

EQUIPMENT FOR BABBITT ROOM INSTALLED

New Section for Rebabbitting Street Car Journal Bearings is Electrically Equipped

The Los Angeles Railway now has one of the most complete and up-to-date bearing babbitting equipments used by any traction company today.

In a special section the equipment for rebabbitting the street car journal and armature bearings has been installed, and is now in operation.

Equipment installed consists of three electrically heated and automatically controlled unit heating pots and a preheating oven purchased from the General Electric Company. In addition, an electrically heated oakite cleaning tank and various metal lined bins and benches made in the shops of the company have been installed.

The greatest effectiveness of babbitting metal is obtained by heating it to a definite temperature which must be kept uniform. The heating parts of the new equipment have thermostatic control which is set for the correct temperature and then automatically maintained.

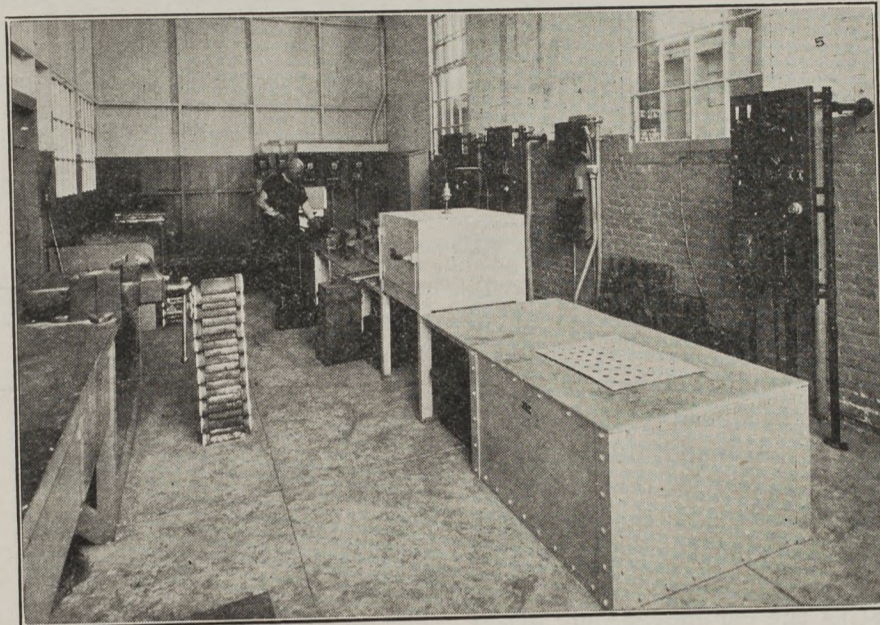
The oakite cleaning tank, the heating pots and the preheating oven are arranged in order to obtain the most efficient step by step process of production.

The old shells that are to be rebabbitted are placed in the oakite cleaning tank and boiled until clean. They are then placed in the melting pot and all the old babbitt metal is melted off. If allowed to cool, they are placed in the preheating oven and heated to the proper temperature for being tinned. (This tinning is not necessary if the shells are designed with anchor holes.) A flux is then applied to the surface which is to be babbitted, to make the tinning metal adhere, and all other surfaces are swabbed with a clay wash to prevent adherence of the tinning metal.

The bearing shell is then arranged with the proper mandrels and forms and the babbitt metal is poured into it with self-skimming ladles to insure a clean and uniform texture of the metal.

The metal is allowed to cool gradually and the shell is then removed and machined to the proper size.

New Electrical Equipment for Shops



View from the door of the new babbit section in the blacksmith shop. Russell Smith is the man handling the ladle filled with molten babbit metal.

R. B. Hill Returns from Vacation

R. B. Hill, Superintendent of Operation, and family returned last week from a real vacation. The trip to Victoria Island was made by water. A rough sea was encountered this side of San Francisco, but all were good sailors and north of San Francisco the trip was everything that could be desired. The trip home was made by auto.

Mr. Hill found the spruce woods of Washington very wonderful, but nothing seen was quite so lovely as our own California redwoods. Three days of the time they spent camping on the Eel River in Mendocino County. Fishing, too, but had regular fisherman's luck. A wonderful vacation in every way.

Manchester Avenue Bus Extension

Application made by the Los Angeles Railway Company to the State Railroad Commission for permission to extend the Manchester Avenue Bus Line has just been granted and becomes effective July 25.

