

LATEST STYLE IN SAFETY ZONES NEW SAFETY ISLAND PRACTIAL MACHINE

HAS LIGHT HOUSE TOWER

FOR TESTING SHOVELS



New Safety Island Just Completed on Central Avenue in Front of the Central Station

Additional Safety Devices Insure Absolute Protection To Railway Patrons

A new concrete safety island for pedestrians and street car passengers has just been built on Central Avenue directly opposite the entrance to the Central Station.

This new island will serve as a safety zone for all persons who use the Los Angeles Railway street cars in traveling to and from the Southern Pacific and Union Pacific trains.

Near the south end of the island there is a concrete column about four feet high which is lighted by electricity. At the base of the column is an arc light which throws its rays over the column and the island so that it can be seen for a considerable distance.

This electrically lighted column makes the island as sure a safety zone by night as it is by day. It not only protects the street car passenger and pedestrian crossing this point, where traffic is very heavy at all times, but also protects the auto or truck driver.

The tower serves them as a light-house just as the beacon on the coast serves the mariner at sea.

Car Line Extension Urged by City

The Los Angeles Railway Company has filed an application for permission to extend the street car tracks from Fifth and Flower Streets west to the intersection with Beaudry Avenue, thence across Beaudry Avenue and Boylston Street to connect with the present Sixth Street line.

Permission has also been requested to extend the car line on Figueroa Street from Fifth Street to Sixth Street.

The Los Angeles Railway Company filed the applications for these extensions at the urgent request of the Los Angeles City Council and various downtown business mens' associations.

A more direct connection with the downtown district will be made by the extensions asked for and will be of great benefit to patrons using these car lines.

Simple But Reliable Machine Has Proven of Great Value To Los Angeles Railway

A machine for testing shovels was developed by the Los Angeles Railway Company in 1914.

Each year a large number of shovels are purchased by the company for use by the track department.

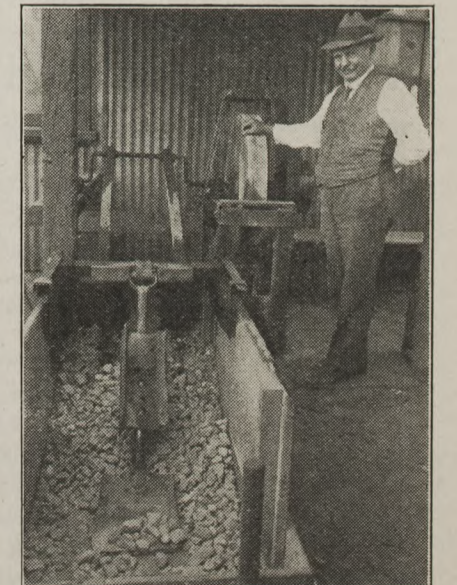
Different types of shovels are offered by the various manufacturers. Each make of shovel is tested in this machine before purchases are made.

The machine is a very simple affair as can be seen in the illustration. A heavy piece of rail is fastened securely to the handle of the shovel, which is placed in a bin containing a quantity of loose rock. After being connected, the machinery is set in motion and runs until the shovel breaks down in some way.

The wear on the blade is measured and the number of hours run noted. By this method a comparison of the real merits of the different types of shovels can be made.

This machine has been used continuously since 1914, and actual tests made in the field with shovels purchased upon the showing made by test in this machine prove that this method is a very reliable means of testing.

Mechanical Man



Charles Setzepfand, Asst. Supervisor of Way, and Shovel Tester for Los Angeles Railway Company

NO ACCIDENTS PUT DIVISION FOUR IN LEAD PAVING EXPENSES CONTINUE TO INCREASE

No accidents occurred on any line running out of Division Four on July 29 and August 3. These no accident days follow very closely the recent Sunday when there were no accidents.

The men at Division Four are playing the game together for the good of all concerned. Mr. Collins, Supervisor of Safety, is looking forward to that day when every man on the cars plays his part in the transportation game just as well as he is capable of doing it, every day for just one month.

If every man will just do his best, that one perfect day, without one accident on any line of the Los Angeles Railway, will have arrived.

