

TWO BELLS

VOL. VI

JULY 20, 1925

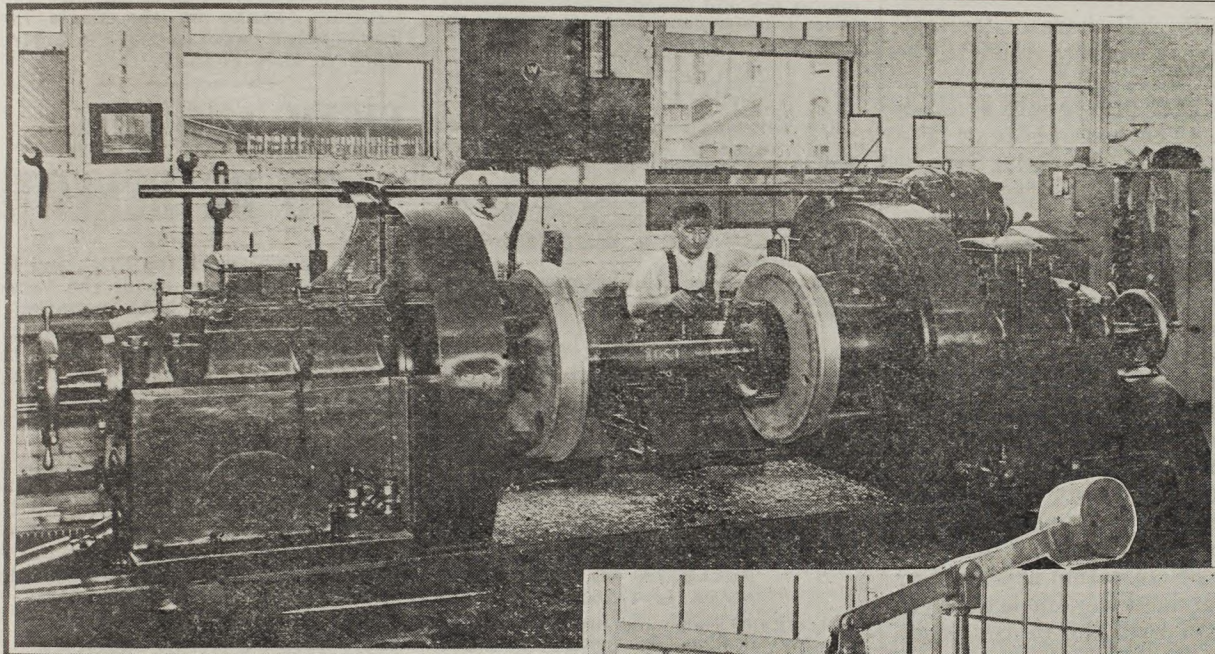
No. 8

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

Coast Claim Agents Convene Here

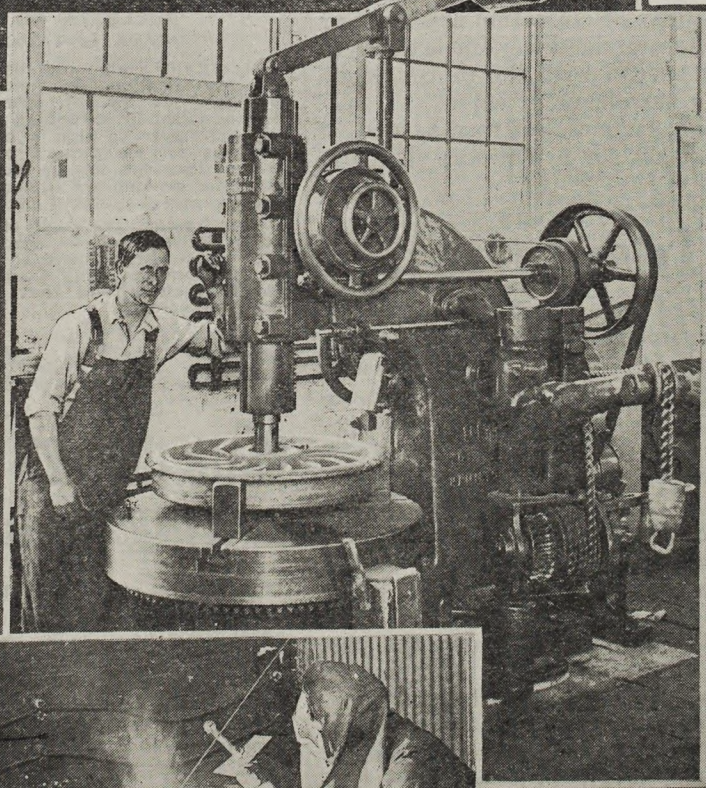
POLICE JOIN IN ACCIDENT PREVENTION ACTIVITY



Photos Show What Flat Wheels Cause

WHEN a street car stops suddenly with a bad application of air, or when an aimless flivver goes to sleep on the car track and the motorman has to use everything except prayer to stop his car in time to avoid an accident, a "flat" is likely to result.