The line will be extended to Inglewood on the west and to the Graham district on the east. The Inglewood terminus will be at Market and Queen Streets, where the Inglewood bus now stops. The Graham terminus will be at Manchester Avenue and Cedar Street.

More Complications From Storm Drain

A portion of the Sacatella Storm Drain now being excavated by the city will necessitate a drastic change in the street car service by the Los Angeles Railway Company on the West Third Street line from Wilton Place to Norton Avenue.

The storm drain crosses the tracks of the railway company in such a manner that it will be impossible to operate over both tracks at this point. Single track service will be necessary over the westbound track on Third Street from the crossover at Gramercy Place over the private right of way just south of Third to a crossover to be installed west of Norton Avenue on Third Street.

It will be impossible to resume regular service for the next thirty or forty days.

Tune In On These

The orchestra will broadcast July 16 over KHJ from 12:30 to 1:30 p. m. and over KFI from 7 to 8 p. m. July 17 over KFQZ from 8 to 9 and 10 to 11 p. m.

The quintette will broadcast July 12, 14 and 16 over KMTR from 7 to 8 p. m. July 15 and 17 over KFQZ from 8 to 9 and 10 to 11 p. m.

It is not enough to be good—be good for something.

THIRTY-FIVE YEARS OF SERVICE IS ENDED

Veteran of the Old Horse Car Days Passes Away at the Age of Eighty One

July 2 marked the passing of Frank W. Perry, aged 81 years, one of the oldest employees of the Los Angeles Railway Company. Mr. Perry was first employed by Judge Bicknell in 1891 and put in charge of the car barns and made superintendent of the old horse car line on Central Avenue. When the line was taken over by the Los Angeles Consolidated Railway in 1892 it was made a part of the electric railway system and Mr. Perry thereafter had charge of street operation for the entire electric system.

This position he held until the introduction of the supervisory system. He was then made a supervisor and put on special assignments.

To quote Mr. E. L. Lewis, former Superintendent of the Los Angeles Railway, "Frank Perry was a kind and gentle soul. He could inspire the greatest exertions on the part of those who worked under him. When it was necessary to reprimand a man he did it in such a manner as to always produce results without giving offense. He was much loved by all with whom he came in contact. He never held an uncharitable opinion of anyone nor was he ever known to make an unkind remark about anyone. The one soul about whom I can say this without the slightest mental reservation is Frank Perry."

Truly a man can ask no greater eulogy than this.

Big Track Job on West Eleventh St.

The Los Angeles Railway started another big track job on Tuesday, July 6. The tracks on West Eleventh Street between Broadway and Figueroa are to be completely reconstructed. The work of laying the new ties and rails will be expedited as much as possible and the engineering department expects to have it completely finished in about six weeks.

The regular street car service over these tracks will not be interrupted in any way.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Every Witness Is Valuable

THE reason for securing the names of witnesses to an accident is for the protection of the company and yourself against unjust claims and demands. In practically all suits that are brought against the Los Angeles Railway, the question as to how the accident occurred is a question of fact to be determined by a court or a jury, and it is therefore important that the company have disinterested witnesses who can testify to what the facts really are.

There are many cases where witnesses located at a particular point, either on the street or on the car, are of more value than witnesses located elsewhere. For instance: In a collision with an automobile or pedestrian, or a sudden stop to avoid such a collision, witnesses on the front end of the car are in a better position to have seen the accident than those in the center or on the rear of the car.

However, there are few cases tried by this company in which we do not use practically every witness secured by the crew for the reason that there are few suits tried that each and every witness is not of value in proving some material point necessary to our defense.

Therefore, even though the witness might not have seen the accident, if he was on the street car he is in a position doubtless to testify to some fact that is of importance. Although he did not see the actual collision, the witness can possibly testify that the speed of the car was moderate; that the bell was sounded; that the application of the brakes was quick and strong; that the car came to a quick stop.

The witness may be able to testify the car moved only a few feet, fixing that by where the automobile was standing after the accident.

The witness may be able to testify that immediately following the accident the car stood in front of a certain object, contradicting the testimony of the plaintiff that the car ran a long ways, thus indicating high rate of speed.

Therefore, in securing witnesses you are forging a chain and should remember the old adage—"A chain is no stronger than its weakest link." Each one of the witnesses is a link in our chain of testimony, and if we are unable to connect all our links, it is impossible to build a very strong chain of defense.

