

Applicants To Take Brain Test

SHOPS RENEW 326 CARS USED IN TRAINS

The one hundred and twenty-fifth car entered the shops last week under the program to thoroughly overhaul, paint and renew all the equipment used in two-car train operation. A total of 326 cars of types "H", "K" and "F" are involved in this big job which is now more than one-third finished.

There are 250 "H" type cars to go through the shops. This is the type manufactured in the east and equipped for two-car train operation.

The "K" type cars to be over-hauled and painted number sixty. They were made in the Los Angeles Railway shops and are similar in design to the type "H" equipment.

Sixteen type "F" cars are to go in the shops and emerge glistening like new. These are cars that have been rebuilt and given longer bodies and cross seats.

The program has been under way for approximately one year. Eleven cars are put through the shops in an average month, under the program for the two-car train equipment. Approximately 50 cars of all types go through the shops every 30 days.

EAGLE ROCK BUS LINE PROPOSED

An application was filed last Monday with the Board of Public Utilities and Transportation by the Los Angeles Railway for permission to operate a bus line from the end of the line "E" car track at Colorado and Townsend. Service is proposed over Townsend Ave. from Colorado to Oak Grove Drive, and on Colorado from the end of the car track to El Modena.

The application proposes a fifteen minute service from 6:30 a. m. to 6:30 p. m. with a five cent fare and free transfers to and from connecting Los Angeles Railway street cars to any point north of Avenue Forty-five.

Fare Box That Registers Coins Electrically Tested

This is the fare box that does not have to be wound up by the conductor. The coins operate the register automatically. At the left is the cash collector posed for a close-up and at the right Conductor H. F. King and an obliging passenger show the position of the box at the conductor's station. The manufacturer is working on another box that will sound an alarm if a customer forgets to make the customary offertory.



AN ELECTRICALLY operated fare box is being tested by the company on car 1409 of line "S". The box is manufactured by the Johnson Fare Box Company. It is much smaller than the fare receivers in which the money has to be run through by a hand crank.

The mechanism that registers and indicates the number of nickles or dimes collected is not attached to the box, but is inside the car on one of the bulk-heads. This mechanism is connected to the fare box by a wire and the contact made by the coin



MATHEMATICS TO INDICATE ABILITY OF NEW MEN

Hereafter when a man strolls into the employment department and offers to help out the company by taking a job as motorman or conductor he will have to show J. B. Hayner, superintendent of employment, that he has the ability to figure the time of a schedule, and to add a column of figures on a trip sheet.

It is not the intention of the employment department to institute an "intelligence test" which employs such methods as telling a man that Ty Cobb wrote Julius Caesar and then asking him to indicate whether the statement is right or wrong, but the tests will automatically eliminate those who have not the fundamental requirements for street car service. It has been dubbed a "skull test."

Before filling out an application a prospective trainman will be given three simple problems of addition and subtraction in terms of minutes and seconds, such as are encountered in schedules.

Simple problems in adding and subtracting amounts of money, such as might be experienced in making out trip sheet reports, will be another point in the preliminary examination.

If an applicant shows that he has the fundamental essentials he will be given an application blank to fill out and the usual investigation of references made. Additional attention is to be given to the degree of neatness with which an application is filled out in the future.

The questions to be used in the preliminary examination will be printed and ready for use within a few weeks.

Popular Auditing Dept. Couple Wed

Earl J. Wilson and Miss Lillian Bishop, both of the auditing department, started on their vacation the same day and returned August 17 to announce to their friends that they had been married and spent the honeymoon at Catalina. The whole crowd on the ninth floor stopped worrying about trip sheet errors long enough to rally around the newly-weds and extend congratulations and best wishes.

in the box operates the register. The slot for receiving coins is at the top and is indicated by a red arrow on a plate which reads: "Deposit nickles and dimes only." The conductor receives the money after it is run through the box on a tray that is exposed by pulling a lever. The inspection plate is at the side of the box and is covered by glass.

Observations are being made to determine whether the electric box has any effect on the speed with which passengers board a car and pass the conductor's station.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Keeping Up A Standard

THE announceemnt that applicants for street car work will be given a preliminary test of their ability to meet the fundamental requirements of the work is of considerable interest to all employes, particularly the men who are on the cars.