Above, C. L. Nichols is operating the wheel turning machine while at the right J. W. Bevlis is boring a wheel for a new ax.



The unharmonious music of a flat wheel brings eight or ten mechanics on the run, because every effort is made to get such a car out of service as soon as possible. Running on a flat wheel causes vibration that is injurious to mechanical equipment as well as to the nerves of passengers.

The division shops, with the exception of Division Two, have wheel grinding machines by which a flat spot is removed by turning down the rest of the rim until it is again perfectly round.

The wheel work of Division Two cars is done in the main shops at South Park, where the pictures above were taken. The average wheel turning job takes two hours.

If other work is necessary, such as reboring a wheel for a new axle, it is taken to the South Park shops after a new wheel has been placed on the street car by the division mechanics.

(Continued on Page 2, Col. 4)

Claim agents of electric railways on the Pacific Coast will meet in Los Angeles next Wednesday. The organization of claims men is officially known as the Pacific Claim Agents Association and is headed by S. A. Bishop, general claim agent of the Pacific Electric Railway of Los Angeles. C. M. McRoberts, general claim agent of the Los Angeles Railway, is a past president of the organization and a member of the executive committee. These two men have done a large share of the work in preparing for the convention session and for the entertainment.

L. A. Man To Talk

E. H. Craddock, chief investigator of the Los Angeles Railway claim department, who is known by many trainmen, will speak on "Methods of training claim adjusters and investigators."

Only one subject will be presented at each of the morning and afternoon sessions and the remainder of the time will be devoted to general discussions by the visitors.

Police to Participate

On Thursday afternoon, E. B. Lefferts, manager of the safety department of the Auto Club of Southern California, will speak on "Methods of facilitating vehicular traffic in cities." Trainmen will recall that Mr. Lefferts gave a very interesting safety talk at the divisions a few months ago. Indicating the interest in this topic, L. V. Jenkins, chief of police of Portland, and David O'Brien, chief of police of San Francisco, will participate in the discussion. Cleveland Heath, inspector of traffic and head of the Los Angeles police traffic department, will be invited to join in the discussion of this subject.

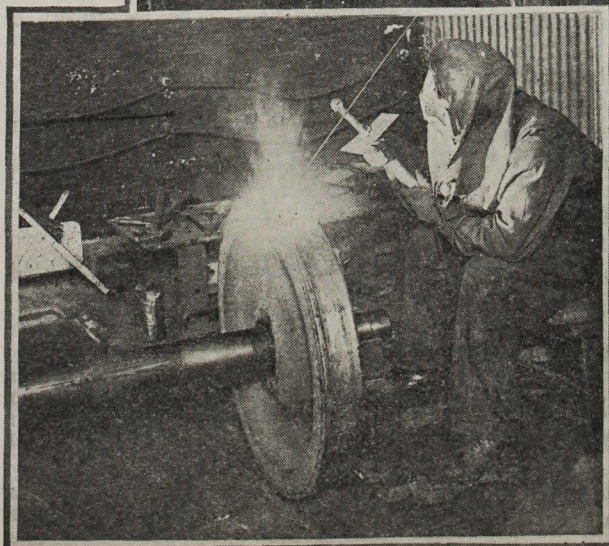
Sessions at Biltmore

All the business meetings will be held at the Biltmore Hotel.

Auto sight-seeing trips to points of interest in and around Los Angeles have been arranged for the wives of the claim agents.

Following the three-day sessions the visitors will go to Catalina, Saturday.

The blinding glare of flange welding causes L. Venegas to wear a mask.



Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Welcome Claim Agents

LOS ANGELES will entertain claim agents of electric railways on the Pacific Coast next Wednesday, Thursday, Friday and Saturday. We are glad to have these men gather in Los Angeles because they focus attention upon their work, which is one of the most important in the electric railway industry.

It has frequently been said that the claim department has all the "grief" of the business. To a considerable degree this is true because a large part of claim department activity starts after an accident has occurred, and an accident usually means injury to persons or damage to property.