Division Four regains the lead in securing the highest average of witness cards per accident for the month of July. Their average was 7.21, with Division Five following very closely with an average of 7.20 witness cards.

Division	Number of Accidents	Number of Wit. Cards	Av. Witness Cards per Accident
1	271	1299	4.79
2	388	2284	5.88
3	310	1747	5.64
4	213	1535	7.21
5	212	1527	7.20
	1394	8392	6.02

The paving expenses of the Los Angeles Railway continue to increase.

The city of Los Angeles has just repaved Temple Street and the Los Angeles Railway was compelled to lower the street car tracks to conform to the new grade.

Paving of the company's portion of Temple Street between Parkview and Robinson Streets will begin at once.

The city has just repaved Lamar Street and the Los Angeles Railway has completed its portion of the work between North Main Street and Alhambra Road.

The Lamar Street car line is the shortest of the system. It is single track and is just three blocks long. It serves the employees of the Southern Pacific shops from which point it connects with the "O" line running on North Main Street.

The patrons of this line are few in number and the schedule calls for only three cars in the morning and five cars after 3 o'clock in the afternoon.

Luck consists in always being on the job.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Take A Look At Yourself

There has been a great deal said about courtesy and co-operation. This should begin with the platform men themselves.

Mr. Conductor and Mr. Motorman, don't start the day with the idea that you know it all and you propose to execute your work in a manner to suit yourself, regardless of your fellow-worker on the other end of the car. Remember that the other fellow has some qualifications for his work, as he also had to pass an examination before he was allowed to work.

You can help the other fellow if you have the proper qualifications of a good trainman. A chap was telling us the other day that when he was on the extra board, he happened to get the same run two days in succession. The first day he worked with the regular man. He was a **regular** grouch and they could hardly get to the end of the line in time to leave. The second day he worked with an extra man and he was an **extra** good man. They had a pleasant day, with no trouble to make the time.

The street car game should be a fifty-fifty proposition with the men operating the cars. If it comes to a point where you think that you must "bawl out" your fellow-worker, try to do so in a friendly and helpful way and be sure it is not in the presence of passengers.

Take an inventory of yourself occasionally and see if you measure up to that which you expect of the bird on the other end of the car.

GETTING passengers to move forward in the cars is an art, but many conductors are practicing it successfully.

Speak to your passengers pleasantly and firmly. When they are boarding the car they are moving and it is easier to get them to move further up in the car while the car is standing than after it has started.

A conductor should willingly and courteously help to board a car, women with children and bundles or old and infirm people. Courtesies of this kind are reflected in a smile and good nature from the passenger and makes the man extending them feel better toward the world.

Courtesy toward the public should be a source of satisfaction to the trainman who practices it.

The trainman who is courteous in the little things that are constantly coming up in his dealings with passengers is of inestimable service both to the company and the public.

Have You Ever Tried A Scheme Like This?

IN case of an accident use the plan outlined below in trying to get the names of witnesses:

NEVER USE THE WORD "WITNESS!" NEVER ASK THE PASSENGER IF HE SAW THE ACCIDENT.

Hand each passenger a witness card, and ask him whether he has a pencil. If he has none, loan him one. Say to him, "Will you kindly give me your name and address?" In making this request you must show no hesitation or doubt; act as if you expect the passenger to comply without any question; show that you know just what you are doing.

If a passenger says he did not see the accident, tell him: "That makes no difference." Then give him some good reason, such as the following:

"You know I was on the back platform"; or,

"You know the car was not going at an excessive speed;" or,

"You heard the crash and know how far the car went before it stopped."

If the passenger says he doesn't want to be bothered, say: "You will not be put to any inconvenience through your courtesy."

When you start to collect the witness cards, be sure to start with a passenger you know has filled out his card.—Inside Track.

The Optimist

His horse went dead and his mule
went lame,
And he lost three cows in a poker
game;
Then a cyclone came on a summer's
day,
And carried the home where he lived
away.
Then a tax collector came around
And charged him up with a hole in
the ground;
Then the village marshal hove in view
And made him settle his street tax,
too.
Did he grieve when his old friends
failed to call?