We pride ourselves on the fact that the Los Angeles Railway trainmen represent a high standard. This is not a mere guess, but it is a statement based on observation of street railway service in the principal cities of America. Naturally it is the desire of the company to maintain this standard and the preliminary examination or "skull test" as it has been termed, will indicate quickly the mental possibilities of an applicant.

Street car work is pretty much in a class by itself. It involves some physical work and a good measure of mental exertion. The man who can twist a controller and an air-brake naturally will never make a motorman unless he has the mental ability to judge distance and make the quick and accurate decisions that are necessary in traffic. Almost any man can watch a fare box and turn the crank occasionally, but to be a conductor requires mental ability to understand and retain transfer and fare rules. A trainman must "use his head" in a thousand and one daily transactions.

Some street railways experimented with the army intelligence tests, but they have been discarded because they were a test of mental acrobatics rather than common sense, as far as the street railway industry was concerned. It is essential that a trainman be able to add minutes and seconds to keep his running time correct, and do the simple mathematics involved in trip sheet reports, but it does not matter so much whether he knows if Babe Ruth is a baseball player or a chorus girl.

Street car work requires that a man utilize the brains with which the Creator endowed him. It is necessary that the men in Los Angeles Railway service, as well as those who seek to enter it, keep this fact in mind.

The instructors can teach a man the rules and mechanical details involved in street car service, but out on the lines as the representative of the company serving hundreds of customers a day, it is up to every man to use his head.

Cripple On Hospital Cot Teaches Value of Cheer

FOR many months George Bassett, forty years of age, who sells papers at Seventh street and Maple Avenue, has given the company valuable help by reporting blockades and other delays during the absence of a supervisor. George is slightly crippled but despite this handicap he moves around quickly and is such an energetic salesman that he disposes of a large number of newspapers on an ordinary day.

The days of the past week have not been ordinary for George; he is in strange surroundings and his cheerful voice has not been heard over the dispatchers' telephone since last Monday. He is lying in a cot at the County Hospital undergoing treatment of his crippled leg. It is uncertain how long he will be in the hospital but he is missed by a number of the men in the traffic department who know him and who appreciate his ready help.

George has had some rather "bad breaks" in the game of life and his

income from selling papers has not been much more than enough to keep him in food, clothing and shelter. Despite all this he has maintained a cheerful disposition and has always been on the look-out for a chance to do good turns for the people he meets. It must be some satisfaction for him as he lays in the hospital to know that many of his good friends in the Los Angeles Railway are pulling for him and wishing him a speedy recovery.

Perhaps George has helped the Los Angeles Railway in more ways than merely reporting blockades, derailments and broken wires. It is a pretty good guess that most of the fellows who have come in contact with him have learned that a cheerful disposition helps a man over the rough spots of life that he encounters from day to day, just as it has helped George Bassett to know the pleasure of living and serving his fellowmen despite his handicap.

Eight New Pits For Garage

Eight new pits, each 20 feet long, are being built in the floor of the garage storage building at Sixteenth street and San Pedro. The pits will be cut in the southwest section of the building and, with a new tire shop, will occupy most of the south side of the garage. The tire shop will be located in the south-west corner and will be surrounded by metal grill work. A work bench will be placed

along the south wall in front of the pits and necessary electrical connections for lighting will be provided.

One of the three pits located in the open space east of the present garage shop will be filled in.

A lot with a frontage of 200 feet on East Fifteenth street and a depth of 92 feet is being surfaced with rock and oil for open air storage of buses and other equipment.

BULLETINS

Issued August 24, 1925

BULLETIN NO. 132 Notice to Trainmen

Some trainmen have been placing special shades on lamps in the front open section of cars, and in some cases using for this purpose, copies of the publicity pamphlet A-Z-U-R-I-D-E.

This practice must be discontinued at once, especially in regard to the use of A-Z-U-R-I-D-E or other company literature. As rapidly as possible, additional shades will be placed on the lamps on the ends of all cars.