Be Sure They Measure Up

ALARGE percentage of the men applying for employment with this company are recommended by our own men. We have secured many good men in this manner and we appreciate the interest shown.

But it is a very common occurrence to have men brought in, or sent in, with a glowing letter of introduction, and when the case is thoroughly investigated we find that the applicant has known the trainman who vouched for him, perhaps a few days only, and that his qualifications were unknown to the trainman. Often we find that the applicant is far below, or over, our age limit, that he is visibly physically incapacitated, speaks very poor English, or has an extremely limited education, all resulting in applicant being rejected.

Our greatest glory is not in never falling, but in rising every time we fall.

No man's character can be injured by his reputation, but his reputation may be ruined if his character is bad. If you maintain a proper standard of character, all attacks upon your reputation ultimately will fail.

~ Musings of the Old Timer ~

By George E. Ferguson

They say "an open confession is good for the soul," and since so many things have been brought to light by this column, the writer is going to open up and confess that he is a rank impostor.

I'm not an Old Timer. Starting in street car work in 1898 does not entitle one to really be numbered among the elect, but even at that, 26 years is long enough to learn to a certain extent just what makes the "wheels go round." Ever since boyhood it has been a hobby of "yours truly" to stick around and listen in when the old heads got to tellin' just what happened way back yonder, and the habit seems to have grown to larger proportions. I can sympathize with and understand why the sailors, when off duty, go out to Westlake Park, hire a boat and row around until it is time to return to their ships. Nothing affords me more real pleasure on a day off than to go to a street car division, or to a relief point, and "street car,"

and it surely is an education in itself. When the pipes are lit and the old chew is snugly ensconced under the right wisdom tooth, then the real flood of simple oratory begins to flow. It might be perforated with a few cuss words and sometimes the old spitter might miss and a few drops will decorate the shirt fronts, but God's in His heaven and all is serene.

Back in the Ozark Hills my first entry into this game began in 1898. I worked one day a week as trolley boy—Sunday afternoons at 25 cents per—and the company could have even saved the 25 cents because it was an honor to me to sit back on the dash of a bald-faced summer car and hold 'er on the wire. So that's why I am 'fessin' up. I'm new in the game that we are playing as compared with some of our real old timers, but I'm perfectly willing to grow old in the service and I always want to listen to the old timers talk.

~ LARY LAFFS ~

"Pardon me a moment, please," said the dentist to the victim, "but before beginning this work I must have my drill."

"Good gracious, man!" exclaimed the patient, "can't you pull a tooth without a rehearsal?"

The newly wedded pair were spending their honeymoon at Niagara Falls, and had stopped to get some light refreshments.

The trim young waitress approached them, and politely asked if they wanted "Honeymoon Salad."

The rather bashful groom asked of what it consisted, and the young waitress answered—"Just lettuce alone."

Mike was engaged to do a job of painting for Mr. Smith. After a while he came in, saying the job was completed, and asked for his money.

"But, Mike, I wanted two coats on that building. I'll pay you after the second coat," said Smith.

"You've got it," said Mike. "I mixed the first coat with the paint for the second and put on both coats at the same time. Speed is my motto."

"Can you look back on your life and say that you have stuck to the straight and narrow path?"

"Well, I got to admit, I did quite a bit of detouring."

LETTERS TO TWO BELLS

Editor Two Bells:—Thanks for the Two Bells and isn't habit a great tring in life? I look for the Two Bells as I would for the morning paper. Best wishes to Officers and men at Division One, and to the two Brothers visiting the sick. They are two worthy men. Last, but not least, many thanks and best wishes to the Los Angeles Railway Staff of Doctors. I cannot speak too highly of Doctor Bryant, the Head Surgeon, who worked so patiently to locate my trouble and from his advice I am getting along fine.

Sincerely yours,

Motorman Div. 1 L. EASTMAN.

Motorman Tom Forrester: "When can I start my leave, Mr. Williams?"

Supt. Williams: "Why, about the first of September, Tom."

Motorman Forrester: "Oh! I would be dead by that time."

Supt. Williams: "Very well, you wouldn't have to take a leave then."

Teacher—Who were the three wise men?

Johnny—Stop, Look and Listen.

The young man said he had an old aunt who was so stingy that he called her "Penny Auntie."

