

## INDEPENDENCE DAY CELEBRATION IS UNIQUE

Los Angeles Stages Elaborate Historical Pageant at the Coliseum

Today we celebrate one hundred and fifty years of Liberty. The highlights of our history since that day, July 4, 1776, when the spirit of independence in America was first asserted for all the world to hear, will be presented today at the Coliseum in a spectacular pageant.

The idea from which this pageant evolved originated in the mind of an Englishman when, a few months ago, he received his papers as a citizen of the United States.

This idea grew and was presented by the 233 Club of Hollywood to the Sons of the Revolution and the American Legion, who adopted it as a suitable plan for the celebration of this very special July Fourth.

At this pageant as guests of honor a large class of aliens are to receive their papers as citizens of this Republic in the presence of a vast audience, who will join in the salute to the flag and with the great community chorus will sing "The Star-Spangled Banner."

Surely with such a welcome to our commonwealth these new citizens should not only talk but "think and be United States." This will be their day then as well as ours.

## First Bride In Engineering Dept.



Miss Helen Peterson, secretary to L. J. Turley, electrical engineer, was married Thursday, June 24, to Mr. Auber Stevens.

## GETTYSBURG ADDRESS

Speech at the Dedication of the National Cemetery at Gettysburg, November 19, 1863

ABRAHAM LINCOLN

Fourscore and seven years ago our fathers brought forth upon this continent a new nation, conceived in Liberty and dedicated to the proposition that all men are created equal. Now we are engaged in a great civil war, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battlefield of that war. We have come to dedicate a portion of that field as a final resting-place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this. But in a larger sense we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here, have consecrated it far above our poor power to add or detract. The world will little note, nor long remember, what we say here; but it can never forget what they did here. It is for us, the living, rather to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us, that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that this nation, under God, shall have a new birth of freedom, and that government of the people, by the people, and for the people, shall not perish from the earth.

## Storm Drain Complicates Service

On account of the construction by the city of the storm drain on Jefferson between Grand and Maple, it will be necessary to discontinue the use of the eastbound tracks between these points as follows:

Effective Thursday, July 1, 1926, line "E" when northbound will be routed from Jefferson Street north on Grand Avenue to Pico, east on Pico and north on Broadway.

Line "F" when northbound will be routed from Jefferson Street north on Grand Avenue east on 11th and north on Main.

Southbound routing of both lines will remain as at present.

Line "K"—East Jefferson Shuttle car—will be terminated east of Main on Jefferson. Service from that point west on this line discontinued.

Regular service on all of these lines will be resumed at the earliest possible moment.

## New Machine Proves Its Value

The new machine for reboring armature housings which was described some time ago in Two Bells has proved up to expectations and four motors a day can now be rebored.

## Musicians Keep Up The Good Work

The Los Angeles Railway Orchestra and Quintette continue to maintain their popularity. Tuesday night the orchestra played for the Knights of Columbus and later they broadcasted from KHJ. The quintette now broadcasts regularly over KHJ each Friday from 12:00 to 1:30. These noon concerts are a great success and requests have been received from as far as Denver.

## Superintendent Dickey Takes A Holiday

T. Y. Dickey, superintendent at Division 2, left Saturday, July 3, for a three weeks' trip. With him are Ed Moxley and J. E. Marsh. Each of the men is taking his family along and they expect a wonderful time driving, hunting and fishing. Lake Tahoe and vicinity is to be their playground.

## Grinders to be Tried Out

The installation of the new pit grinder at Division Three is completed and a test is to be made. If this test proves a success the grinder ordered for Division No. Five is to be installed at once.

## ANSWERS GIVEN BY MEN SHOW STUDY

Chief Instructor Healy Very Well Pleased with Result of Second Questionnaire

Answers to Questionnaire No. 2 have been turned in and Dan Healy Chief Instructor, is busy checking them over. This work is not quite completed, but so far Mr. Healy reports a marked improvement in the papers. The men have evidently been studying the rule book very carefully.

The questions giving the most trouble to conductors are Nos. 2 and 5. No. 2 relates to the number of the dispatcher's phone to be called when an emergency phone cannot be reached. This is a point on which Mr. Adams laid much stress in his talks to the men at the Division meetings during the week of May 24 to 28.

