

# TWO BELLS

Vol. VI

AUGUST 17, 1925

No. 12

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

## Boys Make Annual Test Of Joints on All Track



These Young Rounders, George Willson (Left) and Walter Whiteside, will know all the joints in Los Angeles better than prohibition officers when summer is over.

THE annual test of all track connections is being made by two high school boys, George Willson and Walter Whiteside. This is a vacation job for the two lads but they are doing a work that is highly important in the track department.

All rail joints are either bonded or welded to insure a continuous return or negative current to the sub stations. If a joint is not properly connected, a loss of current results.

The tests are made with an instrument known as the "T Pole", as shown in the illustration above. A contact is made on the rail on either side of the joint, and wires running from these contact points to a meter, indicate whether the connection is efficient or whether current is being lost. Accu-

rate records are kept and joints which are not properly bonded or welded are repaired as promptly as possible.

When the boys turn in their books and equipment at the end of the summer they will have covered approximately 370 single track miles. Under normal conditions they could test all of Pico Street from Broadway to the west terminal, with approximately 1800 joints, in a day. The work in the down-town district has to be done early in the morning on account of traffic making it impossible for them to work during the greater part of the day.

Although the boys carry a red danger flag they are kept on the jump dodging automobiles, but despite this difficulty they are delivering the goods.

For Motr. T. A. Bloom, Div. 3 Los Angeles Railway.

Gentlemen:

A little late in calling to your attention an unusual courtesy extended my wife and me on the morning of June 21st, about 2:30 A.M. by Motorman 2609, on the "E" car line. The conductor also was very courteous.

We had missed our regular car and caught the "E" car at 7th and Broadway. Same was going only to 28th and Idell and we thought it was very nice of him to offer to give us a ride home in his automobile from the car barns to the address below, instead of compelling us to wait at the car barn for an hour and a half for the next car.

Very truly yours,  
F. S. DUNN  
3916 Don Casper Street

## Florence Bus Line Extended To Moneta

The Florence Avenue bus line was extended from San Pedro street to a new west terminal at Florence and Moneta last Monday. When the line was started, the west terminal was established at San Pedro street because storm drain construction made it impossible to operate beyond that point. The extension of service made last Monday will provide connection with line "M" cars on Moneta Avenue.

## A SMILE

By NAN TERRELL REED

No, it cannot buy a dinner  
And it cannot clothe the poor,  
And it cannot work in sickness  
As an everlasting cure.  
It can change a bitter feeling;  
It can brighten up a day,  
And it has a way of driving Mr. Worryman away.  
So try it on your features,  
For it doesn't hurt a bit;  
On any kind of people  
It's guaranteed to fit.

## UNIFORM SHIRT SOLD FOR \$1.15

The regulation blue shirt for trainmen can be procured for \$1.15 at Bell Bros. Department Store, 151 So. Main Street. This is the first time that this shirt has been sold at such a low price within recent years. The design and color conform to Los Angeles Railway specifications and have been approved by the transportation department.

The store has assured the company that it stands behind the product with money-back guarantee in case it does not give complete satisfaction. The store is open every night as a convenience to men who desire to buy the shirt or any other articles of apparel.

### THE TRAFFIC PROBLEM

First Irate Passenger (in crowded car)—"Do you mind taking your foot off mine?"

Second Irate Passenger—"Certainly, if you'll take your pipe out of my mouth."

"I'd like to go to a funeral this afternoon, sir," said the office boy.

"Oh, you would, would you?" the chief heartlessly replied. "Well, you won't."

"No, sir; I know I won't" the boy murmured resignedly. "But I would like to all the same."

Something tragic and appealing in the youthful voice led the chief to ask, "Whose funeral?"

"Yours, sir," said the boy.

## Vernon Plant Ready For Oil Reclaiming

The foundation, building and tanks for the oil reclaiming machine have been built at the Vernon yards. The equipment is to be moved to the new location from the Sixteenth street garage shortly. It will be operated by Dick Weston, one of the heavyweight citizens of the yard.

## GOOD SERVICE INDICATED IN REPORT OF CREDITS

An analysis of the merit system report for the month of June indicates a general condition of good service being given by men of every division. Although the report is a month and a half old, it must be borne in mind that several weeks must elapse before all records for any month are returned to the file, and that investigation of some cases lasts several days or several weeks. In view of these facts the June report may well be considered typical of service conditions existing at present.