BULLETIN NO. 133 Notice to Trainmen

The throwing of waste paper, transfer stubs, and old transfers from street cars by trainmen, especially in the vicinity of terminals, must be stopped at once. Receptacles are provided at various places for waste paper, and these must be used.

BULLETIN NO. 134 Notice to Conductors

The following Fireman's Pass Books are reported lost:
No. 9898 issued to Battalion Chief E. O. Carlsen.

No. 2468 issued to Francis G. Pinchot. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 135 Notice to Conductors

The following passes are reported as lost:

No. 5286 issued to R. J. Leonard, Division No. 3.

No. 6300 issued to W. J. Williams, Division No. 1.

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

BULLETIN NO. 136 Notice to Conductors

Pass No. 2647 issued to Mattie Lenan, Car Cleaner, Div. No. 4, and reported as lost in bulletin No. 130, has been recovered.

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 291 August 12th, 1925 NEW STOP ON THE INGLEWOOD LINE

A bus stop post has been installed on Rimpau Avenue, just North of 60th Street which should govern the North-bound stops of buses immediately after making the turn from 60th Street onto Rimpau Avenue. Do not make the stop for this intersection on 60th Street.

BULLETIN NO. 292 August 12th, 1925

The turn around loop at the west terminal of the Florence Avenue Bus Line will be made as follows:

From the corner of Florence and Moneta.

North on Moneta.

East on 71 Street.

South on the alley-way located approximately 100 feet east of Moneta Avenue.

Thence east on Florence Avenue.

A red Bus Zone will be painted on the curb on the East side of Moneta, immediately north of Florence Avenue, which will be the point for the loading and unloading of passengers or for lay-over time. Until this zone is established and at such times when there are parked automobiles in the above mentioned space, buses will lay-over on Florence Avenue at Moneta Avenue.

BULLETIN NO. 293 August 12th, 1925.

The dash signs on buses of all bus lines, with the exception of Wilshire Boulevard, Inglewood and Florence Avenue Lines will be removed and no further use made of them. Operators and Conductors on the Wilshire Boulevard, Inglewood and Florence Avenue lines, on which dash signs are to be retained, must be very particular and see that the proper destination on each trip is shown.

BULLETIN NO. 294 August 12th, 1925

Operators and Conductors on the Wilshire Boulevard Line will not stop to pick up or let off passengers on 5th Street just west of Olive Street but instead will do so at the Bus Zone on Olive Street between 5th and 6th Streets. The only exception to this will be that passengers may be let off on 5th Street at times when traffic has caused a stop to be made.

BULLETIN NO. 295 August 15th, 1925

The relief point for the Florence Avenue Bus Line shows as San Pedro and Florence. Now that the terminal has been changed to Moneta and Florence, the relief point will be made there.

BULLETIN NO. 296 August 15th, 1925

When one dual tire becomes flat, bus must not be operated any further than the first terminal reached. This for the reason that the load is too much for the twin tire to carry.

BULLETIN NO. 297 August 15th, 1925

Wilshire Boulevard Buses when south-bound on Olive Street will pick up any passengers presenting themselves at the Figueroa Street Bus Terminal, located at the southwest corner of 7th and Olive Streets.

Figueroa Street Buses when pulling into this zone will always pull far enough south to permit of the Wilshire Bus pulling in behind it in the zone.

BULLETIN NO. 298 August 15th, 1925

One bus must not operate so as to pass another bus on 8th Street unless the bus to be passed is standing still and temporarily out of service. Proper signals must be given by the crew of the disabled bus when passing.

Bulletin No. 299 August 17th, 1925.

Los Angeles Railway Trainman's Pass No. 8311, issued to Bus Operator G. D. McCarty, has been lost. If this pass is presented for transportation, take it up, collect full fare and turn the Pass in to Chief Clerk MacDonald who will in turn send it to the Manager's Office.

Bulletin No. 300 August 17th, 1925

The new regulation uniform shirts for Operators and Conductors have been received by Desmonds. These shirts are of khaki color and have two detachable soft collars of the same material. These Collars or white collars may be worn at the option of the wearer. The material looks especially good and is supposed to be fast color and it presents a very neat appearance. It is the same material as worn by the Chicago Bus Operators. When purchasing new shirts it will be necessary to secure the new regulation.

