

# OPERATING DEPARTMENT HOLDS MEETINGS AT EACH DIVISION TO DISCUSS ACCIDENT PREVENTION

## Safety Meeting at Division Two

**General Claim Agent Impresses Trainmen with the Need for Safe Operation of Cars in the City Streets at All Times and All Places**

Accident prevention was the subject of discussion at a series of meetings held last week by the Los Angeles Railway. Three times daily at each division the trainmen were addressed either by Mr. McRoberts, General Claim Agent; Chas. Conrad, Chief Adjuster, or G. W. Neely, Chief Investigator, of the Claim Department.

Mr. McRoberts prefaced his talk with the statement that the meetings were not in the nature of fault-finding but for the purpose of pointing out to trainmen mistakes and finding out the remedy for them. In no other way can there be progress.

The chief concern of Mr. McRoberts is the enormous increase in responsibility accidents for which the company has no legal defense because of the laxity of the trainmen in operation.

Pedestrian collision accidents have increased to an alarming degree. Boarding and alighting accidents to passengers also have increased to an extent which is very disturbing.

The law specifically states that, "It is unlawful for a motorman to stop a car, or a conductor to permit a car to be stopped, for the purpose of taking on or letting off any passengers at such place or in such manner that any platform or step of such car shall be over or above a cattle guard or other unsafe place or in such a manner that any passenger boarding such car or in alighting therefrom at either end thereof shall be compelled to stop in or upon any place dangerous to life or limb."

This is given under Rule 75 in the revised "Operating Rules for Los Angeles Railway Trainmen."

If at any time circumstances are such that cars must be stopped at an unsafe landing place, the conductor or motorman must call the attention of the passenger to such danger and if necessary conduct that passenger to a safe stopping place.

Files from the office of the Claim Agent were produced and typical cases from the division addressed were used to bring home to the men as concrete evidence just how serious these accidents were. No hypothetical cases were used.

The meetings were somewhat in the nature of an open forum. Trainmen were invited to give their ideas on the causes of accidents and responded very freely. Local conditions which might be held responsible for accidents to passengers either boarding cars or alighting therefrom were cited by the men.

The trainmen also pointed out that the traffic law permits auto drivers to hug the center line of the street and make a left-hand turn. This hinders the motorman from stopping the car at such a place within the safety zone so that the step is not over a button. Many auto drivers and jaywalking pedestrians as well have the idea that the street car motorman should do all the thinking and bear all the responsibility. This idea is to blame for quite a percentage of accidents in the congested downtown district. The motorman, it was conceded, does have this to contend with, but his responsibility to the company makes it doubly necessary that he should be on his job even if the pedestrian or motorist is not.

Blind accidents, or accidents not reported by the crew, are productive of much trouble and often serious expense. Mr. McRoberts urged the necessity of securing witnesses to all accidents, no matter how trivial the accident may appear to the trainman. All accidents must be reported and witnesses secured. No accident is too trivial to go unnoticed. An accident report must be made out and witnesses secured. Lack of witnesses may result in the company having to pay a claim even though the company is not responsible. The company has no legal means of defense because the crew failed to get witnesses.

Mr. Hill, Superintendent of Operation, thanked the men for their cooperation in the past and asked them to continue their efforts to reduce accidents. He made a special plea for care on the part of crews in preventing accidents to the "kiddies." A little extra watchfulness, knowing the tendency of all children to dart out into the street after a flying ball, might often prevent a tragedy. Chil-



Left to right: Chas. Conrad, Chief Claim Adjuster; C. M. McRoberts, General Claim Agent; R. B. Hill, Superintendent of Operation; T. Y. Dickey, Superintendent of Division 2; John Collins, Supervisor of Safety.

At the extreme left of the picture may be seen the Los Angeles Railway Quintette. Left to right: E. Hahn, Clyde Jewett, Noah Allinkov, Jack Mesquite and C. Carter.

The gentleman facing Mr. Carter is "Dad" Pierce, the only man in the room who did not acknowledge having an audience with John Collins at some time in the past year.

dren act largely on instinct because they have not yet arrived at an age where they have the sense of responsibility. The motorman therefore must think for them.

### Mgr. of Transportation On Business Trip

George Baker Anderson, Manager of Transportation, left July 23d on a combined business and pleasure trip. He went directly to New York to attend a meeting on July 28 of the Executive Committee of the American Electric Railway Association, of which he is a member.