A total of 1916 demerit slips were given to trainmen during the month, while automatic cancellations totalled 1005. The demerits are automatically cancelled when the offense for which the penalty was assessed, is not repeated in three months. Subtracting 1005 automatic cancellations from the 1916 assessments leaves a net figure of 911. During June 534 awards of credits were made which may be subtracted from the figure of 911, leaving only 377 cases of discipline charged against 2398 trainmen carried on the rolls of the five divisions.

### Two Dropped Below 75

Two automatic dismissals were recorded during June because these men let their rating drop below 75 per cent.

Although 120 men had ratings between 77 and 99 per cent at the end of June, 63 or more than half of the 120, were above 95 per cent.

The principal source of demerits during June was giving bells too soon. Every effort is being made to reduce this type of carelessness to the minimum, as it is important in preventing step accidents.

### Running Ahead of Time

Running ahead of time was the second highest source of demerits and resulted in numerous "bad news" slips being mailed.

Missing out at the divisions and missing reliefs resulted in 201 cases of demerits.

Other leading causes of discipline in the order of the number of cases handled, were: Omission of mileage or report card, excessive speed, violating road space, visiting with motormen or riding front section.

On the more cheerful side of the report which has to do with the awarding of credits, it is seen that special efficiency in reporting accidents had first place, with total of 103 cases. Eighty-six credit slips were filled out

(Continued on Page 2, Col. 4)

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### We Are Glad, Not Afraid, To Meet Our Customers

**A**N EASTERN street railway official recently made the statement that an electric line had a harder job than a light or gas company in maintaining good public relations because the light and gas customers have a contact with the company only once a month, when they pay the bill, whereas street car customers have to come in contact with a representative of the company every time they ride.

It seems that the official took a rather round-about way to give himself a kick in the shins.

The fact that a representative of the street railway makes a personal contact with every customer in every transaction may be regarded as unfortunate in some places but here we feel that it is a big advantage in making friends among the public.

A street railway that is afraid to have its trainmen represent it, and fears that every contact is sowing seed of discord between the public and the company, should start a house cleaning and make some radical changes in policy.

The street railway industry has a whale of a big advantage in having a personal contact in every transaction. It provides a wonderful opportunity for making friends and out here we are taking the fullest advantage of the opportunity. Praise be, we have an organization of men who have the spirit that makes friends.

### Women Pay Our Pay Checks

**I**T IS well known in the street railway business that the midday travel is the profitable travel and that although the big loads are carried in the rush hours, the crowds do not mean profit. The reason is easily apparent. A large number of cars have to be held at the divisions to meet the demands of the rush hours. The company has a big investment in these cars and they are not bringing in money while they are empty.

A large part of the midday patronage is provided by women. The housewife who rides downtown or to a community shopping center after starting the lesser half on his daily round of bringing home the bacon, and starting the children off to school, is the patron who provides the profitable business.

Perhaps we have not realized the degree to which women street car riders help to provide the yellow pay checks. Perhaps we ought to give them a little more consideration, in view of the fact that they keep us on the pay roll.

Aside from the profit or loss of different patronage, it must always be remembered that it is the women who mould the opinions of a household, whether we like to admit it or not. This fact is pointed out clearly in the August issue of Aera, the magazine of the American Electric Railway Association. The magazine describes the following possible incident that preaches its own moral:

"As she attempted to climb the elevated step, but while she yet had one foot on and one foot off, the car started suddenly. She grasped a rod on the car, and somehow managed to hang on, with the conductor growling something at her about stepping lively.

"She did not find a vacant seat, so she wearily clung to a strap. 'If only this strap were more reachable,' she panted, 'my arm would not ache so much, and this torture would not be quite so great.'

"The car jerked along, and jostled and swayed her until she was ready to drop from fatigue. With each jolt one of her packages fell. At one time, as she stooped to pick a parcel up, the car stopped suddenly, causing her to lose her footing, and her packages to roll all over the floor. The sugar spilled, the tomatoes rolled down to the front of the car, and between trying to keep her balance, and picking up the straying tomatoes on the rocking vehicle, she had a fairly impossible task.

"After finally reaching her home exhausted, over-heated, and cross, can you imagine any one of her listeners taking a trolley, unless there was absolutely no other way out?"