BULLETIN NO. 301 August 20th, 1925

Rule No. 42 at the bottom of Page 15, Book of Rules and Regulations for guidance of employes of the Los Angeles Railway Bus Division, is not being complied with in all instances. Every Operator and Conductor should read this rule and comply strictly with the instructions contained therein. Attention is also called that when telephoning information to the Office concerning accidents you should endeavor to do so in private and not in the hearing of anyone.

F. VAN VRANKEN,
Manager.

Orchestra Gives Program Over Times Radio Station

THE Los Angeles Railway orchestra and Hawaiian quartet crashed the ethereal gate last Tuesday, or in other words made its bow to radioland, in a concert broadcast from station K. H. J., the Times. The musicians held the air for more than an hour and produced a very entertaining program.

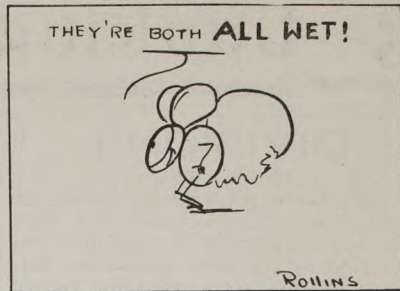
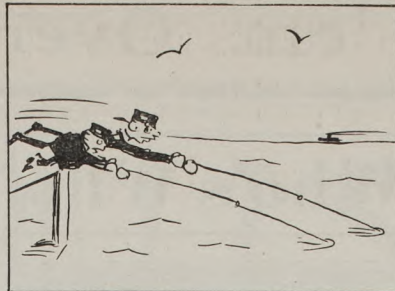
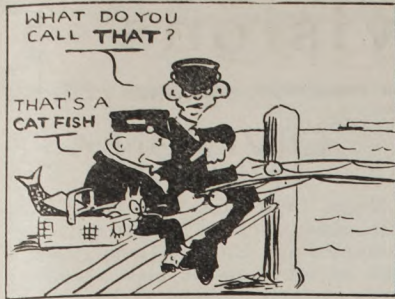
"Uncle John" Daggett, announcer and manager of the Times radio station, spoke in complimentary terms of the music the orchestra produced and of the courteous service that trainmen give Los Angeles car riders. He said the courtesy of Los Angeles serv-

ice is far ahead of the average eastern city. "Uncle John" told the trainmen that their job of running street cars and trying to please everybody was just about as easy as running a broadcasting station and trying to please everybody.

The radios at the division car houses were tuned to K. H. J. while trainmen, mechanics and switchmen gathered around to listen to the music and the interesting way in which some of the selections were dedicated to officials of the company.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. A. J. Vreeland, Div. 5
Los Angeles Railway,
Gentlemen,
I wish to speak in highest praise of one of your men who put himself to great inconvenience to restore a pocketbook to an aged lady, Aug. 6. He was conductor on car 746 of the Hoover-Manchester line.

Respectfully,
ELLA LAWLER,
1341 West 88th St.

For Condr. R. H. Manning, Div. 5
Los Angeles Railway,
Gentlemen,
This is to say that I wish to say a good word for No. 2882, a young man employed by you, for he was most courteous and kindly in answering questions concerning the route, etc.

Yours truly,
MRS. JENNIE LaDUKE,
651 Stanford Avenue.

For Condr. J. E. Tolbert, Div. 3
R. M. Dixon, Div. 3
Los Angeles Railway,
Gentlemen,
I wish to express my appreciation and thanks for the courtesy shown me by Motorman 2769 and Conductor 184 while I had a baby in my arms. Conductor helped me on and off the car and Motorman offered me his stool.

Respectfully,
MRS. E. F. SHULTZ,
27 Webb Street.

For Motor. G. V. Hopkins, Div. 3
Los Angeles Railway,
Gentlemen,
May I have the pleasure of complimenting the employes of your company in regard to diplomacy in handling the public on the "L" line, the one I have had to ride on, living near the LAHS.

I have been in public work since living in L. A. so have had to take same car every morning on this line and have found the men always courteous.