Mrs. Anderson will meet him at the Grand Canyon on his return trip.

### Bad Smash Up

G. H. Campbell of the schedule department returned last week from Marysville, where he has been spending his summer holidays. Mr. Campbell met with bad luck just out of Marysville. He drove north with Mrs. Campbell and they were so unfortunate as to meet a Standard Oil truck when the driver was asleep. The result was a bad smashup for Mr. Campbell's car, but neither he nor his wife were injured.

## NO ACCIDENTS MAKE RED LETTER DAY FOR DIVISION FOUR

No accidents of any sort, responsibility or otherwise, made Sunday, July 25, a red letter day for Division Four.

The total car mileage for that day out of Division Four was 10,414 miles.

Several days last month Mr. Wimberley, Superintendent at Four, had hopes of making a record of no accidents. July 11, 13, 14 and 17 no accidents occurred on any line running out of the division until after four o'clock.

This division for many months held first place in getting the highest average of witnesses per accident. The high average of 7.86 made by Four in December of last year has never been reached by any other division, not even by Mr. Ferguson's crowd out at the "Sea Gulls' Roost."

Lack enthusiasm and you lack the highest happiness.

Successful men are good mixers. They mix a high quality of brains with tireless energy.

# ~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## Interpreting The Rules

We are sometimes criticised because we do not make enough rules or go into enough details in those we do make. When we note how many judges and attorneys are required to interpret and administer our laws we are inclined to think that old Father Moses with his ten commandments had about the right idea after all.

The trouble with some of us is that where our rules are concerned, we study the rule, not to profit by it or to learn how to improve our work and avoid criticism, but to find flaws and technical errors in it.

For example, we have been told quite frequently that the rules conflict regarding stops at points where markers are installed. It is true that Rule 75 on page 39 says that, "Motormen should endeavor to stop at plate or disc markers in all cases just before same are covered by fender." This is because some of these markers are placed to show point of clearance, or for other reasons which make it advisable to stop as nearly at a certain place as possible. Rule 67 says that at steam crossings where markers are placed to indicate where car should be stopped in order to clear gates, a leeway of 20 feet is allowed so that a car can proceed without making another stop if one automobile happens to be caught by the gates in front of a street car. We can see no reason why this should be considered as a conflict of rules.

Rule No. 11, Section C-6, says that both members of the crew are held responsible for promptly reporting accidents or delays, for the reason that such reports are considered vitally necessary, while Rule 53-A says that it is the duty of the conductor on the first car in a delay to call the dispatcher, as it is considered more advisable for a conductor to leave his car for this purpose than for the motorman to do so. But the motorman being jointly responsible should know that the conductor reports or report it himself.

Again complaint is often made that men are demerited for something which is not specifically covered by rule. This is true just as much as it is true that in some cases a man is not demerited for failing to observe the letter of a rule as it is evident that he used good judgment in so doing.

As an example, Rule 53-A reads, "Where traffic is blocked for as long a period as five minutes, conductor on first car must report the condition to the dispatcher." However, it is obvious that when several cars are stalled in a blockade and no report is received from any of the crews, other members of the crews besides the conductor on the first car are liable for demerits.

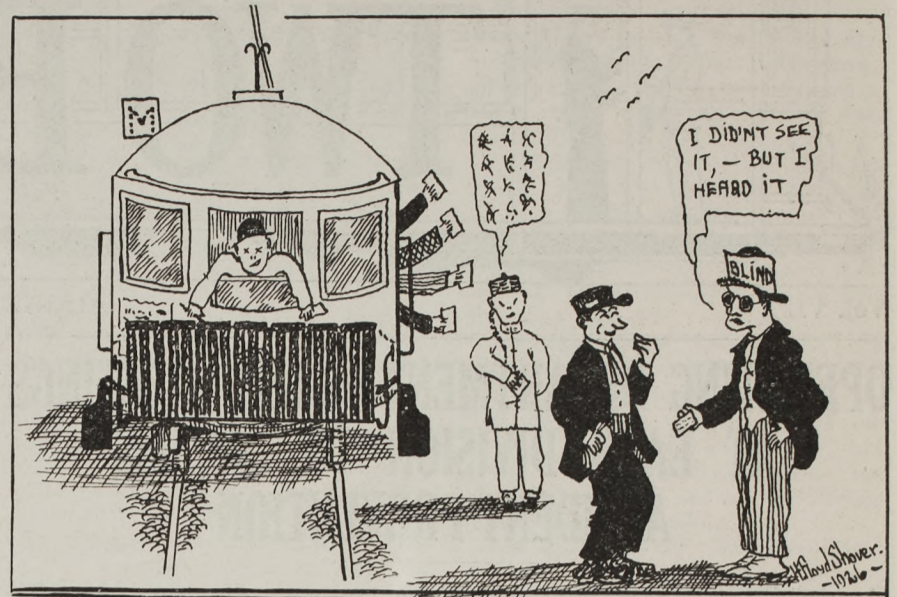
Therefore, let us keep the number of rules as few as possible, and make those we have as brief as we can, so it will not be necessary to have an army of lawyers to construe them for us, and remember when in doubt regarding the full meaning of a rule, consult your Division Superintendent.

