. When he came to all the bandits had disappeared and so ends the story of the hold up.

For 30 days Conductor B. B. Bowman and family will be living at Venice, enjoying the ocean breezes.

After a delightful two weeks vacation Conductor D. A. Jones and wife have returned to Los Angeles, and Mr. Jones is enjoying our mild weather, after spending some time at the Boulder Dam where it was 129° in the shade, if you could find any. They were taken over the site by Ex-Motorman Scrapneck, who is running a drill in one of the large tunnels. They also saw Ex-Conductor Fife who is employed on the dam.

Conductor V. C. Butler and family are spending several weeks in the Dakotas visiting relatives.

F. A. Nordyke has finished breaking in and is now a qualified conductor. We feel sure after he gets a regular run that he will choose the "B" Line.

During the early part of July Motorman G. A. James was off duty several days on account of a severe case of sunburn.

While Conductor P. Gillespie and family had gone to a picture show, leaving his car parked in the street in front of his house, someone jacked the car up and removed two tires.

Conductor A. A. Sears was off duty several days during the past month to have all his teeth removed.

After leaving home one morning Motorman M. L. Hersom discovered he had left his teeth at home. Not having time to return for same, he had to go all day without them, and for lunch enjoyed a big bowl of soup.

During his vacation Conductor O. G. McDermith, accompanied by a friend, visited Sequoia National Park and also made a short visit to San Diego.

Motorman B. F. Blake has returned from a trip to the Ozark Country in southwest Missouri. Mr. Blake says that

the crops look fine but that business is very quiet.

Harry T. Tuttle, Manager of the Car Barn Cafe, accompanied by his family, enjoyed a month's vacation; most of the time was spent at the cabin on Mt. Baldy but side trips to Catalina and Yosemite were taken. E. A. Tower of the Schedule Department was "Subbing" for Harry during his absence.

Motorman J. D. Messick is spending fifteen days with his family at Sequoia National Park.

During the latter part of July, Motorman R. D. Starling took ten days off to visit relatives in Frisco.

During his vacation, Harry Trabue, accompanied by his father and uncle, went fishing at Manhattan Beach. Harry caught a twelve and a half pound halibut and his father, who is 82 years old, landed an eight pound yellow tail.

Conductor J. J. Olexo is back at work after a thirty day vacation, during which he visited many of the beauty spots of Southern California.

While our Superintendent, Mr. Ferguson, was busy at his desk, in walked a big portly gentleman. Mr. Ferguson very politely asked the man what he could do for him, then the stranger presented one of the special invitations. Upon looking at it Mr. Ferguson saw that the man was none other than Motorman R. O. Yarger of the "B" Line, whose facial decorations would put John Bull to shame.

Conductor Fred Jewett doffed his blue uniform for a civilian suit and is on his way back to points in the east.

On July 19th, Motorman F. Stauss hopped into his flivver and will make a complete circuit of the United States before he returns.

Conductor E. L. Jandro and wife are spending their vacation hunting for the best place to catch fish.

Motorman F. L. Leadbetter and family will spend their month's vacation in Oregon.

On August 1st, Motorman J. H. Critchett left for points in Iowa and Michigan. He will be gone about a month attending to some business and visiting friends.

Conductor E. Cox will visit friends and relatives in Illinois for the next several weeks.

Conductor L. L. Sweet and family are visiting relatives in Utah.

Clerk Harry Gilmore and family are spending their vacation visiting in San Diego a few days and will afterwards go to Yosemite.

Great Jumpin' Jupiter we at Division Three have every right to a scare head position in this issue with lots of black ink spilled all around. The tale as told is that instead of the worm that turned, it is the cat that bit.

The whole durned personnel of this place are so infernally kind-hearted that even the lowly flea is safe from all harm, and dogs and cats know that they can be assured of good eats if they stick around for awhile. The "Switch Shanty" is headquarters for these four-footed vagrants and it was there that all the excitement started and ended.

Switchman Art Walker was sitting peacefully in his spacious domicile, reared back in his easy chair against the wall day-dreaming and his thoughts were far, far away up in the mountainous regions

where the festive trout abides. Seeking to get more comfort, perhaps, he eased himself from the supporting wall and let his feet down on the floor rather suddenly. The feline, who was no doubt full of food and day-dreaming also, was in the path of one of the ponderous No. 11's that Mr. Walker sports and the animal's caudal appendage was flattened when contact occurred. Did Walker come out of his coagitations? We will tell everyone that he did, nothing else but.