It is an old saying that accidents do not "happen"; they are "caused." An accident is a sign that somebody was not as careful as he should have been and the work of the claim department then becomes a matter of straightening out somebody's carelessness.

Every accident of any importance is investigated to determine liability and to show what steps can be taken to avoid a recurrence of the accident. The investigation work has its full share of "grief" but it develops some funny situations that give a comedy relief to the work.

Then there is the fellow who whacks his 1914 flivver into a standing street car and offers to settle for \$1400. The example may be a little far-fetched but it indicates one of the tasks of the claim department. It seems that an automobile increases in value fifty percent after it has been in an accident involving a street car.

The fake claim is something the investigators and adjustors have to guard against constantly. Several fakes have been uncovered by the Los Angeles Railway claim department and some cases have resulted in the crooks landing behind the bars.

So much for the "grief" of the claim department work. There is a brighter side to the activity of this department. It is the humanitarian work of accident prevention. Educating people to stop injuring themselves and their property is a tremendous job. It is not easy to work out of the average system the desire to "take a chance." Year after year the claim agents have given more attention to accident prevention. Many of the systems on the Pacific Coast have done some excellent work with the general public as well as with their own employes. Members of the Los Angeles Railway organization are familiar with the good work that has been done here under the joint leadership of the claim department and the safety bureau with the thorough cooperation of all men concerned with the movement of cars.

To the visiting claim agents the Los Angeles Railway extends a cordial greeting and the very best of wishes for a pleasant visit and profitable convention.

Courtesy an Insulation

NOW and again reports are received from a substation that insulation has burned out on a machine and put it out of service. Anyone can understand that the insulation which prevents electrical current jumping out of its regular path is vital to the operation of the station.

Courtesy can be likened to an insulation which prevents the power of a human mind jumping out of its proper paths.

If current jumps in a substation machine, there is a clash of two forces and damage results. Often there is an explosion.

When the insulation of courtesy is burned out there is a clash between conflicting viewpoints between the passenger and the trainman. Frequently an explosion results. The passenger may have tended a transfer that is old or not good at the point at which the passenger boarded. The passenger should never be viewed as trying to exercise a fraud. Some of the conductors have so much difficulty trying to keep the transfer rules and principles in mind that it is not probable that any great percentage of the passengers could master the system and then go one step further and figure out a way of beating the system.

Perhaps you have gone to the wrong section of a department store to purchase some commodity. You made a mistake unintentionally, just the same as the passenger who presents a transfer at the wrong point or on the wrong car. If the store clerk made some remark that intimated that you knew perfectly well what you were doing and that he suspected you of being a shop lifter, you would want to pick up the counter and bend it over his head.

Remember that the passengers are your customers who pay your wages. They may make mistakes but they are not likely to try and steal a nickel out of your fare box.

Keep the insulation of courtesy wrapped tight, especially in these hot days, and treat passengers with the consideration that you would appreciate.

BULLETINS

Issued July 20, 1925

BULLETIN NO. 114
Notice to Trainmen

Effective Sunday, July 19th, line "C" will be routed via 5th Street between Flower and Olive Sts., instead of via 6th Street as at present.

Cheatham electric switch will be installed at 5th and Olive. Line "C" will coast to operate switch. Lines "U" and "D" will use power.

The track on Flower Street, south of 5th Street, will be cut and must not be used.

Electric switch at 6th and Flower will be discontinued, and the switch will be changed to a chain pull switch until such time as it may be removed entirely.

East and westbound cars on 6th Street will continue to make an arbitrary stop at Flower Street in both directions. North, east and westbound cars will make arbitrary stop at 5th and Olive.

The walk-over transfer privilege now existing at 6th and Grand will be extended to line "C" at 5th and Grand, and in addition line "C" transfers will be good on lines "D" and "U" at 6th and Grand in both directions, and transfers from line "D" and "U" will be honored on line "C" at 5th and Grand in both directions. Other transfer conditions will remain the same as at present.

BULLETIN NO. 115
Notice to Conductors

The following passes are reported lost: 3395, issued to Mrs. Lena R. Fowler, wife of H. Fowler, Motorman Division No. 3.

4694, issued to Walter E. Flower, Switchman, Division No. 2.

5813, issued to G. R. Sharp, Motorman, Division No. 2.

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

BULLETIN NO. 116
Notice to Conductors

The following passes have been recovered:

2163, issued to M. P. Chevez, Car Repairer, Mechanical Dept., Bulletin No. 111.