## BULLETINS

Issued August 17, 1925

BULLETIN NO. 128

Notice to Trainmen

Effective Wednesday, August 12, cars operated to the following terminals will load and unload all passengers between the tracks at double track terminals, and on side of car next center of street at single track terminals.

As soon as possible markers or painted zones will be placed at these points as additional reminder to passengers.

Line	Terminals
2-3	On West Adams at Alsace.
3	On Lincoln Park Ave. at Mission Road.
B	On Ascot Avenue at 51st Street.
B	On Brooklyn Avenue at Evergreen.
C	On Douglas at Kensington.
F	On Fresno at 1st.
H	On Melrose at Western.
J	On Jefferson at 9th Avenue.
M	On Vernon at Van Ness.
M	On 48th at 6th Avenue.
N	On 8th at Harvard.
O	On South Main at Slauson.
P	On Pico at Muirfield Road.
R	On Larchmont at Melrose.
R	On 3rd Street at La Brea.
S	On Western at Santa Monica.
S	On 61st at Moneta.
S	On Central at 77th Street.
U	On Central at Slauson.
U	On 39th at Western.
V	On Santa Fe at Slauson.
W	On York Boulevard at Avenue 50.
W	On Washington at Rimpau.

Trainmen will please make every effort to inform their passengers regarding this operation without causing friction or giving rise to complaints relative to courtesy.

BULLETIN NO. 129

Notice to Conductors

Fireman's Pass Book No. 25213, issued to Fireman Fred S. McDermed is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

BULLETIN NO. 130

Notice to Conductors

Pass No. 2647 issued to Mattie Lenan, Car Cleaner, Div. 4, is reported lost. If presented for transportation, take up, collect care, and send to this office with report.

BULLETIN NO. 131

Notice to Conductors

Pass No. 4904 issued to A. A. Harris, Conductor Division No. 2, and reported as lost in bulletin No. 124, has been recovered.

*P. B. Hill*

## BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

Bulletin No. 288 August 7th, 1925.

The Pacific Electric Railway is operating a bus through Beverly Hills, the south terminal of this line is Fairfax Avenue and Wilshire Boulevard. Operators and Conductors on the Wilshire Boulevard Bus Line must give careful attention to connections at this point and when the Pacific Electric Bus is within two blocks of Fairfax Avenue, wait for connections.

Bulletin No. 289 August 7th, 1925.

Beginning at once Operators or Conductors who do not pay their shortages within four (4) days after the notice of shortage has been given them will be suspended from their runs until such time as shortage has been paid. This on the grounds that the shortage actually exists.

BULLETIN No. 290 August 11th, 1925

A notice, dated July the 27th and placed in a wooden frame, and posted at the Bus Division, shows the rates of pay for Bus Operators and Conductors, the guarantee time and also the pay for break-in-time, is for the information of all concerned and particularly for new men entering the service.

F. VAN VRANKEN,  
Manager.

### Storage Yard Surfaced

A part of the garage and bus division yard fronting on Fifteenth street is being leveled and will be surfaced with rock and oil for the storing of equipment, ranging from buses to track department steam rollers.

## TRACK BUILT ON 9TH ST. VIADUCT

The track department began laying rail on the new Ninth Street viaduct last Friday. This work is in preparation for a temporary re-routing of East Seventh street cars during the construction of a new Seventh street bridge. Cars will be operated over Mateo street, Ninth street and Boyle avenue during the next viaduct job. This will affect cars on line "R." The city hopes to have the Ninth street bridge open within a few weeks, but the starting date of work on Seventh street is indefinite.

The track department laid the steel for another important job last Friday night at Fifth and Hill. The heavy special work was put in place by two big derricks.

The next job on the schedule is the renewal of the curves at Santa Barbara avenue and Hoover street. Following this, a new crossing will be placed at Sunset boulevard and Figueroa street and the special work at Fifty-third street and Moneta avenue will be renewed.

### Merit System Report Indicates Service

(Continued from Page 1, Col. 4)

for special courtesy shown to patrons. Special efficiency in procuring witness rated third. Bringing B. O. steps and fenders to car houses filled fourth and fifth places. Thirty-one men of Division Three and 26 men of Division Five shared the credits given for taking up B. O. commutation books.