When the cyclone came and swal-
lowed all?
Did he curse the hurricane sweeping
by?
No! No! Not he, but he climbed on
the hill,
Where standing room was left him
still,
And taking his hat from his old, bald
head,
With a poise sublime he gently said:
"The last six months have been bad,
you bet,
But, I'm thankful I haven't the small-
pox yet."
—New York Sun.

~ Musings of the Old Timer ~

By George E. Ferguson

Land of Mañana

"Way back in the days," said the Old Timer, "when five-dollar gold pieces were plentiful, and pennies almost an unknown quantity, street car work in good old Los Angeles followed, so to speak, the path of least resistance, and today the real old-timers look backward into the dim, distant past, and live over again the days of the 'Land of Tomorrow.' They could relax at terminals, smoke the old briar, take a slice of the old plug, or enjoy a cigarette, without a care in the world.

"They knew all their passengers, and if little Willie's face was yet unwashed when mother was ready to go shopping, the car waited until the deed was done. The tinkle of the bells on the horses that pulled the cars, the whirr of the cable rope, and later on, the squeal of the break-shoe, were and always will be sweet music to the ears of those who have played the game.

Extraordinary Extension

"Speaking of quick action in avoiding an accident," said the Old Timer, "reminds me of an incident that occurred many, many months ago. Dan Cronin, one of the old-timers down at Division 1, was what we would class

today as a Line Instructor, and it happened that our good friend, Bill Neighbors, was sent out to Dan to learn how, when and where to do the right thing as concerns street car work.

"Hand brakes were in style in those days and it took a strong back to wind 'er up when a stop was to be made. Bill was progressing nicely, and, in his own estimation, was ready for the final O. K. Dan was on the rear end conversing with the conductor, having all confidence in Bill's ability to stop when the terminal was reached. Full speed ahead was the rule for Bill, but Dan, noticing that familiar landmarks were fleeting past, bespoke the fact that the end was near and in order to stop, brakes were in order. Climbing along the side he yelled to Bill to 'Stop her, stop her,' and becoming confused, our embryonic street car motorman proceeded to turn the brake the wrong way, and you can imagine the result. Off the end of the line and good old Mother Earth furnished the breaking power, stopped the car several feet further than the rails were laid. That's one of the first extensions of street car lines by an extraordinary motorman."

~ LARY LAFFS ~

"Now, boys," said the schoolmaster, "suppose in a family there are five children, and the mother has only four potatoes to divide among them. She wants to give each child an equal share. What is she to do?"

Silence reigned in the room. Everybody was calculating diligently. Finally one little boy put up his hand.

"Well, Johnny, what would you do?" asked the teacher.

"Mash the potatoes, sir."

Two colored gentlemen were talking about automobiles owned by their respective employers.

"An' then he bought this new 'coop.'"

"You don't call dem 'coops'; dey is pronounced 'coop-pay.' A 'coop' is what you put chickens in."

"Yas, sah, dat's what he does with dis one."

Liza: "Does yo' allow yo' husband to shoot craps?"

Lulu: "Not in my official capacity as wife and de mother of his chillun, ah doesn't, but as a sharer of his joys and sorrows, Ah 'courage him when his luck am runnin' right."

Donald: "And dae ye return my love, Kirsty?"

Kirsty: "Well, Donald, it's about the only thing ye ha'e gi'en me that I could return."

"I hear that Jones left everything he had to an orphan asylum."

"Is that so? What did he leave?"

"Twelve children."

Mike: "Phwat do be the first sign of spring, Pat?"

Pat: "Shure, it whin ye notice that it ain't here yet."

Bulletins

Issued August 9, 1926

STREET CAR

No. 110—NOTICE TO CONDUCTORS

Los Angeles Railway Pass No. 7514, issued to Bus Operator D. D. Thomas, is in improper hands, as this man is no longer connected with the Bus Division.

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

No. 111—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 31231, issued to Fireman Frank A. Cooper, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 112—NOTICE TO CONDUCTORS

The following passes are reported lost: 459, issued to H. F. Barnum, Chief Clerk, Store Room.