7003, issued to S. Harrison, Conductor, Division No. 5, Bulletin No. 108.

6251, issued to L. C. Welch, Conductor, Division No. 2, Bulletin No. 108.

BULLETIN NO. 117
Notice to Trainmen

Practically all installment houses, whether dealing in household goods, clothing, jewelry, or other articles of merchandise, in extending credit require the purchaser to sign a contract which contains an assignment of wages, and this assignment can be filed against the wages of an employe should he default in one or more payments on his contract.

It is against the rules of the Los Angeles Railway for an employe to accept such wage assignment to be presented to the Company, and trainmen must so handle their affairs that this situation will be avoided.

R. B. Hill

MANCHESTER BUS LINE PROPOSED

An application was filed with the State Railroad Commission last Wednesday for permission to operate bus service from One Hundred and Eighth Street and South Park Avenue over South Park to Manchester and over Manchester to Moneta. The application proposes a fifteen minute service from 5:30 A. M. to 11:10 P. M. at a five cent fare. The route covers two and a quarter miles.

Machine Returned To Sentous Station

The electrical department has returned one of the 1,000 kilowatt machines to the Sentous substation. This equipment was re-insulated at the South Park shops.

The number three machine of Westlake substation, which burned out recently, is being rewound and put in good condition for new service.

TRACK DEPT. TO LOWER RAIL

The track department will lower the rail at the intersections of Santa Barbara and Arlington and Santa Barbara and Third Avenue, shortly. This is to conform to a new grade of the adjacent city streets which are being improved.

Track at Santa Barbara and Dalton avenue has been under repair for several days. The special work is being reconstructed and a new standard switch is replacing the old switch tongue, the construction of which dates back to the days of the Los Angeles and Redondo Road which ran out Santa Barbara avenue.

The intersection of Arbia Street and Cypress Avenue on the Eagle Rock line is being paved to conform to street work in that vicinity.

FIFTH AND HILL TO BE RENEWED

New special work for Fifth and Hill streets is being set up at the Vernon Yard. Due to the joint operation of Los Angeles and Pacific Electric Railway cars and the line "C" curve, this will be a difficult track job. Traffic conditions will make it necessary to do the greater part of the work at night.

In preparing for such a job, the intersection is surveyed on the grounds of the Vernon Yard and the rail laid out so that it fits exactly. It then can be taken to the corner after the excavating has been done and installed without any waste of time.

Photos Show What Flat Wheels Cause

(Continued from Page 1, Col. 1)

The big machine has to cut the hole for the axle to a fine dimension to prevent any play.

Occasionally the flange of a wheel is damaged and has to be built up by welding. This work is done at South Park by L. Venegas. The hand-welding which is at present done on the wheel flanges will be replaced by machine work shortly. Drawings have been made for this machine and it is expected to facilitate this branch of wheel repair considerably.

Police Commissioner Praises Courtesy

Mr. R. B. Hill,
Supt. of Operation,
Los Angeles Railway,
Los Angeles, Calif.

Dear Sir:

Permit me to commend Conductor No. 962, West Adams line for continuously courteously giving up his chair or stool to ladies young and old and to older men.

Cordially yours,

(Signed) HARRY E. INSLEY,
Police Commissioner.

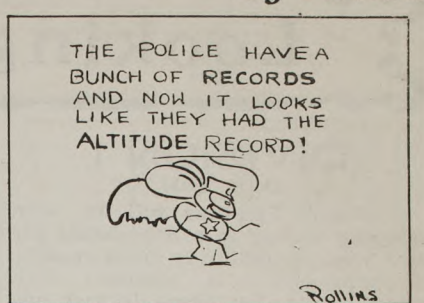
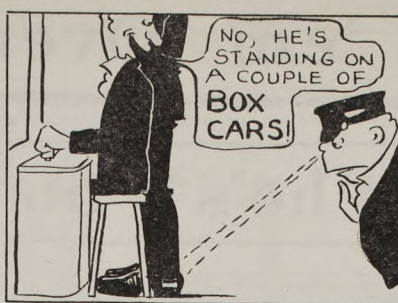
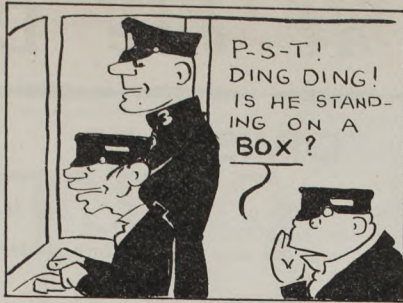
Note—Condr. W. M. Sutton of Division Three, wears cap badge 962.