## Appreciation

Co-operative Association,  
Gentlemen:

Kindly accept my thanks and appreciation for your co-operation with me in my sickness since I entered service of the Los Angeles Railway. Have been sick much of the time, and find your assistance of the very best, first by your visits to see to my needs, second—by your medical attention to employees. Third—by your prompt attention to compensation check to sick employees. I find every position in the Los Angeles Railway System is filled with high class men who care, and whose mottoes are "service rendered with courtesy and safety." No wonder the public is for the Los Angeles Railway Corporation; so am I.

Yours respectfully,

(Signed) A. W. MOORE,  
Motorman  
249 So. Ave. 57.

Co-operative Association,  
Los Angeles Railway,  
Gentlemen,

I wish to express my appreciation for the treatment received at your hands during my recent illness, not only from the financial standpoint, which in itself was a great help, but also for the visits received from the trainmen and other employees of the Los Angeles Railway.

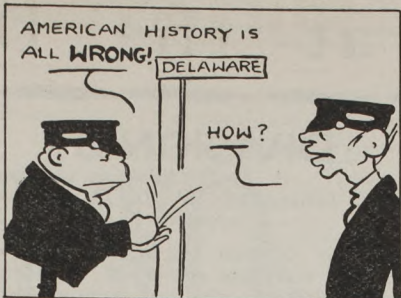
Yours truly,  
D. L. GRAGG

It is with sincere appreciation that I wish to acknowledge the kind expression of sympathy and help shown by the Los Angeles Railway Corporation and employees during the recent illness and death of my husband.

(Signed)  
MRS. LAURA M. SAPWPELL.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. L. C. Price, Div. 1  
Los Angeles Railway,  
Gentlemen,  
I am a daily passenger on either the D, R, or H cars, but of the many nice kind and courteous things I have noticed the paramount act was by Conductor 166 on the "R", at Hill and 7th. After vainly trying to stop a flock of cab drivers as well as a flock of motorists, he left his car and escorted through the traffic two old blind people to the walk—made it back to his post in time to see all fares got into the box.

Sincerely,  
MRS. GEORGE E. WEST,  
627 So. Westlake Ave...

For Condr. J. C. Phillips, Div. 3  
Los Angeles Railway,  
Gentlemen,  
Coming from Hawthorne over your line, I carefully followed the activities of Conductor 426. His attention to his many duties was constant with a courteous word and attitude for all, so I send a word of commendation.

Very truly yours,  
B. F. BERNSSEN,  
740 So. Broadway

For Motr. J. T. Edmiston, Div. 3  
Condr. W. M. Tutor, Div. 3

Los Angeles Railway,  
Gentlemen,  
I wish to take this means of commending Motorman No. 1945 and Conductor No. 962 on the West Adams car line. I have been riding these cars for the past 5 years (every day) and I am always glad when I get their car. They are very courteous and obliging. Hope that you can make this known to them in some way.

Respectfully,  
MRS. EMMA GRACE ELLIOTT,  
2410 Verdun Avenue.

Los Angeles Railway,  
Gentlemen,  
I wish to say you have as nice a lot of men on your car lines as I have ever met anywhere.

I have been here about 5 months and all whom I have ridden with treat strangers nicely, but I want to mention one in particular—Motorman 2377—on the "R" line. I have been riding on his car for the past two or three months and he has gotten to know me by sight. I get off on Spring and he came to a stop on Main. He happened to see me and knew I wanted to get off on Spring, so came back to the center of the car and told me I had passed my point. I thanked him—got off and walked back a block—lost no time and caught my car out home.

Yours truly,  
J. O. SWEENEY,  
575 Ave. 23.

Los Angeles Railway,  
Gentlemen,  
Last night I had an experience which is rather unusual and unexpected and again proves that there are a few people left in the world who have not lost their faith in human nature.

I hurriedly boarded an "F" car to get down town to a rehearsal. On the car I discovered I had only 9 cents in my purse and was going to get off at the next crossing, but Conductor 1616, sizing up the situation before I had recovered my wits, dropped another nickel in the fare box and ground it through, and said "That's all right, go on to town." When I recovered my ability to think straight, I took the name and address and am sending him the nickel.

Yours very sincerely,  
WALTER MILLSAP,  
11381 Belvedere St.

## PAINLESS EXTRACTION



Demonstrating The Painless Parking System for Extracting the back Teeth, or Differential of a Bus after it has been given gas.