## Horse Sense

If you work for man, in heaven's name work for him. If he pays wages that supply you your bread and butter, work for him, speak well of him, think well of him, stand by him, and stand by the institution he represents. I think if I worked for a man, I would work for him. I would not work for him a part of his time, but all of his time. I would give an undivided service or none. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But, I pray you, so long as you are a part of an institution, do not condemn it. Not that you will injure the institution—not that—but when you disparage the concern of which you are a part you disparage yourself.—*Elbert Hubbard*

## The Witness Champion

R. H. Manning of Division Five Getting Witnesses



## ~ Musings of the Old Timer ~

By George E. Ferguson

"Do you remember when the first P. A. Y. E. type of cars were put into service? Central Avenue and University had the first honor, and while the people took to the new idea with good grace, many amusing incidents occurred. Air controlled exit gates for the motormen were one of the features and a small air stand was located between the regular air equipment and the controller. A small lever controlled the opening and closing of the gate which was made out of heavy grill on the lower half, and the upper half was open with the exception of an inch pipe that constituted the frame.

"Arms and heads were forever getting struck when the gate was opened and one colored 'mammy,' who stuck her head out just as the car reached Vernon and Central, swore by the holy pink-toed prophet that that white man sho' did try to break her neck just because she happened to put her head in the aperture."

"Do you remember quite a long time

back, when the city fathers put out the order that all cars must stop on the near side of the street? Publicity of this change had been given for several days, but the traveling public evidently ignored the warning and it seemed that nine out of ten on the first day were on the far side.

"Orders were to enforce the new rule to the letter, and never in my life have I been called so many blankety-blank-blank kinds of a human. The order went into effect on January 1st, 1907, if I remember aright, and for several days we could hear, 'You — You —,' as we hurried on our way."

"Do you remember when a 9 A. M. report at the general office meant in slang parlance, a 'can'? When the division foreman or clerk said, 'Report at 9 A. M., 7th floor, Sixth and Main,' you most generally saved time for all concerned by assembling all your ornaments and preparing to turn in when the session was over."

## ~ LARY LAFFS ~

"I see in the paper that a widower with nine children out in Nebraska has married a widow with seven children."

"That was no marriage. That was a merger."

Sergeant Major—"What is the strategy of war? Give me an illustration."

Private—"Well, strategy is when you don't let the enemy know you are out of ammunition but keep on firing."

Mrs. New had called at the grocery store to register a complaint. "I ordered a dozen oranges from you today," she said sharply, "and you sent me only eleven. How was that?"

"Well, ma'am," explained the grocer, "one of them was so bad that I took the liberty of throwing it away for you."

Stranger (at garden fence): "Sonny, is your mother at home?"

Small Boy: "Say, do you think I'm mowing this yard because the grass is long?"

A colored gentleman had heard a dissertation on electricity. A baby born to his wife shortly afterward was christened "Electricity." Curious friends admitted that was a nice name, but how did it come to be selected? The proud father explained:

"Well, mah wife's name am Dinah, mah name's Mose and Electricity is what it am what comes from Dynamos."

"Your son is getting good marks at school I suppose?"

"I'll say he is—cuts, bruises, scratches and black eyes."

# Bulletins

Issued August 2, 1926

## STREET CAR

### No. 107—NOTICE TO CONDUCTORS

The following passes are reported lost: 6949, issued to W. A. Swanston, Conductor Division No. 5.

6978, issued to F. C. Snowden, Conductor Division No. 5.