For instance I noticed Motorman 515, who has often had a man to instruct. He was always so patient and kind. He always has a smile for the old as well as the young.

Yours respectfully,
MRS. J. RUSSELL,
Whittier State School,
Whittier, Calif.

For Condr. F. E. Durham, Div. 2
Los Angeles Railway,
Gentlemen,
I want to call to your attention the courteous treatment of passengers by Conductor 2734 on the "S" line. He has plenty of good sense too.

Very truly yours,
W. S. HUMBERT,
311 South Irving.

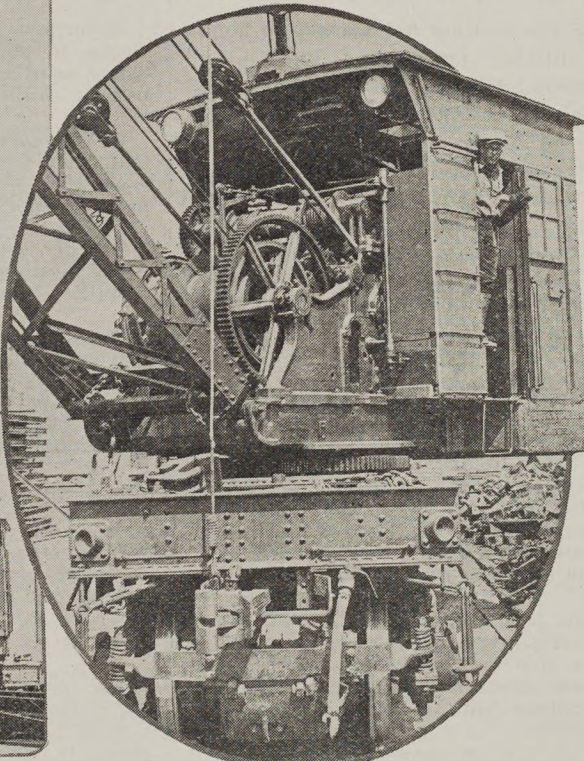
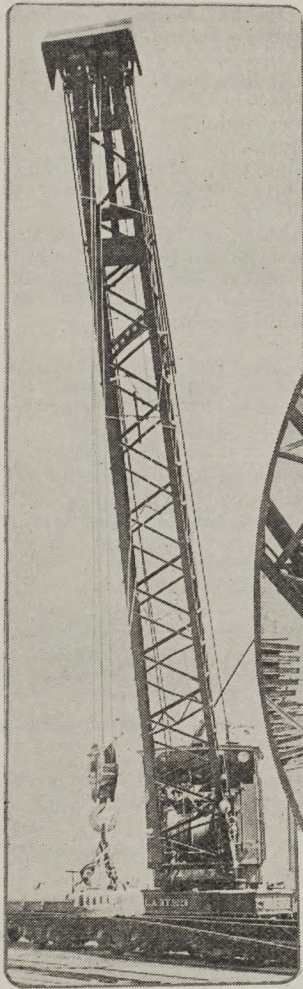
For Condr. F. P. Huppert, Div. 1
Los Angeles Railway,
Gentlemen,
While I was a passenger on car 1155, I noticed a blind negro man leaving the car. The conductor in charge (number 330) politely assisted the man off the car and through the traffic to the sidewalk.

Very respectfully yours,
WM. H. GREEN,
655 East 50th St.

LOOK AT OUR GIRAFFE!

"No Metal Can Touch You"

Unless the big magnet changes its mind, you are perfectly safe on the ground with three tons of steel rail above sticking to the hoist. The magnet is used for picking up all kinds of metal from horseshoes to girder rail. Charlie Shelton is standing at the kitchen door of the big hoist as relief operator. C. J. Simmons is the regular day operator and E. D. Mitchell handles it at night.



A MAGNET attached to the Brown Hoist of the track department is being used considerably by the Vernon yard to handle metal scrap material. The magnet can be attached or removed in a few minutes. It greatly increases the utility of the big crane, as it saves much time and many hands in moving odds and ends of steel and iron.