Two battered old wrecks were sitting on a bench when one remarked: "I'm a man who never took advice from anybody."

"Shake, brother," said the other. "I'm a man who followed everybody's advice."

Pullman Porter: "Brush yo' off, suh?"

Old Gent: "No, I'll get off in the usual way."

The place for a crab is in the ocean, not in the shop.

NIGHT BEFORE PAY DAY

'Twas the night before pay day, and all through my jeans,

I'd hunt in vain for the ways and the means;

Not a quarter was stirring; not even a jit;

The Kale was off duty, the Greenbacks had quit,

Forward, turn forward, O Time, in thy flight,

And make it Tomorrow, just for Tonight.

—Wenzel Schmidt.

A man is but a worm of the dust—he comes along, wiggles around a while and finally some chicken gets him.

BULLETINS

Issued July 12, 1926

STREET CAR

No. 95—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

26279, issued to Fireman Raymond Acosta.

30053, issued to Fireman Jackson L. Taylor.

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

R. B. Hill

BUS

No. 473

Bulletin No. 459 is canceled, effective Friday, July 2, 1926.

Temporary routing of Inglewood Bus Line will be discontinued between Slauson Avenue and 60th Street and all busses on this line operated via Rimpau Boulevard and 60th Street between Slauson Avenue and Keniston Street.

No. 474

Police Department is complaining about congregation of bus operators and conductors on the corner of Eighth and Hope Streets. It is stated that there is considerable loud talking and horse-play, in fact that pedestrians often find it necessary to walk in the street to pass this corner.

The sidewalk at this point must be kept clear and operators and conductors are expected to conduct themselves in a gentlemanly manner.

No. 475

Bulletin No. 472, dated July 1st, which provided for east bound busses on Fifth Street stopping to unload passengers before entering Olive Street, is canceled. Passengers must not be loaded or unloaded at this point due to heavy traffic conditions except while waiting for traffic officer to turn. When traffic opens bus must be moved immediately in accordance with Bulletin No. 294, dated August 12, 1925.

No. 476

Police Department is complaining about Inglewood busses laying over on the east side of Mesa Drive just north of 54th Street in such manner that they interfere with the flow of traffic on Mesa Drive.

After turning off of 54th Street bus should be pulled up far enough from the corner so that it does not block the street while you are unloading passengers, and immediately after the last passenger leaves the bus you are to pull up to 52nd Street, cross the tracks and come down to the Zone located on the east side of the Los Angeles Railway right-of-way, where layover must be made. Under no circumstances will you layover on the west side of the tracks. This must be given immediate attention.

No. 477

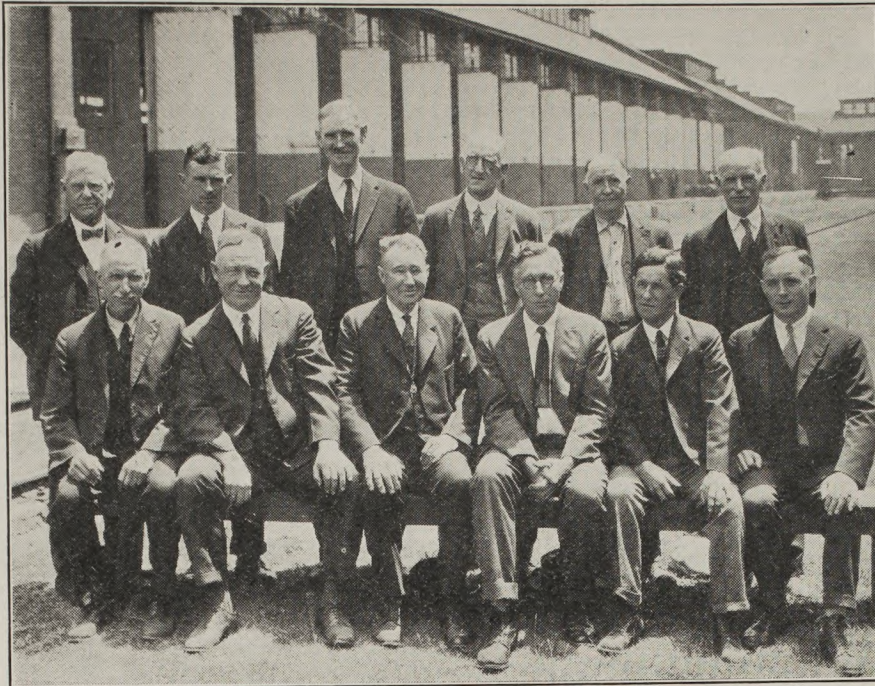
Complaints relative to incivility, particularly on the Wilshire Boulevard line, are increasing at an alarming rate, and unless more attention is paid to the proper handling of passengers, it will be necessary to administer severe discipline to the men at fault.