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

### No. 108, NOTICE TO CONDUCTORS

Pass No. 2824, issued to William Fredricks, Mechanic, Garage Department, is in improper hands, as this employe is no longer in the service.

### No. 109, NOTICE TO CONDUCTORS LINE "E"

Please note Bulletin No. 102 effective July 26, 1926; please change instructions and honor within the city limits of Inglewood, five Patrolmen's badges numbered from 1 to 5, inclusive, Bulletin No. 102 calling for only 4 such badges to be honored.

*P. B. Hill*

## BUS

No. 484

Bus operators and conductors while on duty must not roll their shirt sleeves nor wear their shirts open at the neck. At all times a neat appearance is demanded.

*J. Van Vranken*

## Co-operation

The Automobile Club of Southern California has installed a broken glass service for the safety of Los Angeles motorists. They have furnished a car which is devoted exclusively to picking up broken glass found in the streets of the city.

This is a very creditable service and the Bus Division of the Los Angeles Railway and the Los Angeles Motor Bus Company will cooperate in every way possible. Whenever the operators or conductors find broken glass in the streets they are to report the fact and the location to the Dispatcher of the Los Angeles Railway Company by the company telephone at the nearest terminal.

The Dispatcher will notify the Automobile Club upon receipt of the telephone communication.

## Tune In On These

The orchestra has had an extra full week, as they have been substituting for the quintette which has been playing for the safety meetings at the various divisions. They will continue to substitute for the quintette this week.

The orchestra will broadcast August 3 over KHJ from 10 to 11 P. M.; August 4 over KMTR from 9 to 10 P. M.; August 6 over KHJ from 12:30 to 1:30 P. M.; August 7 over KNX from 3 to 4:30 P. M., and over KFQZ from 8 to 9 and 10 to 11 P. M. August 6 they will play for the Masonic Club luncheon at 623 South Grand.

The orchestra will broadcast for the quintette August 5 over KFQZ from 8 to 9 and 10 to 11 P. M.; August 6 over KNRC from 9 to 10 P. M., and August 7 over KHJ from 9:30 to 11 P. M.

## FLOWERS ARE HIS HOBBY

Out in Eagle Rock where he grows flowers for the delight he takes in them and the pleasure of passing them on to his friends, lives George Armstrong, a member of the public relations department of the Los Angeles Railway.



George is one of the employees who worked for the Los Angeles Railway in the last century. You wouldn't think it to look at him, but it is true. He appeared in the old-timers' picture in the issue of May 10.

He worked for the L. A. Railway before the Pacific Electric was even thought of. He went over to the red cars for three years, but came back to the company in 1904, and has been here ever since. He served as both motorman and conductor.

## Traffic Man Weds

Wedding bells are ringing for Supervisor Frank LaRue. Today, Monday, August 2, he and his lady, Mrs. Alice Slattery of this city, will leave for Riverside, where the wedding ceremony will take place. They will be escorted by W. C. Bourland of the schedule department and Mrs. Bourland.

After the wedding dinner the happy couple will motor to Gilman's Hot Springs, later to San Diego and adjacent towns.

Frank hails from Joplin, Missouri. On October 29, 1917, he entered the service as a conductor of Division Two and was appointed supervisor February 2, 1922. He is now permanently assigned to the Pico Line, where his calm and tactful methods of straightening out interrupted service have won for him the friendly confidence of all crews. Division Four men presented him with a beautiful set of silverware as a token of their friendship.

## Special Rates

Through the efforts of C. V. Means, Traffic Manager, Grauman's Egyptian Theater has set apart as Los Angeles Railway Night, Wednesday, August 11. Special tickets for all employees and their friends may be obtained from all department heads. This ticket and 75 cents additional entitles the holder to a reserved seat which at regular rates is \$1.65. This is a splendid chance to see the great double program featuring Douglas Fairbanks and Mary Pickford.

"A child and a match make a dangerous pair—two little heads without a care."

## ADDITIONAL BUSES FOR COMPANY

The Los Angeles Railway last week placed an order with the Fageol Motors Company for two new four-cylinder buses. They are to be single-deckers and will have a seating capacity of 29 passengers.

Two White buses will be replaced by the Fageols, which are to be delivered within three weeks from the date of the order.

Two double-deck Fageol buses ordered in June have arrived. One is already in service and the other will be put on the road immediately.

One single-deck White bus has arrived and will also be put into service at once.