The magnet is charged by the power in the trolley wire. The weight that it can lift depends upon the surface of the material with which the magnet comes in contact. The picture above shows the magnet lifting three pieces of rail each 62 feet long and weighing approximately one ton each.

Tower on New "Hurry Wagon" To Be Hoisted By Engine

THE body for a new "hurry wagon" to be known officially as number eighty-three, is being built at South Park and will have new features to facilitate emergency work. The new body is being built on a Mack chassis and will be a sister ship of the famous "Thirty-two," which is mounted on a White chassis and has been answering hurry calls for five years, tying up trolley wire and hauling broken down trucks off the car tracks.

The new Mack "hurry wagon" will have possibilities for a real movie thriller. Just picture it dashing down the street with the clatter gong clearing the path and a mechanic jumping on the platform of the tower as the driver pulls up the brake with one hand and throws in the gear that raises the tower with the other. With a few quick motions the mechanic will be able to put a trolley wire back in place so the street cars can roll by again, giving Los Angeles a typical demonstration of speedy Los Angeles Railway emergency service.

One of the principal features of the new emergency truck is that the telescope tower for work on the overhead will be connected to the engine and hoist itself automatically. The tower on "thirty-two" has to be elevated by a hand crank.

Looks like good scenario material if we can find some place to write the bathing girls into the story.

On The Back End (Contributed)

Conductor O'Neil, Switchman Adolphson and party returned this week from an auto trip through the Northern part of the State. They visited San Quentin and on returning they announced that they intend to turn over a new leaf and stay out of trouble by all means as running a street car has got rock breaking beaten a mile.—D. B. Kohl.

IT SEEMS HE DID
Mrs. Grouch—"Did you notice that pretty girl that sat next to you?"
Mr. Grouch—"Do you mean the dizzy blonde with the blue eyes, swell figure, tight skirt, chic hat, diamond earrings, and a big bunch of violets?"
Mrs. Grouch—"Yes, that's her."
Mr. Grouch—"No, I didn't notice her."

Notice at Division Five
Don't park your car in the alley. It's liable to get picked up with the rest of the cans.
"My friend," remarked a physician, "you are suffering from a chronic complaint."
"I know it, doc, but please lower your voice, she's in the next room."

Puzzle No. 1 for Two Bells readers: Why does a rattlesnake remind you of a flivver? Because it generally rattles before it strikes. Oh, Yes!

Cop on Shore—"I'm going to arrest you when you come out of here."
Man in Water—"Ha! ha! I'm not coming out. I'm committing suicide."
—Nebraska Awgwan.

DICKEY TO LEAD ANNUAL DEER HUNT

Superintendent T. Y. Dickey of Division Two and a group of congenial spirits leave on an annual deer hunting expedition next week to Tulare County. The others in the party are Ed. Forsythe, switchman of Division Two, Carl Gordon, mechanical foreman of Division Five and Ed. Yonkin of the instruction department. These men have gone deer hunting together every season for more than twelve years and since 1916 have been going to a spot which they keep secret from the rest of the world, but which must be wonderful hunting territory. In the last four years one of the party has killed a buck on the first day of the season.

Letters Acknowledged
The Co-operative Association wishes to acknowledge with thanks the expressions of appreciation for its service received from the family of A. E. Bartlett, Mrs. Franson and family, R. C. Robson and Mrs. Nettie Croxall.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor G. O. Payton, known as the man who can eat more hot dogs than any other man in the division, is leaving us for parts unknown. Mr. Payton did not state what his future occupation will consist of, but we feel sure that he is going to open up a H. D. stand somewhere so he can be near his favorite fruit. His absence will be missed, especially by Pete's Hot Dog stand. Gooby.

All of the old timers know better than to take along a bank roll when paying Venice a visit, but Motorman L. C. Cummings being a new comer in these parts had never heard of that before so he took along his pay check for the first half. It's a sad story, mates, but a couple of highwaymen got him coming back that night and robbed him of \$48 and a lot of confidence in humanity.

Conductor Sasalow offers the following suggestions as an improvement to the service:

"I would suggest straw uniforms for the Supervisors, so they can wear straw hats.

"I also suggest that the division buy a talking machine, so the Porter can take a rest.