6381, issued to C. L. Woolley, Conductor Division No. 1.

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

No. 113—NOTICE TO CONDUCTORS

Pass 2824, issued to William Fredericks, Mechanic, Garage, Engineering Department, reported in improper hands—Bulletin No. 108—has been recovered.

P. B. Hill

BUS

No. 483

Effective August the 1st, 1926, the Figueroa Street Bus Line will be extended on the south end of the line from Slauson Avenue to Florence Avenue.

SOUTH LOOP—From Figueroa and 70th, west on 70th Street, south on Denver, east on Florence Avenue.

SOUTH TERMINAL ZONE—East side of Figueroa Street, immediately north of Florence Avenue.

FARES—Same as at present.

HOURS OF SERVICE, HEADWAY—Approximately the same as at present.

NOTE—Until Florence Avenue between Denver and Figueroa Streets is completed busses will loop around by going west on 69th Street, south on Denver, east on 70th Street and lay over on the east side of Figueroa Street, immediately north of 70th.

No. 486

Bulletin No. 375 regarding Melrose extension and method of collecting fares, dated December 23rd, 1925, is hereby canceled. The following will apply:

ROUTE—Same as at present.

FARE—(a)—Between Fairfax Avenue and Orlando Avenue, five (5) cents one way, no transfer.

(b) Between Fairfax Avenue and Western Avenue, five (5) cents one way, no transfer.

(c) Between Fairfax Avenue and Western Avenue ten (10) cents one way includes transfer to and from Los Angeles Motor Bus Company Lines, and Los Angeles Railway Street Car or Bus Lines.

(d) Operators leaving Western Avenue and Melrose Avenue, westbound, will collect proper transportation to Fairfax Avenue. Upon arrival at Fairfax Avenue, stop bus and announce "END OF FIVE (5) CENT FARE ZONE. Passengers will please deposit five (5) cents in the fare box when leaving the bus." Operators will be held responsible for this being done.

(e) Leaving Orlando, eastbound, Operators will collect five (5) cent fare, which is good to Fairfax Avenue only. On arrival at Fairfax Avenue, stop bus and collect by hand, placing all five (5) cent fares so collected in the fare box and will sell ten (10) cent bus tickets in regular manner when requested.

(f) Should passenger through error place ten (10) cents in box to pay fare beyond Fairfax Avenue in either direction, you will issue hat check which will be lifted by you in lieu of five (5) cent fare when collecting in second zone as outlined above.

Operators on this line will be required to carry supply of hat checks with them at all times when on duty. Get hat check supply from Division Clerk.

No. 487

Bulletin No. 480, dated July 16th, 1926, concerning extension of Manchester Avenue service on July 25th, is hereby cancelled and the following will apply:

ROUTE—From Market and Queen Streets, Inglewood, via Market Street, Manchester Avenue, to the intersection of Cedar Street and Manchester Avenue. Pull out and in trips route shown on schedule.

WEST LOOP—From Manchester Avenue and Locust Street, north on Locust Street, west on Regent Street, south on Market Street to Manchester Avenue.

EAST LOOP—From Manchester Avenue and Beach Street, south on Beach Street,

DIVISION THREE MECHANICAL STAFF



Left to Right: E. C. Muse, Foreman; H. Earl, Asst. Foreman; George Treiner, Clerk; Charles Walter, Storekeeper

east on Boston Avenue, north on Cedar Street to Manchester Avenue.

WEST TERMINAL ZONE—West side of Market Street, just north of Queen Street.

EAST TERMINAL ZONE—East side of Cedar Street, just south of Manchester Avenue.

FARES—Five (5) cents WEST and EAST OF VERMONT AVENUE. NO TRANSFERS ISSUED OR HONORED. Free transportation—SAME AS FIGUEROA STREET LINE. Inglewood Police Officers will be carried free between Inglewood terminal and the easterly city limits of Inglewood, located at Van Ness Avenue (Arlington Avenue) and Manchester Avenue. Ticket Books—U S-1-50 will be honored. Operators to collect one ticket for each zone east and west of VERMONT AVENUE.