## Two Weeks' Trip

Leonard Brown of the electrical department, returned July 20 from a trip to his old home in Louisville, Kentucky. He was away just 16 days but covered 6000 miles and yet had eight days to spend enjoying the famous hospitality of Louisville. The most interesting spot in Louisville he found to be "Churchill Downs." No street car system was quite so fine as the good old L. A. Railway Company—not even in St. Louis.

## Sees Old Home After 25 Years

J. W. McElroy, information man, left July 19 for Ottawa, Canada, on a visit to his old home. This is Mr. McElroy's first trip to Canada in twenty-five years, and as his last visit was in the middle of the winter, there wasn't much joy in the trip. This time he expects to get a lot out of his vacation. He is going by the southern route and returning by way of the Canadian Rockies.

## GENERAL OFFICES

George Link, chief clerk in the chief engineer's office, left last Saturday for a two-weeks' vacation at Lake Arrowhead. Mrs. Link and family accompanied him and they are anticipating a very lovely time in their cabin among the big pines.

Esther Ebermayer, Secretary to the Superintendent of Safety, returned last week from her vacation. She spent the time in the Yosemite Valley, going in via Madera and returning via Coarse Gold and Fresno. On the way home she stopped for a few days at Leemore with a friend. Esther reports no car troubles.

## BOUQUETS

For B. Still, motorman at Division 2, and D. MacTaggart, conductor at Division 2, from Mrs. Catherine Van Vleet, 3867 South Harvard Blvd., for special courtesy and extreme kindness to little children.

## HIGHEST TYPE OF SERVICE

The following letter relates to P. G. Everts, conductor, and W. G. Caldwell, motorman, at Division 2. The situation covered in this letter emphasizes Mr. Hill's special plea for the "kiddies" made to the men at the division meetings last week.

Los Angeles, Calif.,  
July 22, 1926.

Los Angeles Railway Company,  
Los Angeles Railway Building,  
Los Angeles, Calif.

Gentlemen:

Highest praise and recommendation should be given Motorman No. 2449 and Conductor No. 3112, who leave the end of the "S" line on Central Avenue at 7:50 A. M.

This morning a woman driving a Chevrolet touring car ran down a small child in front of the Good-year Plant. Conductor No. 3112 immediately ran out and grabbed the child from under the wheel's and started working with her little body. Your Motorman No. 2449 ran up and assisted, and the two men, using tact, common sense and speed, managed to get the child properly attended to, as well as the necessary details covering the accident.

For some time I have intended writing a letter of merit for Conductor No. 3112, as he is always "on the job," but this morning's incident was too much to pass up.

Yours very truly,  
M. G. PACKARD,  
7768 So. Central Ave.

## "You Can't Drown An Irishman—"

Our "Bill" is once more back at his post, smilingly and efficiently handling the traffic at our own busy corner, Eleventh and Broadway.

Mr. Saager seems to have an uncanny attraction for personal injuries, as this

was the second time since the early part of April that he has been laid up with serious injuries received while on duty at this corner, once by a street car in a split switch accident and again by an automobile driven by a reckless driver.

Officer Harry Gobel, who guarded this crossing for the past several weeks during Mr. Saager's enforced vacation, was always extremely courteous and pleasant, with a smile for all, and ably avoided jams and tie-ups. He is now stationed at Ninth and Broadway and we are sorry to lose him.

But we must admit it surely is good to have "Bill" back with us once more. Here's hoping the "jinx" has at last been laid to rest.

"Horse sense behind the steering wheel is better than horse power under the hood."



**DIVISION ONE**

H. N. COLE

Trafficman D. P. Burke was loading passengers on north bound "M" car. It was almost time for the signal to change, when Burke noticed a lady hesitating a little, so he shouted, "all aboard," and assisted her on the car and followed to collect her fare while the car was making the signal. "I didn't want this car," said the lady. "Why did you get on it then?" asked Burke. "Because you told me to," replied the lady.

Extremes usually follow each other. Mot. John Henschall was extremely happy last Sunday when he went fishing and made a big haul. In bringing his catch home, he did not figure that the overload on his car would pull on his gasoline so hard, and he was extremely unhappy when he had to walk over a mile to the nearest service station, and in the broiling sun at that. When he returned he found that some good Samaritan passing by had replenished his tank, and all his effort was unnecessary. He told us the weight and size of some of his catch, but knowing the failing of a good fisherman, we will not repeat it.