"I suggest that the soap be chained to the wash bowl, as it has a habit of walking off at times.

"And last but not least, the Company might print refund transfers to hand passengers when they drop too much money in the fare box, this would be easier to part with than the money."

Our superintendent, Mr. Williams, is now enjoying his vacation up at his mountain cabin. When asked how he was going to spend his time he gave us the following schedule of the day's events. Up at 5:30 A.M., a plunge in the pool; 6:30 to 7:00 doing the daily dozen, 7:30 to 9:00 breakfast consisting of ham and eggs, 9:00 to 11:00 hunting for jackrabbits, 11:00 to 12:00 resting up, 12:00 to 3:00 lunch, another rest and entertaining the twins; 3:00 to 6:00 engaging in outdoor sports, then dinner, a chat with the neighbors and to bed to dream about home and the Los Angeles Railway.

Among those taking vacations this week are: H. Lozier, bound for San Diego; Conductor Lithgow, going to the beaches; Conductor Ehlers, going to Vancouver, B. C., and Conductor Rasmussen, going by auto to Omaha for a sixty day visit.

Conductor Geo. Moore who recently returned from two weeks' vacation spent at Balboa Beach, and whose picture all of you no doubt recognized in the "Who's Who" column of the last issue of "Two Bells," says the picture and write up was all very nice if he just doesn't get a flock of demerits for wearing his cap cocked over on one ear. George says he didn't mean to pose in this fashion but there was a strong wind blowing that day and it blew his cap over to one side and before he could get it back the camera clicked, so there you are. If you need anything to help you swallow this, just call a scribe.

Now Who Will Direct The Traffic Director?

Miss Elwyn Burell Adams, weighing six and a quarter pounds, arrived August 14 and showed that she inherited her father's ability to give orders by instructing W. B. Adams, director of traffic, to give all the men in the traffic department a good cigar with sentiments fitting a proud father. Mother and daughter are doing well.

Who's Who



IF the weather did not get so hot in Blythe, California, William R. Owens might still be operating a tractor or counting the cows on his ranch near the edge of the desert. However, we are glad to introduce him as Motorman Bill Owens of Division 3, who has been running street cars for a little over two years. He is a native of Wisconsin and worked as an electrical engineer before he tried farming on his own account.

BUS DIVISION

Elmer Wood

Pat McKay will now be called "Uncle," as his brother, J. J. McKay, with the Los Angeles Motor Bus Company, is the proud father of an eight pound baby girl. He reports mother and daughter doing fine.

A. J. Arblaster, C. W. Brown and C. G. Day, were scheduled to go on a fishing trip last week, and according to their first stories caught about two hundred, but we like fish better than stories.

Mr. Veil, a washer, is on a seven day leave, which he will spend in Los Angeles.

Back from sick leave are M. M. Keathy, off six days; George Rosen, off seven days; P. F. Murray, off four days and A. C. Adams, off four days.

E. C. Fitts is still on a sick leave; he is now in Arizona recuperating.

B. F. Rogers has resigned for other employment.

Victor G. Smith is back from a thirty day leave, which he spent at his home in Oregon. Mr. Smith brought his mother down for a few days to see the city, and then took her back.

Card of Thanks

Dear Friends:
We wish to acknowledge with sincere appreciation the many beautiful expressions of sympathy which you extended to us on the occasion of the death of our son and brother, Donald Netz. The sentiments that they conveyed gave us strength to accept the will of Him to whom we pray "thy will be done."

Mr. and Mrs. Charles Netz and Miss Beulah Netz.

DIVISION 2

H. T. Hansen

If you have a bit of news—
Send it in!
Or a joke that will amuse—
Send it in!
An incident that is true,
A bit of stuff that's new,
We want to hear from YOU—
Send an item in!

Conductor E. E. Ford has been granted 30 days to visit the sea shore and vicinity.

Motorman S. T. Millard, who has been ill the last two months, is again with us. He has taken a temporary appointment as flagman.

He—"Still love me?"
She—"Yes."
He—"Very much?"
She—"Bushels."

He—"Then, say honey, couldn't I keep six bits out of my salary this week?"