METHOD OF FARE COLLECTION—Collect five (5) cent cash fare in EACH ZONE, or if passenger desires to pay through fare between zones, collect ten (10) cent cash fare and ISSUE HAT CHECK. Upon reaching Vermont Avenue in either direction, stop bus and make hand collection of five (5) cent cash fare or hat check from each passenger on bus. Deposit fares collected at Vermont Avenue in the box yourself.

HEADWAY—Approximately thirty minutes.

HOURS OF SERVICE—Approximately SIX A. M. to ELEVEN P. M.

Operators on this line will be required to carry supply of hat checks with them at all times when on duty. Get hat checks from Division Clerk.

No. 487

If Los Angeles Railway Pass No. 7514, issued to Bus Operator D. D. Thomas, is presented for transportation by anyone, collect full fare, take up pass and deliver the same to Division Foreman.

No. 488

Commencing August the 1st the turn around loop at the north end of the South Main Street Bus Line will be changed from its present route and on and after August 1st, loop will be made as follows:

From the intersection of 59th Place and South Main Street east on 59th Place, north on Woodlawn, west on Slauson Avenue to South Main Street.

Lay over at the terminal zone, immediately south of Slauson on the west side of South Main Street.

No. 489

Conductors on the Wilshire line must discontinue giving the false information to passengers that they have a walkover privilege to the "R" line of the Los Angeles Railway operating on Sixth Street.

No. 490

Effective Friday, August the 6th, turn around loop at the south end of the Normandie Avenue Bus Line will be discontinued. On and after that date, turn around will be made as follows: East on 71st Street, south on Raymond Avenue, west on Florence Avenue to Normandie.

Busses will lay over on the east side of Normandie Avenue, immediately north of Florence Avenue.

J. Van Vranken

In cellar stairways, where the light is poor, it is a good idea to paint the bottom step white.

ROLLING STOCK O. K. NONE BETTER

The Los Angeles Railway is well known for the excellent condition in which all rolling stock is kept. At each of the division car houses a force of repairers and mechanics is on duty day and night to keep the cars in perfect condition.

Mr. William Brown is the general foreman of all car houses at the divisions and it was for his men primarily that the "Instruction Room" was recently equipped at the South Park Shops.

Friends Take Trip Together

Mr. R. R. Smith, Asst. Superintendent of Operations, with Mrs. Smith and Mr. E. R. Dye, Superintendent at Division Three, and Mrs. Dye are away on a two-weeks' camping trip. They will stop at Mammoth Lake and the Yosemite.

BOUQUETS

For H. A. Glenn, conductor at Div. 2 from Harry Insley, Police Commissioner, for expeditiously clearing auto jam showing brains, decision and courtesy at the same time.

For J. M. Walker, conductor at Div. 1 from J. A. Struthers, 122 E. Florence Avenue, Huntington Park, for assistance in giving information which enabled patron to recover parcel.

For J. C. Allison, conductor at Division 2 from C. M. Gray, 4628 West 18th Street, for particular service in calling points likely to be of interest or benefit to the average passenger.

For C. O. Boyd, conductor at Division 2, from A. T. Jackson, District Passenger Agent for the Union Pacific, for courtesy and perfect enunciation in calling the Central Station.

Orchestra to Play At Egyptian Theater

The Los Angeles Railway Orchestra will furnish the music for Grauman's Egyptian Theater on the night of August 11.

This is the special night for the Los Angeles Railway employees to view the double bill showing Mary Pickford and Douglas Fairbanks. Get the special ticket from the head of your department and exchange it either at the box office at the theater or at the Owl Drug Store at the corner of Sixth and Broadway by Tuesday, August 10.

The Los Angeles Railway orchestra will broadcast August 9 over KFI from 8 to 9 P. M.; August 10 over KHJ from 10 to 11 P. M.; August 11 over KMTR from 9 to 10 P. M.; August 12 over KHJ from 12:30 to 1:30 P. M.; August 13 over KNRC from 9 to 10 P. M.; August 14 over KFQZ from 8 to 9 and 10 to 11 P. M.