A record attendance was reported at the Safety meetings this week. There were lots of good cigars, and excellent music. Mr. McRoberts of the claim department was the principal speaker of the day. Unusual interest was evident, and many helpful suggestions were offered.

Con. F. P. Huppert has returned from an extended visit to Asherville, Mo.

Con. D. W. Nycum has also returned from his vacation full of vim and vigor.

Mot. C. P. Benson has gone to Montana for sixty days.

Mot. L. G. Nethersole writes from San Bernardino, that he is having a fine time on his camping trip.

**DIVISION THREE**

L. VOLNER

R. J. Harris, motorman, is the proud possessor of a brand new Ford. But Bob would like to have the Agency put out an instructor to teach one the operation of the thing, as he is losing a great deal of time trying to learn its mechanism.

Register Clerk A. R. Miller is on the sick list. His work is being done by Conductor R. C. King.

Conductor G. C. Rowe has returned from a 60 days' visit to his old home in Neosho, Missouri.

F. F. Chamberlain, switchman, is back in the yard on his regular shift. He had two months' leave, which he spent in Texas.

Conductor W. W. Shipper has returned from an auto tour of the north-west.

D. C. Boring is our new cash receiver. Mr. Chick has been transferred to Division 1 to take the place of C. E. Kelley, who resigned.

Have you noticed the scarcity of newspapers on the floor since the waiting room has been supplied with those new paper holders? The paper is all together now and always in order.

Switchman A. Walker has gone on a fishing expedition in the Mona Lake district.

G. R. Williams, motorman, is back at work after being on the sick list for a week.

**BUS DIVISION**

ELMER WOOD

"Send in some personals" is my subject this week. Fellows, this column is for you and unless I have something to write about, it will be a failure, so please help to keep the Bus Division on the map and send in interesting things you or someone you know around the division may do, so that we may become better acquainted with each other.

The best of wishes and congratulations are extended to Operator R. R. Johnson and his bride, who was Miss Frieda Wood. The wedding was a surprise to us all; it took place in Riverside July 26.

Taking a 30-day leave of absence: B. Pentland, who will go to British Columbia, and A. D. Alfier, who will possibly go to Canada.

Conductor C. V. Coleman has returned from a 15-day leave in which he drove to San Francisco.

Don't forget, if you like sports, to join our ball team. H. J. Hinze of the Garage is captain.

A new man breaking in is M. W. Burnam.

**SHOPS**

JACK BAILEY

Just received a line from Mr. Buswell. He was in Minneapolis on July 20th. He spent a few days at Afton (his boyhood home), renewing friendships of forty years ago. He makes Chicago his next stop.

An improved system of efficiency is being tried which will give the Store Department full charge of the delivering as well as the dispensing of their stock. This will eliminate the department's individual cash and carry system and it is believed will save time and encourage accuracy. This introduces several new boys in the Store Department: M. Duffy, C. W. Beatty and H. Tyler.

J. Taylor of the Truck Shop will have 30 days off. He will take a trip to Sacramento.

Word has been received from Bob and George Perry, who left the service the latter part of June. They were in Camden, New Jersey, on the 4th. The Camden News gave them a cheerful welcome for being the first to pass over a new bridge bearing a California license. They send their best wishes to all their friends here in sunny Los Angeles.

R. Ryan and F. Lawler, Store Clerks, are leaving the service. We have reasons to believe they will ship to the Orient. At least they were seen masticating or practicing on some unknown food in a China cafe.

Painter John Shultz is on his vacation. John will use his car for 7 week-end trips this week.

Mr. Ellithorpe and family will leave soon on their motor trip to Seattle. We wish them good luck and a happy return.

J. Neville of the Machine Shop must have missed San Diego on his week-end trip. He did not show up on Monday morning. As long as Bill Sweetingham was in Tia Juana I don't see why he could not have taken care of Mr. Neville.

Carpenter C. M. Kaler returns from a week's rest at Catalina to be added on the sick list. Probably didn't stay long enough.

**DIVISION FOUR**

C. J. KNITTLE

Safety Operator Martin Grammer has apparently found that raising a large blonde mustache is an uneventful pastime and that a more pleasant diversion is cuddling one's own in the role of daddie. An eight-pound boy declared himself ruler of the Grammer household July 15.

Motorman H. P. O'Gorman is on a thirty-five day leave to rest and diet for stomach trouble.