5000 Pound Hoist for Sixteenth St. Yard

The Sixteenth street yard is to have a hoist capable of handling 5000 lbs. This machine will be used principally for removing material from flat cars that are run into the yard on a siding.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. E. Stout, Div. 4
Los Angeles Railway, Gentlemen,
Conductor 1344, operating this morning on the line "C", graciously paid my fare, after I had boarded the car at Coronado and Temple Streets, city bound, about 8:35 A.M., this date, when I tendered to him a five dollar bill which he could not change.

Very truly yours,
CHARLES A. THOMASSET,
114 North Coronado

For Condr. T. I. Thoreson, Div. 3
Los Angeles Railway, Gentlemen,

Just to say that I witnessed an instance of unusual courtesy and politeness on the part of Conductor No. 864, car 909, line "L".

Yours truly,
L. C. RYAN,
952 South Bronson.

For Condr. W. Beattie, Div. 1
Los Angeles Railway, Gentlemen,

While riding on one of your cars I noticed the conductor was the most courteous and patient of any one in that position I have seen for some time. Also how he handled his passengers—myself being a stranger here, he took great care that I didn't miss my street and was so kind that I took this means of letting you know I appreciated it.

I didn't get his name but his number was 92, line "R".
MRS. KATHERINE LE BEAU,
1311 Vine Street.

For Condr. C. E. Vassar, 242, Div. 3
Los Angeles Railway, Gentlemen,

I wish to express my appreciation of the courteous manners of Conductor 242 on car "L".

His pleasant smile must add cheer during the day to the many people who ride in his car.

Very truly,
MRS. R. A. VINE,
1143 Mullen Ave.

For Mtr. W. L. Greenwood, Div. 4
Los Angeles Railway, Gentlemen,

I wish to commend operator on the Griffith Avenue car No. 18, who showed me special courtesy in assisting me as a stranger here.

To help you credit the proper man, I add that I left the car at 6th and Spring at 4:45 P. M. above date.
Yours truly,
FRED C. BECKER,
451 East Third St.

Inglewood Bus Runs Increased

Within a week after the Inglewood and Fairview Heights bus line was started, travel checks indicated that additional service would be necessary. The large buses operated on a regular headway seem to supply a long felt want, particularly in the Fairview Heights District, and have resulted in an encouraging patronage. The original schedule called for two buses providing a 20-minute headway but the service was increased Monday, July 13, to a 15-minute headway, provided by three buses.

LOOK HERE! A Street Car Man Is A Community Builder

IS A STREET CAR job monotonous because you run over the same streets on the same cars day after day? No! It is ever-changing. It has a gripping interest to the man with the real vision of his job. The trainman is a community builder. These are some of the thoughts presented in a highly interesting talk given to trainmen of Atlanta by the president of the Georgia Railway and Power Company, and which are reproduced in the hope that they will inspire some men to a new conception of their work—THE EDITOR.

Sometimes people must wonder what you Motormen and Conductors think of the work you are doing.

YOU GET UP EARLY IN THE MORNING, many of you before day, frequently in the cold of the winter—you have done it many days before. You go down to the barn, get out your car, same car you got out yesterday, take it out on your route, over the same old street you ran on yesterday, and the day before that. You turn on and off the current, put on and off the brakes, running along a familiar street that you have run on many a time before, to the end of the line. You pick up the controller handle, walk through the car to the other platform, then run back over the same route to the other end of the line. Then you pick up the controller handle, walk through the car to the other platform and come back again.

Oh! the dreary monotony—if you think that way about it. Even at that it's no more monotonous than most all other jobs.

NO MONOTONY
How would you like to be a bookkeeper, perched on a high stool making figures in books all through the day, day after day and year after year, seeing nothing but figures, engaging in no activities of any kind, simply recording figures of the results of work that other men do?

How would you like to be a mechanic turning threads on bolts, doing nothing else but this, shut up in the shop all day, just turning threads on bolts all the time, day after day?

How would you like to run an elevator, up and down the shaft, seeing nothing of the outside, just up and down the same shut-in shaft all the time. I know a man who does this kind of work and he is the happiest and most cheerful man I know. He runs the elevator in this Company's own office building. He makes it his business to make things brighter for everybody that works in the building. You really ought to go up and take a lesson from him.

A RIGHT TO BE PROUD
As I say, if you think that's what your job is, then that's what it is, and if you let your mind dwell on the monotony of it then you will not only never amount to very much at it, but it will drive you crazy some day.