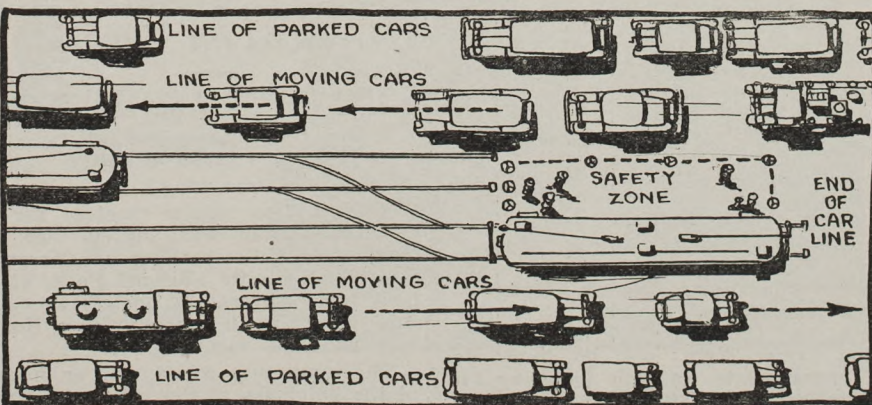
THE contraption pictured above is another of the surgical instruments developed at the company garage for operations on the buses to assure satisfactory bus operation.

The equipment is known as a differential extractor and is a big time saver. It was designed and made at the garage by C. B. Lindsay, foreman, and some of his assistants. Before this appliance was developed, the removing of a differential from the rear housing of a bus was an awkward job. The

heavy piece of steel had to be lowered with the aid of ropes and pulleys.

The new device consists of a saucer big enough to hold a differential. It is raised or lowered on a screw and can be moved along the edge of a pit on rollers. The saucer can be placed directly under the housing, after a bus is parked over a pit, to receive the differential when it is being removed and can lift the mechanism into place quickly after it has been cleaned and repaired.

## BOARDING AND ALIGHTING AT TERMINALS CHANGED



THE new arrangement by which passengers board and alight between the tracks at double track terminals, or on the side of the car nearest the center of the street on single track terminals, was put into effect last Wednesday. The plan was adopted following a conference participated in by representatives of the police department, the city board of public utilities and transportation, and the Los Angeles Railway.

The principal reason for the change is that it will give the passengers who

are getting on and off a car more clearance between the car steps and the moving line of vehicles than was possible under the former arrangement. Safety zones will be painted at the terminals.

Trainmen have been instructed to open and close the doors of their cars to conform with the new plan.

The diagram printed herewith shows the safety zone plan and the side of the car at which passengers board and alight.

## On The Back End (Contributed)

See The World Before Your Eyes Greatest Events of the Day Given to You in Pictures!



To inject new pep into the next division meetings, Division Three expects to perfect a snappy college yell with Frank Mead, (shown above just after eating a tasty T-bone steak) as cheer leader. The following battle cry has been proposed:

There ain't no flies on us,  
There ain't no flies on us,  
There may be flies  
On a lot of youse guys  
But there ain't no flies on us!



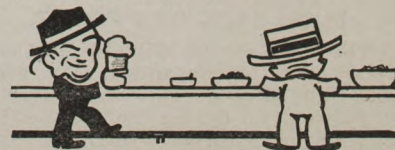
Conductor S. G. Boswell of Division 5 came bouncing in with a flock of smiles that would make the hardest of hard boiled flappers give him the "come-hither" look, and a box of cigars that made all of us look. He then said his piece, "Sunday, a baby girl, mother and baby doing fine."

Congratulations Mr. and Mrs. Boswell, and thanks for the cigars.



This picture, procured at great expense, shows Tommy Maitland, skipper of a Division Five fishing expedition giving the signal for "four schooners." The sea-going liars of the sea-gull roost set sail from the end of Line "E" Sunday morning after church.

Conductor T. D. McLerran spent the week end at Tia Juana, taking in the sights and sipping up some of the Mexican thirst quencher.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

"We have Mr. Hamlett back with us again while Janitor Rafferty is off enjoying the cool sea breezes. Janitor Sweets will have charge of the work in the absence of Mr. Rafferty. Mr. Sweets says he realizes the responsibility and importance of the work that has been entrusted to him, and states that he will endeavor to do the work in the same excellent manner which characterizes Mr. Rafferty.