No. 5 has to do with directing bus passengers how to reach the Sunset Bus line. The points at which the bus may be taken seem to be difficult to remember.

Questions No. 9 for motormen and 11 for safety operators are in regard to the method of procedure over track work over all excavations for storm drains and other excavations.

A number of the motormen and safety operators fail to remember that in crossing excavations great care must be exercised not only for the safety of any men who may be at work at the time, but also at any points of such crossings where no men are at work. Cave-ins have resulted in a number of instances because the motorman has proceeded at an excessive speed. Great care is exercised by the engineering department in supporting the tracks with heavy girders, but the trainman must do his part and remember that he is traveling over an excavation, the walls of which are of earth.

## Pat Jinks Keeps Busy

As soon as the work of rearranging the tracks at Division No. 1 is completed, Pat Jinks is to move his track gang over to South Park and 61st. Here they will renew all special work and curves and the paving at this intersection. They will go from there to Merrill and South Park and renew the curves at that intersection.

# ~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## Our Personal Stake In America

**I**N celebrating the sesqui-centennial of our beloved country it may be urged that in addition to the various pleasant diversions in which most of us indulge we also make the day an occasion for appraising our personal stake in the commonwealth.

Created to meet the demands of men who had the most intelligent valuation of their political status and the most jealous regard for their political privileges, our government will persist only as long as a similar public opinion supports it. Without a personal attitude of appreciation and responsibility, our institutions, unstable because of their perfection, will cease to function.

Among the blessings that flow from our political institutions are many not immediately in the same field. Our genuine social and industrial democracy come from the same pure spring. The easy avenues of advancement, open to substantial merit and ability, place every one in a position of independence. Few can doubt that success, both economic and social, is open to him who has the brains, character and will to strive for it.

"Slavery and freedom alike," says David Starr Jordan, "have their roots within and the glory of America is not that it creates freedom, but that it permits it." These great advantages are all to be found in the breast of the individual citizen. Only as he cherishes and acts on them have they any meaning in the world of reality. Let this be an occasion for pledging yourself anew to the heritage begun just one hundred and fifty years ago. It will be only by such personal valuations that the future of America will be safe.

### As It Should Be

**A** POLITICIAN, addressing a Public School in New York City, asked all the Irish children to stand up. When no one arose he asked all the German children to stand up. Again when no one arose he thought he had made a mistake in the character of the population of that district. Then he called for all the Italian and Jewish boys to stand up. All refused to stand, whereupon a teacher whispered a suggestion, and he said, "Let all the American children stand up." Instantly all stood up.

### Value of Witnesses.

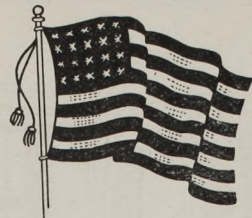
**D**O not hesitate in taking the names of witnesses on your car, although they may not have been in a position to actually have seen the accident.

In the case of boarding or alighting accidents, although witnesses may not have seen the party step from the car or attempt to board the car, yet he may be able to testify that the car only made the one stop and that it never moved after coming to a stop until after his attention was attracted to the accident.

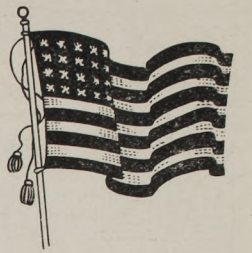
We recently had a case where a woman claimed that the car stopped beyond the platform and that when she went to step off she fell on account of the high step, yet the facts were that another woman followed her off and was in a position to testify that the car had stopped at the platform, although she did not actually see the woman fall.

Get witnesses who were in the best position to have witnessed the accident, and then get all the witnesses both on your car and on the street and in the vicinity of the accident that you can get. It is only by doing this that the company is afforded that measure of protection that it should have.

Fellows who are constantly howling rarely become howling successes.



## The Flag Goes By



Hats off!

Along the street there comes  
A blare of bugles, a ruffle of drums,  
A flash of color beneath the sky;

Hats off!

The flag is passing by.

Sign of a nation, great and strong,  
To ward her people from foreign wrong;  
Pride and glory and honor, all  
Live in colors to stand or fall.

Hats off!

Along the street there comes  
A blare of bugles, a ruffle of drums,  
And loyal hearts are beating high.

Hats off!

The flag is passing by.