It is rumored that there was a blood curdling yell and almost instantly the "Shanty" riz up and turned around three times and then the noble Switchman dashed forth vowing that he had been attacked by an enormous mountain lion, but when he regained his "Sang Froid" so to speak and peeped cautiously within the door old Mr. Cat had once more dropped off to sleep apparently unmindful of the havoc that had been created.

The doctor reports that the teeth marks will go away soon, and, aside from the shock, the patient will not loose any time. All of the boys tread lightly nowadays and his Majesty the cat purrs and purrs.



Division Four

C. J. KNITTLE

A certain man who is a manufacturer of many well known breakfast cereals asks us to tell him what we eat and he will tell us what we are. That is the thought that comes to mind as we watch the ebb and flow of vacationists from within our midst. Observe how your fellow worker spends his vacation and you will have a complete analysis of his character and desires. Consider, for instance, the husky lad from the middle west who rushes back to the old home to help "paw" with the harvest. Or the young man who quietly journeys to his claim well out in a scorching desert to dig and scrape for those glittering particles that may someday end his struggles for a livelihood. Then take the fellow who carefully packs his rod and gun, his mess kit and blankets and motors up in the state, hires a horse and guide to take him far into the backwoods to a restless stream where trout abound, where hunting is never a hide-and-seek. In that virgin forest he realizes his ultimate desire—solitude and contentment. It's a soothing contrast to the city-bred upstart who dashes off to "wetter" claims. Then, too, there's the "See America First" enthusiast. But we will never attempt to analyze the character or desires of the vacationist who hies to the beach and lies exposed for days and days that a sweltering sun may scorch and tan his sallow hide.

It is reported that Conductor E. V. Muckey made a trip to Caliente recently and was tactfully coached at the gaming tables by a swell looking senorita.

Conductor J. R. Moore left July 1st in his new Chevy for Oklahoma City where he will visit relatives. He was granted ninety days leave.

Switchman Fred Seega and Conductor

Duke Lowen have purchased new free-wheeling Studebakers recently.

Conductor C. V. Jones has been granted ninety days leave and left for Merced July 2nd to visit relatives.

Motorman "Cockey" Roach has been temporarily assigned to Division One for Birney service.

Conductor C. E. Clifton took seventeen days off starting July 3rd to visit relatives in Arizona.

Conductor A. B. Chambers spent a two weeks vacation visiting the various beaches. He returned July 18th.

The most successful fishing trip of the season was staged July 6th when Motormen Bray and Steele and Conductors Jansen and Snow chartered a boat from West Basin, Wilmington, in charge of Captain Petersen and caught over a half ton of yellowtails, bass, barracuda, sea trout and bonitos. The entire mess was given to the trainmen here and was greatly appreciated.

Conductor Joe Howarth departed July 8th on a ninety day leave to motor throughout the east.

Motorman E. E. Johnson took a ten day rest starting July 8th.

Conductor B. E. Clark was called to Oklahoma July 8th on account of the serious illness of Mrs. Clark's father. He was given thirty days leave.

Conductor J. J. MacFarland returned July 9th from a five weeks leave during which he drove to Vancouver.

Motorman Jack Wayne's pay check for July 10th amounted to fifteen cents (exactly—exactly—exactly).

Motorman R. J. Lee spent a ten day leave starting July 11th at San Diego.

Motorman J. W. McKeown also went on a ten day leave July 11th to take part of his harem to the beaches.

Conductor P. B. Laws was granted twenty days leave to attend the National Guard Camp at San Luis Obispo starting July 18th.

Mr. Bowen, our congenial Uniform Inspector, spent a recent evening playing eighteen holes of immature golf. We don't mind saying that although this was Mr. Bowen's initial appearance on the ah—links, he won the high score over eight players.

As a Division, just among ourselves, we think we're good. It's not customary for us to tell others how good we are. In fact, it's bad manners and if you fellows in other Divisions are not bored at this burst of conceit, you should be. I'll tell you what it's all about. **WE HAD NO ACCIDENTS ON JULY 11TH NOR ON JULY 12TH.** Think it over.