A. Light, well known conductor of Division One, was married to Miss Kaplison on Wednesday of this week. The young newlyweds are spending their honeymoon in San Diego, Tia Juana and Coronado Beach. A nice box of cigars was enjoyed by all in honor of this event, so we join in wishing them a happy married life.

Switchman C. J. Adolphson, Conductor O'Neil and Mechanic King left with a party this week on an auto trip through Northern California. They expect to be gone about three weeks.

Motorman A. J. Koltzenbaugh is taking off two weeks to work on his place and Conductor P. Kelly is taking two weeks off to visit friends in Indio, California.

And now in conclusion let us all join "in getting more witnesses."

## DIVISION 2

H. T. Hansen

Clerk R. C. Hoyle is on vacation, and in his absence Motorman J. A. Wear is officiating.

Foreman J. A. Madigan is now back from his vacation spent in the vicinity of San Diego. The "sunburn" seemed to be particularly in evidence at the region of his nose. How about it J. A.?

The "U" line has just passed through a transitional "shakeup." Everyone is well pleased with the outcome, and satisfied with his choice.

Cond. B. Skinner and Mot. A. J. Skinner are going on a vacation trip to Lake Tahoe and Yosemite via San Francisco.

Conductor B. Still has taken 60 days off to visit relatives at Pomona.

Cond. L. R. Norfleet sent in his resignation while on leave of absence.

A new profession has grown out of the changes in car-tracks due to the installing of the new drainage system—namely that of watching "grasshoppers." The grasshopper watchers are:—S. J. Bacon, H. A. Glen, W. McKinney, J. I. Webb, and K. E. Sloan.

All of which leads to the natural inquiry: Who watches the hop of the grasshopper watchers daughter while the grasshopper watchers is being watching grasshoppers.

Cond. L. E. Hutchins who has been on leave for 2 months has mailed in his resignation. He says that he is unable to leave his mother who is very ill in Oklahoma.

### BUSES BACK ON FIFTH ST.

The buses on the Wilshire line have returned to the downtown loop, Fifth and Olive streets. They were diverted to Sixth street during the construction of track on Fifth west of Olive.

## Who's Who



Despite the only evidence we have to submit, George Moore is not a bad looking young fellow, and he is getting along with the world fifty-fifty. He has been with us for more than five years now as a conductor of Division One and a traffic man, and will have learned how to wear his cap by the end of this year. When he isn't smiling, he is grinning.

George came to the L. A. Railway soon after he gathered up his discharge papers and O. D. shirts in August 1919 following active service in France with the Ninety-first Division A.E.F.

## DIVISION 5

F. J. Mason

"Shorty" Hague will now answer to the name of "Grandpa" and with a feeling of great pride too. A little grandson dropped in on him last week and "Grandpa" chased along up to see him. When he got back he was asked who he looked like and he replied "I don't know—when I got up there they told me that he had grapped one of his dad's red neckties and had gone out stepping with his nurse." He's starting in right where his grandpa is at now.

Conductors will please note that there is a great deal of difference between a new ten dollar bill and an old one.

Conductor H. W. Hunt, who has been seriously ill at his home, 178 Acacia Street, Hawthorne, is getting along as well as can be expected. He has been off sick since June 19, and would appreciate a visit from any of the boys.

Of course you've noticed "Boston" and "Muck" doing their tricks in the office this week. This on account of our superintendent, Geo. E. Ferguson, and Clerk E. C. Tyler vacationing. Our "Soup" will be back on Monday while Ed. will be away for another week taking in all that is being put out at Big Bear.

There's a fishing party pulling out of here tomorrow so next week's news ought to be a little breezy and a big bit fishy.

### WIFE THE DRIVER

"My husband has bought me a beautiful automobile."

"Can you drive?"

"Well, I drove him into buying that."—*Boston Transcript.*

## DIVISION 3

A. E. Fontaine

Pinch hitting for W. D. Hanley on vacation

It may interest the boys to know that the associate editor, W. D. Hanley, has left the city and is now casting a critical eye over the nymphs at Venice. However, there is no occasion for any alarm on the part of any of our lady subscribers in regard to the safety of Dan, as he is under the watchful eye of Mrs. Hanley and it is a safe bet that Dan will walk the straight and narrow path.