Thursday, August 12, the orchestra will play for a dinner given by the Purchasing Agents Association at the Elks Club, and for the Masonic Club luncheon, August 13.

Tuesday, August 3, the orchestra played for a dinner dance given by the Breakfast Club, 3213 Riverside Drive.

Service Resumed Over Regular Route

Lines "E" and "F" will resume service over the regular route via Jefferson Street to Main Street, beginning August 8.

Owing to the construction of the storm drain on West Jefferson Street, all northbound cars on lines "E" and "F" have been routed via Grand Avenue since July 1st.

The city has progressed with the construction of the West Jefferson storm drain as far as Maple Avenue. The east side of Maple Avenue will be given over to the construction of the drain. This will necessitate the Los Angeles Railway operating all northbound cars on line "H" over a single track.

Grasshoppers have been installed by the engineering department, making it possible to begin single track service at this point August 8th.

Change in Bus Line

Effective Sunday, August 8, the terminal of the San Pedro Street bus line will be changed from 61st and San Pedro Streets, to 61st and South Park, where it will meet all lines of the "S" cars. It will loop as follows:

North on San Pedro, east on 60th Street, south on South Park, west on 62nd and south on San Pedro.

The schedule of the busses will be changed very slightly to meet the "S" cars.

Complaints Increase

The Supervisor of Merits reports that no complaints were received in July of any trainmen passing up passengers.

Complaints, however, increased to the number of 20 over the June report. Fare and transfer trouble brought more complaints than any other cause and one-third of the increase for July is attributed to that source.

DIVISION ONE

H. N. COLE

A card received from Conductor Martin Sasolow, who is spending four or five weeks at San Bernardino, says he is having a fine time and wishes to be remembered to all the boys at the division.

Foreman J. B. Lair is on his vacation. He will spend a week seeing the sights of the city and a week at Big Bear.

The following are on vacations: Motorman M. M. Spence, 60 days, driving to Montana; Conductor Boswell, two weeks, Yosemite, in his Dodge; Motorman S. B. Sloan, 30 days, Portland; Motorman C. M. Katzenberger, 60 days; Conductor Lee Atkins, 30 days, Yosemite; Motorman T. S. Chomich, 90 days, Detroit, Mich.

This is a sad story of the rise and fall of a deserving young man. Last Monday this young man, who is no other than Conductor Van Dyke of the "R" line, rose to receive and wait on two passengers, a man and a woman. When he had finished, he remembered where his stool was and stepped back to resume his seat, and this is where his downfall comes in. Just as he was connecting with the stool, the lady in question decided that she preferred it to any of the numerous seats in the car and she very gently shifted it. Of course, there was nothing for Van to do but bump the floor good and hard. No damage to the car floor but Van has been standing up ever since.

Conductor R. W. Pridham has just returned from a six weeks' absence. He is sporting a new haircut, which he calls the "Arrowhead Bob."

DIVISION THREE

L. VOLNER

Our superintendent, Mr. Dye, is now on his vacation. Mr. J. G. Owens is acting for Mr. Dye during his absence.

A. E. Fontaine is back at his desk in the superintendent's office after a week's vacation, which he spent at home, mostly in the back yard, he says.

Motorman N. N. Flanagan is planning a 30-day trip to the north, during which time he will visit his sister.

Harry Beals, A. Walker, E. C. Molster and C. E. Zimmerman have gone on an auto trip to the Yosemite, the land of beautiful scenery and great distances. Before leaving, Harry borrowed a pair of field glasses. It is his intention to charge other members of the party 5 cents a look.

Motormen Bob Harris and F. N. Newell took a trip in their new Fords last Sunday, going to Santa Barbara and vicinity.

Conductor Van de Sande is riding around in a new Nash Sedan.

Conductor A. L. Morris is the father of an 8½-pound boy, born July 30th. Mother and baby doing fine. The office force express thanks for the cigars.

Last Sunday, Conductor C. P. Lazar, wife and children took an auto trip to San Bernardino and from there to Riverside, returning by way of Foothill Boulevard. He spent one hour in Riverside and visited the Mission Inn there. In all, he made a 150-mile trip.