Conductor D. J. Vanderlinden has been granted a ninety-day leave to make a business trip to Chicago. He will also visit his ranch in Montana. Then, if his stomach still has a certain ticklish feeling, he may step over into Canada and take a little—ah—castor oil.

Vanderlinden works west First line. Conductor Hugh O'Neill, who works the other run up there, evidently feared he could not stand seeing the other car go by without Van's face on the back end, so he is also taking a ninety-day leave.

We had three very successful safety meetings Thursday.

Safety Operator H. R. Bodycott was given a ten-day leave to move his family and furniture down from Frisco.

Conductor W. E. Griffis has been granted a fourteen-day vacation.

Motorman H. L. Keever said he was more tired than Griffis, so the boss told him he could have thirty days.

Joe Michels quit the other day. Yeh—he left the service.

Conductor Loddie Swaggerty headed his flivver east last Saturday, asked for a sixty-day leave, got it and was away in a cloud of smoke.

Motorman W. H. Wisdom, who went on vacation a couple weeks ago, dropped in to tell us of the nice auto trip he has just completed. Sequoia, Yosemite, Oakland and Frisco were the interesting points. Friday was spent at Catalina. "And now," says Wisdom, "a week at Big Bear and I'm through."

**DIVISION TWO**

H. D. HANSEN

Conductor F. E. Durham entered the state of wedded bliss on July 15th and Conductor O. A. Palmer beat him by a day in tying the knot. Both tried to keep it a secret but mur—, we mean marriage will out and so the promised stogies are en route.

A missing airedale has caused our genial foreman, J. A. Madigan, to lacrimate profusely. Anyone seeing a dog of proper description will make out a miscellaneous and oblige.

Miss-outs are worse than missing dogs and so—F. B. Slaughter has had his first. The "first shall be last," we hope, Brother Slaughter.

Seeing the need for virile men with "wigor and wim" to help stop the various crime waves prevalent, Motorman S. E. Angier has left the fold to pursue the elusive rum-runner as a deputy sheriff.

The appointment as permanent supervisor has been bestowed upon Conductor R. J. Leonard.

Tuesday last was the day of safety talks at this division and the L. A. Railway orchestra and quartette pleased with their musical renditions. The talks were very instructive and enjoyed by all, augmented as they were with cigars.

**DIVISION FIVE**

FRED MASON

Bill Stoll, our spry old switchman, celebrated his 63rd birthday last Tuesday, July 27th, by making it a fishing birthday party. Along with Bill was his sidekick, Bill Chapman, who, incidentally, celebrated his 53rd birthday on the same date, and to make the party complete, Motorman B. J. Tiemeyer, made the third member. Did they catch any fish? I'll say they did. Bill Stoll alone caught 35 barracudas and 4 bonita, and if that's not a day's fishing he'd like to know what is. After he had got through distributing the catch among his friends he said, "By Jimminy, but I had a wonderful time and I feel just 63 years young."

Conductor Ed. Link writes from Chicago that while he's having a wonderful time in the Windy City it doesn't come one, two, three with good old Los Angeles. Sends his kind regards to all the boys.

Last week was a dull one for Bill Dugger on Line "F." She was on her vacation and he missed her pleasant smile every morning.

A card was received from Motorman S. N. Cupp from Idagrove, Iowa. Says he is on his way back to L. A. via Yellowstone Park and Frisco. Having a real good time and wishes to be remembered to all the boys.

Motorman R. O. Farmer in his trusty old Cadillac arrived in town about a week ago. He reports that he and his family enjoyed a 1926 vacation in a 1917 Cadillac. Took in Yosemite, from there to Tijuana, turned right back from there and to Yosemite again. Then to Frisco and back down the coast. Covered 3000 miles and burnt up 245 gallons of gasoline. Figure that out.

Motorman E. "Dusty" Rhodes has taken a 60-day leave of absence and is now on his way to Manitoba, Canada, to visit the old folks.

Motorman C. A. Malcolm feels the call of the open road and is Chevying around for 30 days.

Motorman Louis Hescoock is another vacation bug. He's off for 60 days and is taking a trip back east.

Today is the last day to have your watch inspected. How about it?



"Buddy" Wicker—5½ years old. Son of Motorman W. H. "Red" Wicker, Division Five.

"Buddy is quite a popular man about Division Five. He is in training for the Fire Department and has already acquired the most necessary part of the training—how to wear the helmet.