Henry H. Bennett

## ~ Musings of the Old Timer ~

By George E. Ferguson

"Do you know," said the Old Timer as he got his feet properly elevated on a card table, "that there is one department in our company that has a lot of good stories running loose, but being on the outside looking in, as it were, I am unable to spill anything that could be of especial interest. That which I have in mind is the Engineering Department. They were the pioneers and that their work has been tried and not found wanting is evidenced by the sturdy types of construction that stand as monuments to their efficient methods.

"From the Chief Engineer down to the lowly track oiler they work together, and, while this part of the work covers quite a lot of ground, efficient methods bring all in close contact and they never fail to deliver the goods. When our popular Vice-President and General Manager, Mr. Kuhrts, moved up the ladder of success, he did not hesitate when he sought the one who would take his place, and Phil B. Harris fitted in so smoothly that there was not a ripple on the surface of things. About the best way to describe this man is to say 'that he says very little but he does a heluva lot.'

"Being the man that he is, competent and thoroughly capable in every way, one does not wonder when they

scan the list of his direct lieutenants who are on the job 24 hours each day. Bud Eaton, full of 'wim, wigor and witality,' always rarin 'to go, is the son of Fred Eaton, who installed most of the first work for the railway companies of Los Angeles. 'Bud,' as he is affectionately known to his many friends, is a genuine chip off the old block.

"Lester J. Turley, who looks after the destiny of the electrical end of the game, has reached near the top of his chosen profession and his work has been given high praise by his chief.

"E. L. Stephens, the old war horse of the mechanical department, is another big asset of the department, and the entire personnel is worthy of praise for being 'doers'—not 'plodders.'

"Geo. Campbell, chief draughtsman, is another dependable member of this organization, and the work that he delivers to his chief always calls for praise, not censure.

"These few words regarding this department I realize are wholly inadequate on account of the fact that I have just skimmed off the cream, but I am not going to give up, and some of these days I will again edge in with something that happened while they of the Chief Engineer's office were out on the job."

## ~ LADY LAFFS ~

"Ladies and gentlemen, on account of the high cost of living, we shall have no napkins tonight, but now and then a woolly dog will pass among you."

Judge: "Rastus, you are acquitted."

Rastus: "Ah's what?"

Judge: "You're acquitted—discharged—not guilty."

Rastus: "Does dat mean I don't have to give de chickens back?"

"Brederin, we must do something to remedy de Status Quo," said a negro preacher to his congregation.

"Brudder Jones, what am de Status Quo?" asked a member.

"Dat, my brudder," said the preacher, "am Latin for de mess we'se in."

Caustic Critic: "Gee, you have a lot of bum jokes in this issue."

Feature Editor: "Oh, I don't know. I put a bunch of them in the stove this morning and the fire just roared."

# BULLETINS

Issued July 5, 1926

## STREET CAR

### No. 92—NOTICE TO TRAINMEN

The loading zone for southbound cars at 7th Street and Vermont Avenue has been moved to a point ten feet north of its former location.

As soon as the electric switch pan has been moved back, all cars will stop with the fender at the disc marker, which will be installed between the rails, and will start from that point without making another stop at point of switch.

### No. 93—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 31291, issued to Fireman John W. Hawley, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### No. 94—NOTICE TO CONDUCTORS

Track Badge T-151, Engineering Department, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

*P. B. Hill*

BUS  
No. 465

Westbound busses on Wilshire Boulevard Line must discontinue stopping across the driveway of the Oil Station located on the northeast corner of the intersection of La Brea and Wilshire Boulevard, and instead will stop between the east side of the driveway and the bus stop sign placed to designate where busses will stop.

No. 467

Closing number on ticket pads as shown on the trip sheet is always number of the first unused ticket on the pad. When an entire pad is used, it is necessary to close the trip sheet record by showing the next higher number than the last ticket on the pad, that is: if the last ticket on the pad was 299, trip sheet should close with 300; if the last ticket on the pad is 200, trip sheet should be closed with 201.

The auditor's office is complaining that failure to properly show these ticket numbers is causing considerable confusion in that department. Give this your immediate attention.

No. 468

On Thursday, July 1st, through service between San Pedro Street and South Main Street will be discontinued and these lines operated separately. Route of San Pedro line will be as follows: Between 61st and Manchester along San Pedro. South bound busses loop west on 85th, south on Wall, east on Manchester. Layover in bus zone on east side of San Pedro north of Manchester.