Conductor H. B. Webb is on a thirty day leave and has left for Utah with Mrs. Webb to visit relatives. The leave was granted July 15th.

It is with regret that we announce the death of Conductor J. D. Randolph's daughter, Mrs. Ruby Westenheiser, who passed away suddenly July 15th. The funeral was held two days later. She was buried in Rosedale Cemetery.

Conductor B. D. Stewart was granted a fifteen day rest July 15th.

Little George Kuhle, whose parents operate the Two Bells Lunch on Sentous Street opposite the Division, was sauntering along the street the other day and noticed a conductor's changer on the top

of a Ford coupe. As no one was around and the changer contained a great amount of change, Little George figured someone might steal it. So he took it to his dad. Mr. Kuhle told him to take it to Ellis, the Division Clerk. Some time later a conductor from another Division who had been taking a nap dashed up to the office window and demanded to know what kind of an outfit this was. "Why, what's the trouble?" asked Ellis. "Some one hooked my changer! I was asleep!" he yelled.

"Maybe you left it some place," said Ellis.

"Aw, boloney! I tell you I had it on me! I was taking a snooze! They took it right off me!" he replied.

"Is this it?" asked Ellis, producing the changer.

"Yes! That's it!" exclaimed the conductor, "Where did you get it?"

Ellis told how little George had seen it lying on top of the machine and brought it in. He also suggested that it would be nice to go over and slip Georgie a quarter.

But the kid was not rewarded.

Motorman F. H. Jensen was granted a thirty day leave July 24th to visit in Salt Lake City.

Motorman L. L. Nelson left for an auto trip to Washington July 25th. He was granted thirty days.

Cash Receiver Ray Smith left on his regular vacation August 1st. He is spending the first week in Big Santa Anita Canyon and the second at Lake Arrowhead.

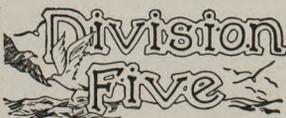
Motorman E. E. Cornelison was very seriously injured at Pico and Sentous July 24th when he alighted from a car and was struck down by a passing truck. He was rendered unconscious, received a severe scalp laceration and injuries to his hips.

Conductor Bill Huddy returned from a two months sick leave July 28th minus his well known bay window. He lost twenty-two pounds.

On the eve of the opening of the Fourth Street Viaduct Line "P" crews completed a line check-up and the new schedule went into effect the following day, July 31st.

Janitor Ewart Phillips is spending his regular vacation in and around town.

A fishing party of Division Four Trainmen left for Wilmington early on the morning of July 28th. Arriving at the beach town half of the gang got stranded and could not be found. This left the others Lowen spirit. "It's A-dams shame," remarked Bray. "Let's Gwin and call up the Division," suggested Bailey. Just then the lost gangsters drove up. After the wild cheering died down the party shoved off and was Snow-ed under with fish, though the sun beat down and burnt Aufderheides.



FRED MASON

Well boys, we are now in the last month of the Safety and Courtesy Contest and several teams are running very

close. Watch the sheet and see who eats.

On September 4th La Fiesta de Los Angeles will get under way and it is expected to go over with a bang. If you know of any of your friends who are going you can obtain some very good seats for them by getting in touch with the Division Superintendent.

The Los Angeles Railway Veterans Club got off to a wonderful start on Wednesday, July 22nd, and those of you who were unable to attend missed an excellent vaudeville program. However, from all reports, the next doings will be even better, so watch the bulletin board for General Orders, and don't miss this next one. We still have a number of application blanks for men who have not signed up yet. It is not too late to sign up so come on in and do that little thing.

We are all glad to see Motorman Charlie Franek back on the job after an illness of almost four months in the Naval Base Hospital at San Diego. Charlie says he is O. K. now and is feeling fine.

Motorman Alex Slovensky is another whom we are glad to see back at the controller after being off three months with a fractured ankle.

For the first time in many years Motorman Frank J. Miller decided to take a vacation and make it a good one. Frank took off ninety days, during which time he is going to take in a lot of territory. From here he left for New York and intends stopping over at several points on the way, the one that he is looking forward to mostly being Niagara Falls. He is then going to take the boat from New York and come back to Los Angeles via the Panama Canal. We hope to get some interesting news from him upon his return.