Motorman R. L. Johnson took two weeks to spend his vacation somewhere near Lake Arrowhead, where he has a nice little cabin.

Suffragette—"We believe that a woman should get a man's wages."

Married Man—"Well, judging from my own experience, she does."

Teacher—"Can anyone tell me what is the most dangerous part of an auto?"
Willie—"Yes, teacher—the driver."

Don't forget to have your watches inspected this month, boys. T. Y. Dickey.

DIVISION 3

A. E. Fontaine

Pinch hitting for W. D. Hanley on vacation

Conductor C. F. Wood is apparently enjoying his trip to New York via Canada and return via U. S. A., as he has requested an extension to his leave of absence.

We regret to learn that Conductor W. R. Hobdy, who was visiting Fresno during his vacation, was seriously injured in an automobile collision in that town last Monday. He sustained a fracture of the spine.

J. C. Phillips reports having a swell time up north. The reason given for the "swell time" was that the mosquitoes were so numerous and persistently friendly that he was compelled to return south for relief.

DIVISION 5

F. J. Mason

Five fisherman and one Englishman pulled out of here last Sunday to do some deep sea fishing. The Englishman didn't catch a darn thing—'twas too deep for him.

Commodore Conklin was very lucky. He caught more kelp than the rest of the bunch put together.

Harry Shover made the first catch, after which he began to turn a little green and put back more than he pulled out.

Tommy Maitland didn't get skunked. He caught two as we were going down hill.

I forgot to take my dinner and Harry Shover, with his head hanging over the side, said "I wish too (hic) I'd forgotten to take my breakfast."

Jimmy Halliday got sore because he didn't catch any mackerel.

I said I felt like a fish out of water and somebody wise-cracked, "You look the same."

On the whole we had a very nice day. We were out about seven hours

DIVISION 4

Benedict and Vejar

Night Clerk Roffee returned to duty this week from a vacation in the Yosemite and Zion National Parks as well as other scenic places which he loves so well. Asked if he had had any breakdowns with his car he replied that the only thing he had broken was possibly all the Ten Commandments.

Operators Erickson and McClintock are away on vacations, beginning this week, as well as Conductor H. E. Ketchum and Motorman H. Phillips. Benedict says these BIG fishermen haven't got anything on him as he raised an egg-plant as big as watermelon and a peach as big as an egg-plant. Now somebody else tell one.

As one of our little daughters said "Mama, no wonder the milk is sour, the poor cow stands in the sun all day."

As all the world has learned over the radio, Division Four is very musical, and we appreciate very much the opportunity to attend the concerts at Hollywood Bowl free of charge.

"Ye Scribe and his bride by the parson were tied,

And when the performance was done, "Alas! exclaimed he, examining his fee,

"I add one to one to make one."

SO I WON'T OVERDO IT

He thinks he is breezy,
Does Albert Lind,
But folks really think
He's a bag of wind!

Dont Attend August Dance; It's Cancelled

Don't plan to go to the company dance this month as there will not be any.

This good advice given by the floor committee is called to the attention of all the employees, as it was thought best to cancel the monthly dance and entertainment because many employees are out of the city on vacation.

A dance with special music and some lively vaudeville numbers will be offered on the last Saturday of September, which is the regular night for the company party.

and got nine fish and a little bit sunburnt. All those who had their orders in and didn't get them filled, take the matter up with Tommy Maitland.

Commodore Conklin called up all his friends Saturday and asked them how much they wanted and now he's got no friends.

Motorman E. R. Blackwell was trying to let Frank Adams know that he was going to the fight Tuesday night. Frank was passing on a street car so Blackwell went through the motions of pointing towards Vernon and sparing with himself. Frank said he brought up a swell uppercut and hit himself on the chin, knocking himself out. I asked Frank if he stopped and helped to bring him to, to which Frank replied, "Aw no, that guy's so dumb that I can't even tell when he's unconscious."

Received a letter from J. T. O'Hara who is now in Chicago. For further particulars see Heine, who, in turn, will direct you to the Chicago Kid.

Ed. Tyler blew in for a few minutes last Tuesday. Just in from Big Bear and reports a wonderful time. He blew right out again for another trip up north.