If you'll take the right view of it you'll find your work altogether different from this. You are furnishing transportation service for a whole city. We people of Atlanta are very proud of our growth from a little crossroad village reduced to ashes in the Civil

War to a city of over 250,000 inhabitants. This couldn't have been done without you—you made this growth possible. You've got more right to be proud of this city's growth than any other single enterprise in it. You've taken the greatest part in bringing it to pass.

Buildings couldn't exist without the work that you do. You transport the mechanics who put them up, you bring back and forth the tenants that occupy them. So you have had a part in the building of them. Your work entered into it.

We are very proud of our fine churches. Atlanta has an unusual number of fine churches with eloquent preachers and large Sunday congregations. These churches couldn't exist in the numbers they do except for the work that you are doing. There would be no congregations for eloquent preachers to preach to if you didn't bring them in. Why the very reason you can't go to church yourselves is in order that there may be congregations for churches to hold.

You bring the teachers and the children to the schools. You are helping to educate the children of the community. They couldn't come to the schools except for the work that you do. So that your work in part, is the education of children.

You take the workmen to the shops maintaining the equipment that runs on the railroad. You run our cars all night taking the train crews to and from the railroad yards, and you bring the passengers to and from the stations. You have a part in the transportation system of the country.

On The Back End (Contributed)

Don't forget what happened to the pest who was everlastingly asking "Is it hot enough for you?" That was the inscription friends put on his tombstone.

Here is just a little bit of news which comes from one of our old time motormen Div. No. 3 who lives up in San Fernando Valley, commonly known as "Peg-leg" Fowler. He said that it was so hot up there that his cats about the ranch were all going "loco;" came tearing in the house and over the tables, up the curtains etc., so finally his wife suggested catching them and putting them in a box with some ice in it, which proved successful, and the cats all went to sleep. He says "My cats go in the ice box hereafter, long as I live up in that neck of the woods."—J. B. Hayner.

Conductor "Millican" Light says he would like to suggest that the regulation uniform for trainmen be changed to the one-piece bathing suit during the prevailing warm weather.

The burning question of the day: "Conductor, which is the shady side of the car?"

"My goodness, what a lot of noise you are making," said Conductor Sweet's wife the other evening as he walked up and down the parlor tooting on the old slide trombone. "All right, dearie," remarked Sweet, as he sat down and took off his shoes and then resumed walking again; How's that? Better?"

Did you say absentminded? Conductor A. V. Saylor takes the whole cheese and part of the biscuit. The other morning he thought he had left his watch home, and took it out of his pocket to see if he had time to go back and get it.

Company Dance Saturday Night New Schedules For Lines 2, 3 and "W"

New schedules on lines "2" and "3" and line "W" are being prepared from travel checks in the hands of the schedule department.

The North Main Street service is one of the big problems owing to the frequent interruptions caused by steam line tracks.

Owing to the warm weather, it is believed that this change will be welcome, as it is better to be able to walk around in the cool places and drink a glass of punch between dances than sit through forty-five minutes of entertainment. These dances are open to all employes and good music is provided.

Company Dance Saturday Night



The monthly company dance will be held according to schedule next Saturday night, July 25, in Forresters Hall, Tenth and Olive Streets, but there will be no vaudeville numbers.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor Stephens will be seen stepping around in a Studebaker Six next week according to latest reports. Stephens says it is equipped with many extras, but there is just one thing that it lacks to make it complete and that is—bell cords. Stephens asked O'Hara if he thought he was going crazy, but O'Hara evaded the question by saying he didn't allow himself to think at times.

Oh yes, the R. R. Lunch has a brand new waitress, no, her name isn't Mable or Hazel but she goes under the title of "Blondy." Now don't all try to go over there at once.

"Old Dan" who runs the shoe shine stand across the street says he is gwan to organize a coon hunt down in Arkansas next year, and all yo' fellers that wants to go had better get yo name in early, cause he shore gwain to travel when he gets started.

Bughouse fables: Motorman McMullin to Clerk: "Say, put me down on the off book for next Sunday."

Switchman Tom Dolittle says Janitor Rafferty is getting so close that it takes a cigar to get a clean towel and a piece of soap from him. And then again Rafferty says Tom is getting so fat that when he comes in the office to brush off his clothes it takes Rafferty the rest of the day to sweep out the dust. So there you are.

During the recent earthquake conductor Payton was getting a shave in Mac's shop and the barber had just about finished his job when the building began to shake, Payton figured that he didn't want any razor circulating around his ears during such a shaky time, so he got up and started for the door. After a bit of fast talking the barber finally persuaded him to return to the chair so he could finish the other side of his face.