Motorman Fred Hestilow is off for thirty days and is now on his way back to Fort Worth, Texas, to visit friends.

Conductor J. J. Gregory is vacationing at Yosemite and will be gone for fourteen days.

Conductor Mike Donovan is off for sixty days and is visiting friends and relatives in Chicago, Illinois.

It looks like some of the boys should be getting some venison when Conductor Bill Langdon returns from his sixty day hunting trip, expiring September 21st. Bill is going to do his hunting around Everett, Washington.

Motorman Ernest Rhodes is now vacationing at Yosemite and is expected back on August 9th.

The most surprising news we heard during the latter part of July was the fact that Clerk "Baldy" DeMuth was spending his vacation in Reno, Nevada. What was more surprising, however, was the fact that his wife was with him. They came back together though and they both reported that they had a very good time.

Motorman Bill Niceley arrived from his sixty day leave of absence spent visiting friends and relatives in Napton, Missouri. Bill said he had a wonderful time but missed out on his first day back to work. Well, it's many years ago since Bill missed out so he'll be O. K. for a vacation next year.

Ex-Conductor Ray Boatman writes from Steilacoom, Washington, saying that

he is getting along fine and likes the work he is doing. Ray met Ex-Motorman R. Walton who is also at the same place and both join in sending the boys at this Division their best regards.

Conductor Fred Stebner, who was on a sixty day leave of absence, writes from Hudson, New York, tendering his resignation on account of conditions being such that it is impossible for him to return to Los Angeles. We all wish him the best of luck in his new venture.



JACK BAILEY

W. C. Brown, Assistant Superintendent, took the last two weeks of July for a vacation trip to his cabin in Mill Creek Canyon, near San Bernardino.

J. M. Spearing, Carpenter Foreman, has returned from his vacation which was spent at Catalina Island.

J. Cook, Foreman of the Air Department is back after a speedy motor trip of some 3,200 miles in two weeks. John made stops at all points between Seattle and the Mexican Border, these points were nearly all gas stations as those new Buicks sure burn a mean streak of gas via the pocketbook route.

J. E. Steenrod, of the Superintendent's office, is vacationing at local beaches and is resting up for "just eleven more months and fifteen days."

A. D. Arnold, sportsman de luxe of the Superintendent's office, is back from one week's vacation and is getting the habitual raspberry from the office faculty. It seems that Arnold promised to supply the staff with fish and had up to this time failed to fulfill his promise.

E. E. Wing of the Upholstering Department was on the sick list during the week of Monday, July 20th.

Richard Dwyer, of the Winding Room, and family have returned from a motor trip to Denver, Colorado, the home of Mrs. Dwyer, formerly Miss Rholf, of our office staff. Outside of some extremely hot weather and a few old time electrical storms the trip was a pleasant one.

W. Sibley, of the Winding Room, is at this time enjoying his vacation at some nice cool resort, we hope.

Ted Ormston, of the Winding Room, and wife are on a motor trip to parts north and vicinity of the Big Basin, for a few weeks rest.

H. Heuer, of the Winding Room, has returned from his vacation trip to Yosemite, where he nearly froze to death.

H. Furrer, of the Electrical Wiring Department, sets a new style for hot weather hair cuts. It's all off with Furrer.

Ray Weatherly and Hank Sievers of the Trimming Department with Painter Abe Schneider and Dolph Willer, thinking of getting a breath of cool air, went hunting at Palmdale. The joke was on us as sixteen rabbits fell before the mighty marksmen and kicked up so much

dust that mother nature thought it time to do her stuff and what a rain storm those boys did witness.

Painter A. C. Goetz was granted a week off to rest up during the hot spell.

William Manigault, of the Paint Shop Mixing Room, "has went and got back," from a week's vacation.

L. Sawyer is the sole vacationist of the Machine Shop this month and we do not know where he is going to spend it.

H. Beebe and E. L. Scholes of the Store Department, have returned from their two weeks vacation while their co-worker Eddie Miller is still at large.

Watchman J. A. Horn has returned from a five weeks leave of absence to visit his sons back in Buffalo, New York. He reports all well and a most enjoyable trip.