"The men at Div. 3 have at last opened their eyes to the fact that the janitor is keeping the trainmen's room clean from papers and pieces of transfers all over the floor. He tries hard to keep the floor clean, so boys, let's help him do so."

DIVISION FOUR

C. J. KNITTLE

Every week on the second page of Two Bells we are keenly entertained with the "Musings Of An Old Timer." As many of us know, these reminiscences are written by Mr. Ferguson, Superintendent of Division Five.

If, in the year 1951, Mr. Ferguson is still writing these amusing musings, he will have a peppy little story to tell of a division that held the lead in getting witnesses for sixteen months and then, after a hot battle, lost it to Division Five.

But the sequel will be as snappy as the big story, for in it we will find that after six months of holding the lead, the exalted Division Five boys suddenly rested on their laurels and in that identical moment the defeated boys of Division Four snatched it back.

"Yes," Old Timer will say, "that happened way back in July, 1926, when men were men and cokes were a nickel a swig."

Motorman Hanchey and Conductor Howarth postcarded from Fort Worth that they are well and happy and were leaving for Louisiana.

Safety Operator A. H. Garrett announces the arrival of a son last Wednesday.

Migosh! The fellow who wrote the questions for the conductors' third questionnaire must have had it in for us birds.

Conductor H. E. Ketchum is taking a thirty-day vacation.

Operator C. Caper, writing from St. Louis, says the roads were very bad after passing the California state line. Shortly after entering St. Claire County, Missouri, he stopped at a steam road crossing to wait for a freight train to pass. The crossing was at the foot of a hill. A woman in a flivver that had no brakes came down and crashed into his car, knocking all his baggage and a trunk off the rear. Mrs. Caper is ill from an operation which she underwent last fall, so it appears they are not having a very good time.

DIVISION TWO

H. D. HANSEN

Back by way of Frisco from New York, where he spent his vacation, Conductor A. L. Bristol is again on the job with a new coat of tan.

Shyness has forbidden mention heretofore of the marriage of C. F. Payne, our plump and genial clerk, but now that he is vacationing with his bride and taking an extended honeymoon we feel at liberty to divulge the interesting news.

Ninety-day leaves seem quite popular at this time of the year, and Conductor L. L. Griffin and W. D. Beck are both taking advantage of them; Griffin to try out in the Post Office and Beck to visit in Oklahoma.

Some people are the personification of modesty and we give here an example. John Rhodes, Division Two's happy janitor, has just returned from his "first vacation" spent up north. While he was gone his son "Merdie" took his place. When his time was up, wishing to express his opinion, he left a tiny note in our Two Bells box couched in the Ethiopian vernacular, praising the division and its superintendent in particular, but lamenting over the "stairs dat sho' do get a man."

Motorman H. M. Pankey and Conductor T. J. Kelley, who both resigned, are back.

SHOPS

JACK BAILEY

Mr. W. C. Brown, General Foreman of South Park Shops, Mr. Billy Brown, General Foreman of Car House, Mr. Arthur Orton, Welfare Worker, and families, moved out at 4:00 A. M. Saturday, July 31st. With full camping equipment and attired in true "forty-nine" style they are headed for the California Redwood Park known as the Big Basin. They expect to spend these two weeks without a thought of the L. A. Ry. and learn something about horseshoe pitching.

Mr. Boyce of the M. M. Office has been on the sick list the last three weeks. He is recuperating and expects soon to be back at work.

After a two weeks' pleasure trip to San Francisco, Joe Gordon, Foreman of the Blacksmith Shop, returns only to tell us of a wonder trip for an extended leave. This means that Mr. Gordon will visit his aged mother of Knockcroghny, Ireland, whom he has not seen in 36 years. He will also visit his brother in Sheffield, England, and if time does not fly too fast while he is with the dear Pals of his cradle days he will make a short stop in London to see the parents of Mr. C. B. Lindsey, Superintendent of the Garage.

Fred Andrus of the E. R. Department and family are at Camp Radford for a two weeks' outing.