North bound busses to loop north along San Pedro to 60th, west on 60th to Wall, north on Wall to 59th Place, east on 59th Place to San Pedro, south on San Pedro to northwest cor. of 61st, where layover will be made.

Fare on this line will be 5 cents, including transfer to and from Los Angeles Railway street cars; also transfer to South Main Bus Line at Manchester and Wall.

No. 469

On Thursday, July 1st, through service between San Pedro and Main will be discontinued and these lines operated separately. Route of South Main line will be as follows: Between Slauson and Manchester, along South Main. South bound busses will loop east along 85th, south on Wall, east on Manchester. Layover on east side of Main, north of Manchester.

North bound busses will loop west on 59th, north on Inskeep, east on Slauson. Layover in Bus Zone on west side of Main, south of Slauson.

Fare on this line 5 cents one way, including transfer to and from connecting Los Angeles Railway Street Car Lines; also transfer to San Pedro Street Bus Line at Manchester and Wall.

No. 470

July 6th you are to honor special summer school 40-ride books, which consist of green coupons in a purple cover.

## Staff of Division Five



Left to right, back row: George E. Ferguson, Superintendent; A. F. Grant, foreman; W. E. De Muth, clerk; front row: Fred Mason, stenographer; E. C. Tyler, clerk; C. E. Cline, clerk.

## Bouquet for Orchestra

My dear Mr. Finn:

I just must write you a few lines to tell you how much I appreciate your kindness in helping me out with your boys.

The best program I ever put on in the Tubercular Annex for the Disabled Veterans was on the night you gave me the Los Angeles Railway Quintet and the Los Angeles Railway Orchestra. You were so generous and kind. The spirit with which you enter into our programs makes our soldiers very happy.

At the Orthopedic Hospital the day of their annual convention I heard the remark, "Of all the orchestras in Los Angeles, that of the Los Angeles Railway was the only one to offer their services."

The only thing worth while in life is giving, and you and your boys have made our soldiers and crippled children see a tiny ray of sunshine and pleasure.

Thank you for the many times you have helped with my programs. I have never found a nicer, more congenial bunch of boys and their music is the best to be had.

Sincerely yours,

ALMA TAYLOR,

Asst. to Mrs. Hannum, of the Wa Wan Club for the Disabled Veterans of Sawtelle.

I wish to acknowledge with sincere thanks the kind expression of your sympathy.

MRS. BERTHA CAMPBELL.

The above applies only to the Bus Division Lines honoring Los Angeles Railway 40-ride school tickets.

No. 471

Sunday schedule will be operated on all lines of the Los Angeles Railway Bus Division, Monday, July 5th.

*J. Van Vranken*

## Surveyors Heard From

Hello, Folks—We feel lower than a round-shouldered ant toward our fellow employees, the trainmen, who get all the publicity, so we have made an attempt to break into print.

We are only eight strong, including our chief, Andy Eagan and John Lindenfeld, but we're the boys that give you ninety degree curves and the nice level car tracks.

You must remember that the surveyor of today has difficulty in keeping his mind on the job.

Id est girls, girls and more girls.

## GENERAL OFFICES

Miss Westcott, secretary to J. B. Hayner, Superintendent of Employment, left July 3 for a two weeks' vacation. Miss Westcott is planning on spending one week at Catalina and the other week she will spend at the Yosemite.

J. E. Marsh, dispatcher, leaves July 4 for Sierra City, Nevada, for a holiday.

Mrs. Galloupe returned July 1 from a month's vacation spent at Lake Tahoe.

Frank Shull, in Mr. Link's office, left this week for a two weeks' vacation. He will spend the time in and around the city.

Mrs. Nora Mims, who was at one time a timekeeper in the auditing department, has returned and is once more an employee. She spent the last year in Florida and says "Never again, California for me."

Ramona Windsor, 12-year-old daughter of Dick, manager of the Uniform Department, and like her dad, an enthusiastic fisherman, landed a four-pound bass the other day at Huntington Beach. Joe Finn, with Mrs. Finn, happened along about that time and annexed it. Fine eats, said Joe.