Watchman J. De Latorre boasts of a new Majestic radio.

Ben Roberson, of the Carpenter Department, has resigned.

Carl Manning, our sunkist Trimmer, had so hot a time over one week-end that he had to spend a week on the sick list trying to get rid of "that skin we hate to touch," feeling.

Truckman J. M. Andrews suffered an injured eye which is much improved the last few days.

Joe Schreiber, of the Truck Shop, underwent a major operation and is reported much improved up to date.

Truckman Roy Baxter has installed a Buick motor in his old Rickenbacker and goes merrily on his way. "Buickenbacker," we decided would be the given name.

They made it so hot back in Missouri for Truckman L. Lock that he only spent six weeks of his sixty day leave of absence. The sheriffs live a long time back in Missouri.

Truckman John Glynn has returned after being on the sick list for a few days.

Our sympathy goes with Truckman Fred Hart who is enroute to New Mexico for the burial of his sister.



J. H. McCORNACK

Vacation time is in full swing now at this Division and everyone who can get out of his whipcord and putts these hot days is trying to do so.

C. G. Clymer, R. M. Whitman, B. Thompson, M. H. Calvert and B. B. Towsley have each been granted a thirty day leave of absence. Clymer is going to the mountains, Whitman to Missouri, Thompson a trip to the Middle West, Calvert back East and Towsley says he is just going to rest.

J. G. Wheeler has been granted fifteen days to try and keep cool.

R. Hansen is taking a week's rest about town.

G. F. Goehler has been given an eight day leave of absence to play in the finals of the State Chess Tournament for which he qualified in the district playoff a short time ago.

H. A. Featherstone is still off work with his paralyzed eye but it is some better.

L. A. Mowry went to sleep on the beach and has found out that the California sun is hot.

R. L. Griffith had the misfortune of being hit by a couple of drunken sailors, demolishing his car and knocking him unconscious. He received a couple of bad cuts about the head and a sprained neck.

A. P. Rucker is back from Portland and reports a wonderful time. He met an heiress. He says the strawberries there grow as big as the watermelons do here.

W. H. Coker reports a nice visit with his folks in North Dakota.

C. H. Blake is back on the job again having spent his vacation at Lake Tahoe.

S. N. Cookson is away on a leave of absence taking his annual vacation.

Foreman H. Lehnhart is away now vacationing at Tamarac Lodge.

C. W. Gregory reports ten days well spent at Lake Arrowhead.

K. C. Spears has just returned from his thirty day vacation. K. C. liked the bright lights of Reno.

L. G. Hobbs is on the job again after two weeks at Mono Lake. He says he kept nice and cool there but the fishing was rotten. The trout wouldn't even bite on striped candy.

GARAGE

D. J. Sullivan and family had quite a thrilling experience while hiking at Yosemite on their vacation. It seems that a deer objected to their proximity to her hidden faun and vigorously attacked them with her knife-like hoofs. She succeeded in getting them all down. Mrs. Sullivan threw herself upon her youngest child in order to protect her and received a severe mauling making it necessary to take three stitches in order to close a scalp wound.

Jimmie Deam and John Marvel say that a broken crank shaft makes a particularly bad sound when on the way to work. Jimmie was bragging on how well the little old coupe was running when she blew up. Mrs. Marvel brought a real car down in the evening to tow the remains home.

Reports are that Buck Jones has been making quite a few flying trips to Catalina. He doesn't tell what the attraction is but the boys don't think it is a flying fish.

M. Mathies is entertaining an injured big toe caused by a falling spring.

N. Lane has been appointed supervisor of the west end of the Garage and is thinking seriously of taking over Bignall's job.

Stanfill's wife is going on a trip to Memphis, Tenn. While she is gone he is going to get the heels straightened on his shoes.

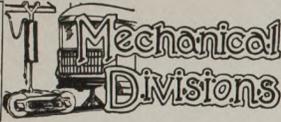
Percy Bozanko and R. West were working on a leaky tank at South Park Shops. Percy said to West, "Go get the air hammer and we will caulk that leak." West got the hammer alright and then asked Percy where he would find the corks.

Horace Franklin was called upon to lead in prayer at his new adopted church but couldn't think of anything but "Now

I lay me down to sleep" so asked to be excused.