A card from R. W. Brigham says everything is gong fine on the trip and he is getting his share of the trout. Motorman L. G. Blanks is enjoying a months vacation resting up and working on his chicken ranch. Conductor H. H. Wise took fifteen days off in which he expects to spend at the various beaches.

DIVISION 2

H. T. Hansen

Word has been received from Motorman C. H. Kellogg, who is back in Kansas. Kellogg wishes to be remembered to all the boys and Tex. Bourland. He will be with us again sometime in the near future.

Conductor C. L. Walinder has secured a leave of absence, but has not as yet made up his mind where he will go, anyhow. Walinder says he will let us have a postal card when he reaches that place.

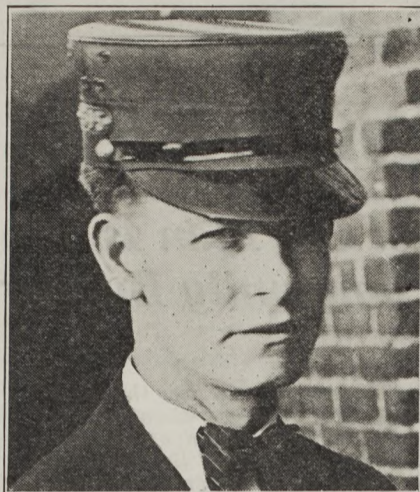
Conductor Hal Henley is back with us again after driving his Studebaker up to Vancouver, B. C. He reports having a nice time and no trouble enroute with the exception of one puncture.

Motorman J. Jackson, has secured a 90-day leave of absence to visit his homestead somewhere in the Barstow region.

Motorman M. L. Larson secured a leave to take a trip back East. He got the old Lizzie all pepped up and started out. Imagine our surprise when a few days later we found him back in Los Angeles. He got as far as Needles, Calif., and decided that it was too warm for him, hence the return.

Motorman F. W. Osborne came up to the office one day this week and pushed in a big box of cigars and

Who's Who



Motorman W. F. Hoover of Division Two has just about completed six years of service with the Los Angeles Railway. He was born in Springfield, Missouri and came to Los Angeles from the East soon after receiving his discharge from the army. During the war years he was a chemist in one of the eastern arsenals. He was on the coast for two years during which time he was employed at the Western Electric plant in Oakland. When he received his army discharge he heard the call of California and came right out to Division Two.

volunteered the information that he had recently entered the ranks of the benedicts. We can not furnish the lucky girl's name at time of writing, but Division Two wishes them every success and happiness in their partnership.

Motorman S. D. McKinney has secured a 60-day leave to spend his vacation up North. His intentions are to visit Portland and way points.

BUS DIVISION

Elmer Wood

Get more witnesses; accident reports are coming in without enough witnesses. When you pass the cards out, do you say "please," and when you take them in, do you say "thank you?" And if they refuse to sign them, don't get sore but treat them courteously, and you will make a better name for yourself and the company.

C. W. Brown and R. Elliott are up in the mountains somewhere, sitting under a shady tree fishing and enjoying the life of sportsmen, while W. S. Campbell, who got off but didn't go, is working his run every day the same as usual.

Claude Simmons has changed over from the night shift to the day, and is working on the emergency truck in place of George Oliver, who is going to work in the garage helping Oscar Frailen, electrician.

C. W. Lewis is back from his long vacation, which I understand he spent at the beach.

Boys, I'll admit I am a little ahead of time on this, but I just couldn't keep it from you any longer. Bruce Pentland is to be married next Saturday, July 25. I wouldn't tell anyone else about it, but I'm sure we all congratulate him on this worthy deed.

Joe McCormick has a ninety day leave in which he and his brother are driving up to Saskatchewan, Canada, their home country. His brother, S. C. McCormick, is going to stay there and work as a wheat buyer.

Speaking of vacation, Sam Turner,

DIVISION 3

Dan Hanley

"The hotter it gets the better I like it. With the bath tub for my bed. And a cake of ice for a pillow under my head."

(Continued in our next)

"Let 'em hit"—at the ball park.

Seems to me we have heard this somewhere, "Number Gazook 0345 has been changed to Gazump 0631, here's your party."

"Yes, we have no bananas." (Memories No. 1.)

Call our investigator. Conductor in his report says Motorman picked up lady at crossing and carried her 15 feet and when he dropped her she was uninjured, except it bruised her, considerable, and hurt her somewhat.