## THE LAST IS STILL FIRST

Division Five is the home of Geo. E. Ferguson, Superintendent, familiarly known as the "Old Timer," author of the Musings everyone enjoys so much. Mr. Ferguson is very proud of his crowd out at the "Sea Gulls' Roost," and is keen on having every one know that they make up the Premier Safety Division.

For five consecutive months they have won in securing the greatest number of witnesses per accident and they now boast a new record.

On June 9, on line "M," conductors R. H. Manning, R. J. Bailey and Motorman H. J. Mounger secured thirty-nine witnesses for one accident.

Mr. Ferguson says the only word that is applicable to Division Five is "determination." Now get out your dictionaries and see if that doesn't fit.

## BOUQUETS

For J. F. Smith, motorman at Division 3, from Mrs. E. C. Regnier, Apt. 19, Adair Apartments, 845 South Normandie Avenue, for carefulness and efficiency.

For T. A. Roy, conductor at Division 5 from James McCarthy, 419 American Bank Bldg., for marked courtesy in handling passengers and answering questions.

For D. S. Statzel, conductor at Division 1 from Mary M. Joris, 160 South Van Ness Avenue, for courtesy, readiness to assist and give information.

For E. C. Parsons, motorman at Division 2, from Mrs. Catherine Van Vleet, 3807 South Harvard Boulevard, for extra courtesy.

For W. W. Wagner, conductor at Division 4, from Joseph R. Conway, 1904 West 28th Street, for efficiency and courtesy.

For L. E. Swagerty, conductor, Division 4, from Mrs. Frank Caldwell, 1220 1/2 South Plymouth, for exceeding courtesy.

For C. D. Sayers, conductor, Division 4, from Ida Nelgner, 1149 Sentous Street, for honesty and gentlemanly conduct in general.

For T. W. Ryan, motorman, Division 1, from Mabel Schopbach, 4051 W. 7th Street, for extreme courtesy and being particularly helpful to woman with 2 little children and an immense package.

For F. C. Ham, conductor, Division 2, from Lawrence C. Lockley, Pacific Southwest Bank, for courtesy in assisting passenger in paying fare.

For W. H. Seale, motorman at Division 3, from F. H. Griffin, 257 1/2 N. Burlington, for gentlemanly manner and care for comfort of passengers.

For M. L. Hersom, motorman at Division 3, from Mrs. Otter, 5012 Eighth Avenue, for courtesy and consideration.

**DIVISION TWO**

H. D. HANSEN

**Stair Steps**

Reading right down the line: Lucille Catherine, Julia, Angela, Edith, Lola, and Robert Leo. These children comprise the charming family of W. N. Nally at Division Two.

We take pleasure in officially turning over the pen quill of ye scribe to Ed Moxley, our esteemed successor; Ed is now on the air and will broadcast as follows:

"Our stenog., H. T. Hansen, who always has a smile and good advice for all of us, informed me last week, by writing a bouquet in Two Bells, that I was the new scribe for Division Two. 'H. T.' is what you call a 'real fellow,' and I am sure you will all miss his writings. He has promised to help me, so give him credit for any real good articles you read in Two Bells hereafter."

Motorman Barlow and wife are on their vacation. George is going to fish in all the lakes in the southern part of the states, so there should be some darn good fish yarns to hear when he returns.

Conductor Stephens took Tuesday afternoon off and made a flying trip to Anaheim to visit his wife's folks.

Everyone should notice how much better our switchman, Coulter, looks since he has been getting three square meals a day. Married life sure agrees with him.

Conductor House is "moping" around looking for sympathy. For the first time since he has been married his wife went on a visit and left Sam to do his own cooking. Very much of it will give the Co-operative Association a chance to become "operative."

Motorman Pipes, who has been on the sick list for some time, is going to try his hand at serving hot dogs and hamburgers. Charlie's stand is at 5530 W. Washington Street. Be sure to stop in and see him when you are out that way.

Motorman Millard, who has been on sick leave for quite a while, sends us word that he is feeling fine. We would sure be glad to see you back on the job again, Sam.

The Johnson Brothers are now back from a 15-day vacation spent in motoring in "T. A.'s" new Studebaker.

Motorman C. A. Bryan is back at work again after three weeks of sickness. Bryan has about 45 canaries and some of them are fine singers. Anyone interested in birds would enjoy seeing them, and Bryan is a real entertainer.