NOTICE: The Garage washrack crew and wives are cordially invited to a reception Tuesday evening, August 11th, at 8 P. M. at the home of A. Young, 1239 E. 27th Street, given in honor of Mrs. Montgomery and daughter.

Last reports from Al Harrier are that he is improving slowly.



H. K. CONACHER

DIVISION ONE

Mr. C. Heywood has returned from a two week vacation which he spent in the Sequoia National Park.

W. Moore has departed for a two week vacation. Destination unknown.

C. F. Bond, Night Foreman, spent two weeks at Catalina trying to out fish Mr. Zane Grey, but, as far as we can learn he was not successful. Must have been the difference in the tackle used, Floyd.

T. Lambert was transferred from Division Two to our Division during the last month. We welcome you, Tommy, and hope you will like your new home.

Gale King returned to work after a two week vacation spent in the High Sierra country, where he enjoyed some splendid fishing.

When it comes to bringing home the rabbits you have to tip your hat to the boys of Division One, nights. A party consisting of L. J. Sherrill, Harry Ogden, T. Lambert and P. Lathrop, recently drove to Lancaster, where they bagged thirty-nine young rabbits.

Our congenial yodeler, E. L. Swartz, is at present vacationing at Catalina. Be careful of the sharks, E. L.

R. L. Lathrop is on a vacation, which he is spending making a trip to Denver, Colorado. A letter mailed by him from Gallup, New Mexico, advised us that the Nash was still going strong.

DIVISION TWO

Doc Robey has returned from a real vacation, spent in the southern Oregon country. Doc is loud in his praise of that particular part of Oregon and judging from post cards he sent us, he might rightfully be. While there, Doc was the guest of Fred Richard, former employe of Division Two, who is now located on a little ranch near Roseberg.

V. R. Bell, too, has returned from a one week vacation which he spent at home. While resting he painted the Chevy and it now looks as good as new again.

R. S. Wilson spent a delightful day at Catalina during July, showing his wife and daughter the sights. Ah boy what sights.

S. T. Brown and wife spent the Fourth of July seeing the sights in San Francisco and way points, mostly way points as they left the night of the third and were back the afternoon of the fifth.

W. A. Welch, Extra Watchman, has returned from a two week vacation, which he spent by making a trip to parts of Arizona, New Mexico, Texas and a

very small part of Old Mexico, having crossed the line at Mexicali.

H. K. Conacher spent two weeks in El Paso, Texas, and Juarez Mexico, where he visited relatives and friends.

Jim Clancy and Pop Lee have returned from their vacations. Both boys report a fine time just loafing around.

Jimmy Carmichael has his Chevy in running order again and from all reports he is expecting to go places and see things.

Some of the boys have resorted to the use of sheep dip to encourage the growth of hair, but as far as we can tell, the results are rather discouraging.

All car house employes wish to express their deepest sympathy to Mr. W. R. Cavett, Inspector of Operating Equipment, in his recent bereavement.

DIVISION THREE

M. Krakar returned to work after loafing around home and local beaches for a week.

Repairman J. Graham, Machinist H. Wescomb and Clerk G. Treneer spent a night moon gazing on one of the fishing barges off White's Point one Saturday last month. **NO FISH.**

T. T. Clark, Assistant Foreman, has returned from a two week vacation spent visiting with his brother in Idaho. Ted reports a fine trip and a good time.

DIVISION FOUR

Assistant Foreman Jimmie Inman has returned from a vacation spent in seeing the sights around his own neighborhood and an occasional trip to the beach.

Joe Emerson is back in the harness again after two weeks spent in the Sequoia National Park.

Jim Simmons has traded his old Ford in on a new Tudor Model "A." Some new records are expected.

DIVISION FIVE

Bill Lund's eighth new car this year is a Chrysler coach.

Ralph Nokes has returned from a two week vacation spent visiting points of interest around Los Angeles.

Eddie Hess had his tonsils removed and is now back to work and feeling fine.

E. U. Tuttle is spending his vacation visiting with friends in San Francisco.

N. A. Land was recently seen in the surf at Hermosa, wearing two bathing suits and a pair of water wings. We are unable to explain the reason for the surplus of suits.