Quite a commotion was caused at the division Wednesday afternoon by the appearance of a member of the Hasty Service Messenger Co., in a very disheveled and excited condition, frantically waving an envelope addressed to Foreman J. C. Owens. Upon breaking the official seal, Mr. Owens found that it was an inquiry from President Harvey Williams of the Coast League Ball Club, as to the whereabouts of one W. D. Hanley, who was absent from his accustomed box seat at the Washington Ball Park. The president was fearful lest some terrible calamity had befallen Dan. His fears were promptly allayed by a reply from Mr. Owens, stating that Mr. and Mrs. Hanley and kiddies were rustivating at the beach in an effort to quiet Dan's overwrought nerves after a year of most strenuous labor.

Conductor C. R. Perkins is taking a five-day leave of absence and from the happy expression of his face we suspect that some important event is about to take place in his young life. We still smoke any kind of cigars.

We regret to announce the death of Ex-conductor C. F. Sapwell which occurred on August 7. The funeral service was held Tuesday with six trainmen of Div. 3 acting as pallbearers. Quite a number of employees from the Main Office attended the service. He was well known and liked by whoever he met. On account of impaired health he had been flagging and working in the main offices.

"You know, my friend, that faith can move mountains."

"Yes, I know. My daughter's faith that she was cut out to be a singer has caused half of the neighborhood to move."

## Son of C. C. Netz, 19, Drowns on Vacation

Members of the way and structures department learned with sorrow last Wednesday of the death of Donald Netz, son of Charles C. Netz, chief clerk of the department.

According to reports received here, the young man was sucked into a whirl-pool while bathing in Merced River at Yosemite National Park. The body was recovered by one of two college chums with whom young Netz had made the vacation trip.

The young man was known by many of the employes at the main office, as he worked as an assistant timekeeper for the track department during a part of the summer.

Mr. and Mrs. Netz left immediately for Yosemite to take charge of the body and make funeral arrangements.

"Ohhhh! Lemuel, vat you tink? I vas arrested for speedink today."

"Vat, you? Vy, you haf no car haf you?"

"No, not dat, speedink on the side-walk."

## DIVISION 4

Benedict and Vejar

Motorman Thomas and Conductor Vander Linden left Monday for a long trip up through Yosemite and the other National Parks, claiming they will be new men when they come back.

Motormen Keller, E. W. Moore, Obray and Hellman started their vacations this last week. Safety Operator Hopkins left for a visit with his parents in Colorado. Conductor Boyes has gone to Canada for a visit. Motorman H. E. Hill is off to Montana, while Conductors Howarth and Bowen are away on fishing trips and vacations.

Conductor Stout was seen early Monday morning doing fifty miles an hour past the switch house on his way to the office. He arrived at the desk three and a half seconds before being chalked up for a miss-out but taking time to look down at his feet after they cooled off a bit he noticed that he had on one tan shoe and one black one. Says he is not color blind either.

Waiter—"How will you have your eggs cooked?"

Customer—"Make any difference in the price?"

Waiter—"No."

Customer—"Then cook 'em with a nice slice of ham."

### "Fruitless."

I know a maid, she is a peach,  
With her I made a date;  
She is the apple of my eye.  
But here I sadly state  
She does not care a fig for me,  
Alas, my cruel fate.

The dainty maid has cherry lips  
And lemon-colored hair;  
She wears a bright burnt-orange gown,  
But, ah, to my despair,  
She will not answer yes to me,  
So we may be a "pear."

"Can't I be squeezed in there somehow?" asked the young lady at the entrance door of the street car. "If you can get in I have one arm free," said Careless Clarence over the conductor's shoulder.

## BUS DIVISION

Elmer Wood

It must be terrible to hand pick your own critic and then have him tell the truth.

The Rainey Brothers bought an old seventeen Paige from Kramer, a mechanic in the garage, for forty bucks. "Some junk."

George Oliver has a Six, commonly known as a Piston Slap Six; the purchase price was seventy-five smacks.

Mac: "Why do you want two days off?"

Campbell: "I am going to a matinee."

Mac: "What are you doing the other day?"

Campbell: "Well, I have to find a place to park, don't I?"

ON VACATIONS: Roy Anderson, mechanic in the garage, is on a fifteen day leave. Supervisor Morris is taking his two weeks leave now. W. E. Cowart is taking this week off to rest.

Operator A. B. Hooper, who was injured sometime ago when he slipped and fell on the corner of the step of the bus, is regaining his strength and hopes to be with us soon.

Conductor J. T. Fullbright is learning to be an operator so that he can work on Sunday and when he misses out.