Motormen P. H. Lund, K. Caldwell and W. A. Pilon and Conductors M. L. Davis, A. A. Burlingame, J. P. Wood and G. H. Foster are all on vacation leave.

**DIVISION THREE**

L. VOLNER

A. M. Elmer (motorman) and wife have returned home from a delightful two weeks' vacation spent in the northern part of the state, up among the big trees and also along the coast, where they witnessed the landing of a whale.

Motorman N. L. Pahl is nursing a somewhat stiffened neck; he and Conductor D. J. Wells in a Horse and Rider tourney at Bimini downed all-comers.

Word was received from W. T. Travers, who formerly worked out of this Division, stating what great times he is having in Philadelphia where he is attending the Shrine Convention.

Motorman Jim Stewart has written from Scotland how he is "putting on flesh"; did not mention what he was "putting away."

E. C. Curry, conductor at Division 3, passed away June 24 after an illness lasting a long period.

J. M. Short, flagman, but formerly at Division 3, passed away June 27. Mr. Short was an old employee, having served the company 15 years.

Summer has "came"—perhaps you have noticed it the last few days; if not, just look how the boys are taking their vacations: Motorman W. E. Cox, 30 days at Sunset Beach; Motorman W. J. Cripps, 30 days at San Francisco; Motorman J. Lasserre, 30 days at Whittier; A. H. Ford, conductor, 16 days at Bishop; W. F. Leatherman, motorman, 14 days—no destination. Expect he is staying at home. J. O. Murray, conductor, 60 days at Vancouver, B. C.; E. M. Myers, motorman, 30 days at Nauvoo, Ill.; J. P. Evans, conductor, 30 days at San Angelo, Tex.; W. C. Scott, motorman, 60 days, Long Beach; C. I. Lovejoy, conductor, 30 days at Yosemite; L. M. Covington, motorman, 30 days at home; J. C. Phillips, conductor, 15 days at San Francisco; J. M. Scantlen, conductor, 47 days at Stigler, Okla.; C. R. Ballard, motorman, 45 days at Seattle, Wash.; W. J. Mahood, motorman, 16 days in the city; J. G. Visser, conductor, 18 days at Big Bear; G. E. Kleinschmidt, motorman, 14 days at Big Bear; J. D. Messick, motorman, 60 days at McMinnville, Ore.; A. F. Cole, motorman, 13 days at home.

The big event of the year—the general line choice passed off very smoothly last Tuesday night, each one getting the best run.

**DIVISION FIVE**

FRED MASON

"Boys," says Conductor E. C. Lander, "it's a boy and the cutest little thing you ever saw, weighs seven pounds and mother and baby are doing fine." Congratulations, kiddo.

Well, they're beginning to come back now. Motorman Red Gurley blew in from Kansas the early part of this week. Motorman Orville Burgess arrived from Salina, Mo., a few days after Red. Conductor Vic Wolfe returned from Inwood, Calif., on Monday, and they are all now doing their stuff up Spring and down Broadway.

And here's another bunch who are on their way: Con. J. L. Crotts, 60 days to Badfish, Calif.; Mtr. C. A. DeGuire, 60 days to Arizona; Mtr. R. O. Farmer, 30 days to wherever his old Cadillac will take him; Con. W. H. Moore, 60 days, just roaming around; Mtr. E. W. Watson, 22 days, for a general rest.

**DIVISION FOUR**

C. J. KNITTLE

Traffic man Paul Tromblay has taken his annual sixty-day leave and left for Chicago to visit his wife. Many Division 4 boys will be surprised to learn that Paul really has a wife. He has kept it to himself for two years. Mrs. Tromblay holds a responsible position with a large Chicago firm.

Cash Receiver Raymond Smith leaves for his regular vacation July 4. He will spend the balance of the month camping in the San Bernardino mountains. During this period, conductors will not suffer from windburn after turning in their money.

Here is a verbal raspberry for E. E. Johnson, motorman and extra clerk. E. E. spent Thursday, Friday and Saturday on the rockpile.

The fishing gang reports Duke Lowen is losing his talent. On a recent expedition Duke lost five yellow-tails after succeeding in getting them to the surface.