Sid Ormston resumes his duties in the Electrical Repair Department after two weeks of pleasure at Venice. His propriety was encouraged by the presence of his father and mother. Ted, his brother, of the same department, will now take his place and their parents' vacation will continue for another week.

For the benefit of those wondering why Mr. G. M. Morton of the Upholstering Department always comes in on Monday with that pink smiling face. Well, he has bought himself a Chevrolet. Does that leave an impression?

Geo. Cleland, Foreman of the Trimming Department, is vacationing to Seattle. He makes a short stop at Oakland, although he will have his new Oakland along with him.

Mr. F. O. Rowbottom was off for a few days because of sickness. Nothing serious.

James Davison is en route to Missouri. He is going to show 'em.

The boys at the shop wish to extend their sincere sympathy to Mr. and Mrs. C. A. Bollette, on account of the loss of their baby on July 30th. The interment was held Saturday, July 31st.

GENERAL OFFICES

Richard Windsor, head of the uniform department, at at Huntington Beach for two weeks. He has his family with him and is expecting to have a great deal of sport fishing.

Helen Hughes, chief clerk in the claim department, beginning today, will have a two weeks' vacation.

Fern Preston Funk, of the schedule department, will be away for three weeks on a vacation.

B. H. Eaton, Engineer of Way and Structures, and Austin Fleetwood are spending their vacation on the water, making their headquarters at Catalina.

DIVISION FIVE

FRED MASON

Motorman K. L. Mayes cops the spotlight this week as being the proud papa of the coming heavyweight champion, a baby boy tipping the Fairbanks at 10 pounds. Congratulations, kiddo, and thanks for the smokes.

Now that our foreman, Mr. Grant, is back after a pleasant two weeks' vacation, "Curly" DeMuth steps out of the picture for a couple of weeks to put on a coat of tan.

That little buggy that you see "Red" Wicker running around in is a Dodge roadster and if there's anything you want to know about it, "Red" will tell you providing you don't tie his hands behind his back.

Motorman M. E. Tobin is getting along nicely after an operation for appendicitis and is now at his home at 5715 Third Avenue. Mike would appreciate a visit from any of the boys of this division.

Motorman R. O. Farmer, who started back to work last Sunday after touring around the country burning up so much gasoline, just couldn't break away from a little habit that he had acquired. Each time he got to the end of the line he had to walk around to the back of the car and see if he had any gas.

Well, boys, they were three very good meetings we had. That orchestra of ours sure put out some real hot dance numbers, too, and I noticed several old-timers twiddling their toes around just 'rarin' to go. And that wonderful display of flowers—could you beat 'em? Mr. Ferguson wishes to thank the motormen and their wives who supplied these bouquets, 26 in all, for helping to make these meetings the success that they were.

If it's a hair cut you want, see "Tex" Hiller. Somebody asked "Tex" why he had all his hair shaved off and he replied, "Oh, these darn women."

BUS DIVISION

ELMER WOOD

Sam Turner, mechanic at the garage, announced the arrival of 7-pound twin boys last Wednesday. Congratulations, Mr. and Mrs. Turner, and thanks for the cigars.

Operators R. E. Pruter and G. Osborn are each taking a thirty-day leave of absence.

Raymond Anderson, mechanic at the garage, slipped away in secret last week and according to reports was married in Bakersfield. Floyd Wolf, also a mechanic, and his girl stood up with them. They are spending their honeymoon at Big Bear Lake.

Operator V. R. Smith has resigned and will return to his former work as salesman. He will demonstrate a new model Cochise rock drill for the American Drill and Point Company to mining companies throughout the West.

F. M. Fox, mechanic on No. 53, and formerly an operator, spent a week in San Francisco. He returned by way of Oakland and brought a new Fageol double-deck back with him. Fox said by the time he arrived in Los Angeles his twenty months old son was a full fledged conductor.

Introducing new men at the division: John Flynn Jr., J. L. Johnson and R. W. Dyer; at the garage: J. T. Birch, C. M. Foulks, H. V. Rout, G. Baker and C. E. Church.