Isn't our drinking water just lovely?

Speaking of vacations, some are going, some are gone, some are coming back and some are back.

One of the boys at Division Four had quite a serious accident the other day. It seems he wasn't feeling very well so he went down to the office, which is on the fifth floor of the Los Angeles Railway Building, to get a prescription. The doctor told him to follow it out. The window was open and it blew out. He followed it.

Conductor Cox H.: "Myrtle, bring me some lettuce."

Myrtle: "With pleasure."

Conductor Cox: "No, No, with salad dressing."

Hold your hat we're cutting the button.

Conductor Jack Warner

Satin the corner

On the car, there was a jam

He got on his feet

Gave a damsel his seat

I'm lying—I know it, I am.

I read in a magazine where a reformer wants to change the name of Hollywood to Follywood, remarked Clerk Allen to Clerk Gilmore. "To Hellywood" replied Clerk Gilmore.

a mechanic in the garage, is spending his thirty days up in Vancouver, Can.

Introducing new men: At the Bus Division we have B. J. Jacobson and L. W. Powers. On the wash rack we have J. W. Darby.

Operator E. A. Hagen is in San Francisco enjoying his vacation.

DIVISION 5

F. J. Mason

It is positively remarkable what our California climate, coupled with a vacation, will do for a fellow. Here's Eddie, who shines shoes, sweeps the floors, tends the garden, and does a thousand and one other little things around here which would make a one armed paper hanger envious.

Well, Eddie started on his vacation last Monday but before starting, expressed his thoughts via the poetry route.

Stand by boys and listen:—

My vacation is coming,

I sure am gay,

I will leave the old dust,

For some sport and play,

But out in the desert,

I will bask in the sun,

Getting baked out will be my fun.

Received a card from Motorman H. D. Gordon, who is on a 28-day leave of absence, and who is en route to

DIVISION 4

Benedict and Vejar

Wallace Hames says his idea of an optimist is the old gentleman who stands bare-headed for two hours in the broiling sun on the corner of Temple and Fremont preaching from the New Testament to an absent congregation and then tries to take up a collection in that section of "Palestine."

"Seeing as how you've come into money, Mrs. Murphy, I was surprised to see your husband last Sunday without a collar." "I don't recall the incident, Mrs. Grogan, was he without a soft collar or a starched one?"

Motorman H. Phillips was planning to take his family to the mountains up in Montana for a vacation but while they were reading about the earth-quake up there shaking the mountain down about 800 feet, his little girl spoke up and said, "Papa, we can't go now until they put the mountain back, can we?"

Night Clerk Roffee has left for a vacation of about three weeks at the Grand Canyon but from his past performances we will look to see him back in about six weeks or just as soon as he gets in view again.

Motorman Speed is also spending ten days snaring the elusive mountain trout.

We had a card from Motorman J. Wayne at Brooklyn and he says he can catch lots of "flappers" at Coney Island, or rather we deducted that from the picture postal cards.

Foreman Boyd is no amateur photographer from the look of the fine set of pictures taken at Santa Barbara after the recent disturbance.

Former register clerk W. G. Brooks has arrived in town again after a battle with the Mohave desert for a crop but says he is satisfied he can make more money fighting traffic for the Los Angeles Railway than fighting the wind and sand.

Officer—Your honor, the bull pup has gone and chewed up the Bible.

Judge—Well, have the prisoner kiss the bull pup—we can't wait around here a week for another Bible.—Emory Toreador.

Miami. Says he is having a wonderful trip and wishes to be remembered to all the boys.

"Baldy" DeMuth is back, hiding behind a coat of tan, and Mr. A. F. Grant is off. Mr. Grant figures on taking an extensive automobile trip with Vancouver, B. C., as his final destination.

Here's some more of the gang who have dropped their controllers and changers for the call of the open road:—

Con. J. C. Reynolds, two weeks with C.N.A. Camp, Del Monte.

Mtr. M. Knudson, 16 days, just vacationing.

Con. C. D. Fisher, 8 days, but he's back by now.

Mtr. H. M. Guthrie, 15 days, to Chico, Cal.

Con. A. G. H. Trager, 60 days to Modesta, Cal.

Mtr. E. J. Bloodworth, 15 days to Oakland and Frisco.

Mtr. O. M. Gurley, 15 days to take care of E. J. Bloodworth.

Mtr. Jack Nester, 10 days, to address unknown.

Motorman J. M. Burnett, has been granted an indefinite sick leave, on account of ill health.