O. E. Lund, Assistant Night Foreman, has returned from his two week vacation and is feeling fine.

R. W. James has returned from a two week vacation spent resting and getting use to the sunshine at the local beaches.

Our General Repairman, Shorty Jewell, has had his hair clipped during the hot weather and claims it is much more comfortable. At any rate it makes Shorty look much younger.



H. I. SCHAUBERT

Cal Simmons made a vacation trip to Utah last month. He returned by way

of Death Valley. Claims he wanted to cool off gradually from the Utah heat. No need to have stopped at Death Valley, Cal.

Mike Finn is seriously ill with stomach trouble. Everyone is hoping for a speedy recovery.

Carle Heffington's boy is putting up a winning battle after being operated on for a ruptured appendix.

Some crook decided that a Cadillac was too good for "Spider" Wills. Now, while Spider moans, he rides the big yellow cars.

Supervisor Fleming heard that some one had caught a fish down at Alamitos Bay, so he promptly handed over the reins to Charlie McCallister and moved right down for two weeks. Either the report was wrong or it was the last fish. For, generous as Ed is, he issued no invitations to come down for fish dinners during the two weeks.

Hearing that new neighbors were planning to move in across the street from his house, Pat Jinks immediately applied for his vacation so that he could sit on his front porch and see what size crocks his new neighbors use.

Johnny Hagerman has been on vacation, too. Haven't heard where he went and can't think of anything mean to say about Johnny, so he gets off easy.

Signs of the times—Fleetwood overhauling the Rickenbacker—vacation can't be far away.

Red Stevens is spending his vacation up in Mono County. Probably he is trying to weld a trout onto a fish hook.

Bill King and family have returned from a cool vacation spent in San Francisco. Bill has been working nights so long he has to spend his days off in a fog somewhere. The sun hurts his eyes.

Division Assignments

To Division One: Motorman H. C. DeMott; Conductors C. C. Walker and E. E. Wood.

To Division Two: Motormen G. Atchison, E. C. Holt, V. E. Martin; Conductors T. J. Hobson, R. O. Clarke, W. T. Hambly, W. P. Wynegar and V. B. Jones.

To Division Three: Motormen L. K. Plummer and J. F. Alton.

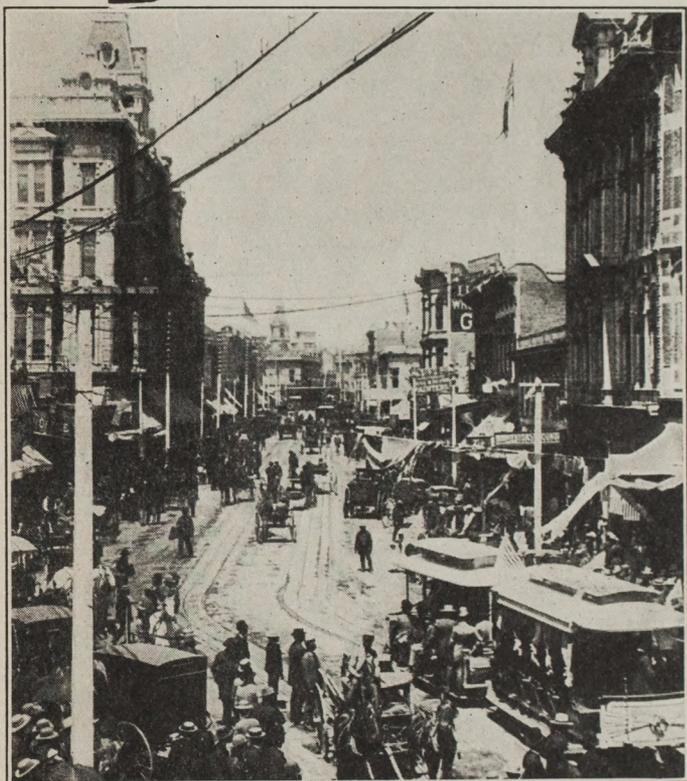
To Division Four: Motorman J. W. Kincannon.

To Division Five: Motormen W. S. Clark, H. J. Battram, E. W. Cotterly, A. Shenton, D. J. Woods; Conductors D. H. Gasink and F. J. McDonald.