Motorman J. W. Hanchey is overhauling his Dodge and preparing to leave July 10 for Texas and nearby states. He will be accompanied by Conductor Joe Howarth. They have been granted sixty-day leaves. Hanchey is the Division 4 representative of the Co-operative Association. Conductor A. L. Layton will visit the sick and disabled trainmen during his absence.

Motorman O. F. Surman, Pico owl man, is laying off ten days to make up lost sleep.

Conductor H. W. Butler has gone to Bear Valley for fifteen days.

Motorman J. J. Sylver is spending two weeks in Frisco.

**DIVISION ONE**

H. N. COLE

Conductor B. T. Olson, now on a leave of absence, writes from Pembina, North Dakota, that he is having a good time and to tell the boys "hello."

Jas. "Dad" Roberts, Division No. 1 motorman and pinochle player, takes a 90-day leave to go to Kansas City, Missouri, to visit with his old friends whom he has not seen since his boyhood days.

Six and a half pounds of joy and happiness arrived at the home of Motorman M. M. Spence, 755 Burger Street, Belvedere Gardens, June 24th. It is a girl and all is well.

We regret to learn of the death of Mrs. Strand, wife of former Conductor O. Strand, of Division 1.

Motorman E. Braun was waiting to make a relief at 7th and Spring, when an Irishman approached a policeman and asked where 7th and Spring was located. "Right here," replied the officer. "You are standing on it." "Faith and it is no wonder I couldn't see it," said the Irishman.

Conductor Collosi called for his transfers Monday morning, and went out to his car, but found no motorman, and time to pull out. He rushed to the office and asked for a motorman. The clerk told him to "go way back and sit down for exactly one hour and very likely your motorman will show up in ample time." Collosi looked at his watch and said, "I must have looked at my watch upside down."

**SHOPS**

JACK BAILEY

F. W. Fike of the machine shop came to work the morning of June 25 with a smile so broad he had to turn sideways to get in. "Gang," he said, "this is pay day and I am the proud father of an 8½-pound baby boy. Mother doing fine; have a smoke."

Carpenters A. M. Reid and Maurice Wassell have reached their destination, Vancouver, British Columbia, where Mr. Reid will spend several days with his brother. After drowning all their cares they will then retrace their Chevrolet tracks back home and resume their duties as wood butchers.

J. Denmark and P. Anstedt have resigned from the Electrical Repair Department. Mr. Denmark will accompany his brother to his home in Chicago.

For the benefit of those who would not otherwise hear Mr. Coqueugniot's (of the Mechanical Engineer's Department) name in full we will give an outline of what a good name means to him:

Policeman (producing notebook): "Name, please."

Our congenial draftsman: "Gustavious Henricus Coqueugniot."

Policeman (putting book away): "Well, don't let me catch you speeding again."

C. H. Stoner of the Trimming Department and J. J. Moyna of the Paint Shop are on their vacations.

Mr. W. T. Reynolds, General Store Foreman, and Mrs. Reynolds of the Store Department spent a few days at Catalina last week. They have one more week at their own disposal.

Mr. Chas. A. Pontius, of the Truck Shop, was bitten by a dog last week. Both will recover.

M. Rasmussen, of the Blacksmith Shop, and wife will spend a few days of their vacation at Catalina next week.

B. Cinnamond, Truck Shop clerk, took a few days off to show an old friend from Kentucky around our big city. I may add that this friend was the minister who so happily united Mr. and Mrs. Cinnamond some years ago.

**BUS DIVISION**

ELMER WOOD

With great enthusiasm, the boys of the garage extend an invitation to all who can play ball to join their team, as they are planning to walk away with the gold medal this year. Let's see some spirit, fellows. Now is your chance; do your stuff.

Geo. Maxin, machinist in the garage, is on a 30-day leave, which he will spend on a fruit ranch and around Lake Elsinore. Walter Whangeman, mechanic, is also taking a 30-day leave. William Decker, clerk in the garage, is on his two weeks' vacation.

It seems queer how some fellows like to keep matrimony quiet (although it always get out). It might be because of the cigars or not being able to stand the kidding (and there sure is a plenty), but whichever it may be, we hope that Operator T. G. Smalley will explain his actions and ease the boys' minds.

Operator W. A. Bundy has resigned and extra Supervisor W. W. Morneau has taken his run on Eagle Rock. Conductor C. V. Coleman has been appointed extra supervisor in Morneau's place.