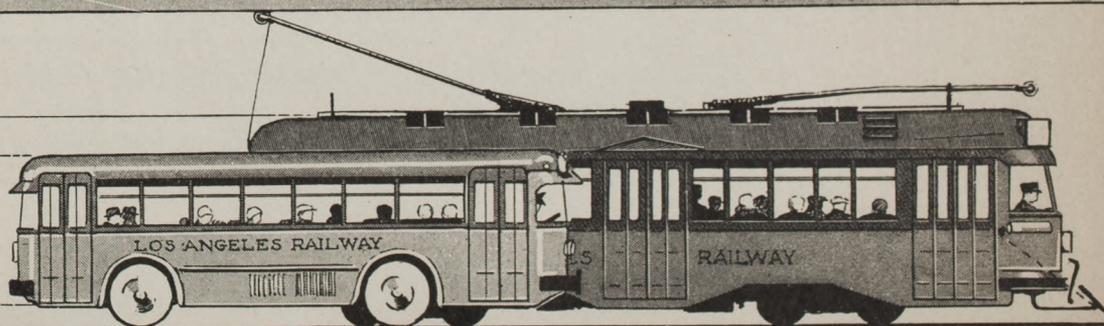
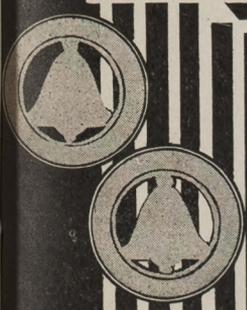
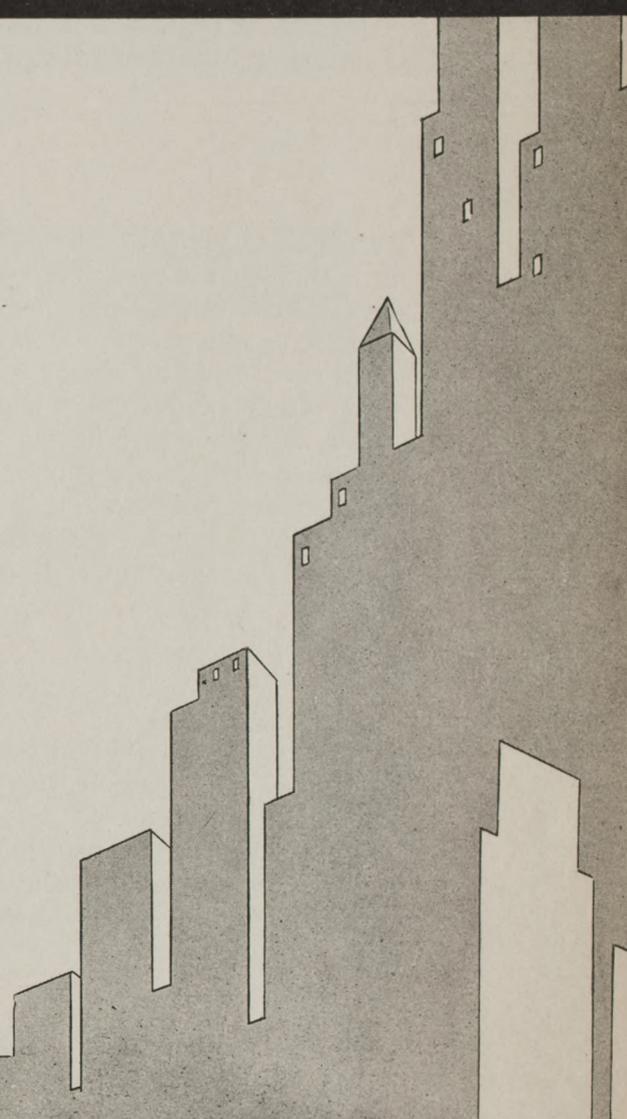
Prepared for Flood

Which one of the many weather prophets was it who predicted that Southern California was in for a lot of rain during the next fifteen years? Anyway, the buildings at the Shops are having their roofs painted so that the floods may come and there will be no leaks.

TWO BELLS



North Spring Street, June 8th, 1889



VOLUME

SEPTEMBER

NUMBER

TWELVE

NINETEEN THIRTY-ONE

NINE