J. Van Vranken

GOOD LUCK, ROSEMARY

Rosemary Fleetwood left the employ of the company July 7. She has accepted a position in the office of the Jonathan Club. All her friends will miss her very much and wish her the best of luck in this new venture, especially those girls who have been associated with her in the auditing department.

Master Mechanic and Assistants



Left to right standing—H. P. Koster, painter foreman; H. Longway, truck and motor foreman; Joe Gordon, blacksmith foreman; W. L. Williams, acting mill foreman in place of J. W. Buswell, who is away on a leave of absence; G. N. Redd, metal shop foreman; E. M. Cleland, trimmer foreman. Left to right seated—Robert Harvey, airbrake foreman; L. J. Hathaway, machine shop foreman; E. L. Stephens, master mechanic; W. C. Brown, general foreman of shops; W. W. Aldrich, assistant general foreman of shops; J. N. Spearing, carpenter foreman.

PUBLIC RELATIONS AND THE SHOPS

The Los Angeles Railway maintains at South Park Avenue and 54th Street what is familiarly known as the Shops. Here, spread over a considerable area of ground, are located the various activities which, grouped together, form the chief mechanical division of the engineering department.

The public does not realize that this section of the company's personnel contributes so largely to the comfort and safety of the street car riding public.

The men of the shops constitute a most important element in the public relations of any railroad company. Cordial relations with the traveling public can not be maintained unless the rolling stock is kept up to the highest point of efficiency.

The relations between the public and the operating department may be ever so pleasant; the conductor may be ever so courteous and efficient in looking out for the comfort of his passengers; the motorman may be the most perfect operator obtainable, but unless the car itself is in perfect mechanical order the service fails.

Co-operation is a vital necessity in every organization. The successful and safe operation of the Los Angeles Railway system is dependent upon the perfect co-ordination of the work of the operating and mechanical departments. Every worker is an important part of the whole system. Because the street cars are operated carefully by men specially selected and carefully trained for their work and because the mechanical efficiency of the cars is kept to 100 per cent, the Los Angeles Railway has a national reputation for safety and courtesy and the good condition of its rolling stock.

BOUQUETS

For P. L. Van Zandt, conductor at Division 3, from Jas. E. Davis, Chief of Police, for presence of mind and efficiency under stress when he applied the handbrakes to a runaway car.

For F. T. Biederman, conductor at Division 4, from Jas. W. Johnson, 912 Westlake Avenue, for courtesy in giving information as to a transfer.

For L. Z. King, motorman at Division 5, from Edw. J. Oncken, 1812 W. 48th Street, for extra courtesy to an elderly and incapacitated lady.

For J. Howarth, conductor at Division 4, from Blanche Ryan for actions not only courteous but gentle and kind, in helping a crippled passenger.

GENERAL OFFICES

Ben Schupp returned July 6 from his vacation, the major portion of which he spent resting at Oak Glen Lodge in the San Bernardino mountains above Redlands.

Theron Menard of the engineering department and Jimmie Bowen, stationer, leave today on their vacation. Louis Panner spent three days of his vacation fixing up the flivver so it would last through the trip the boys are planning up the coast, over to Tahoe and back by way of Tioga Pass to the Yosemite.

S. Haygood of the auditing department returned July 6th from a motor trip in the northern part of the state.

B. H. Eaton took a party of friends, among whom were the Austin Fleetwoods and Harold Petrie, to Catalina for the holiday week-end, making the trip in his boat, the "Tommanita."

G. D. Wheelock, of the schedule department, left July 1 for Cedar Rapids to visit relatives. He is making the trip by auto and will be away until August 1.

Five Years and No Demerits

Five years of continuous service without one demerit is a record to be proud of. Selling service to the patrons of the Los Angeles Railway has been the chief pleasure of L. A. Moyer, safety operator at Division 4 until the late shakeup on the Birney car lines.

Since he began work for the company in June, 1921, Mr. Moyer has operated a safety car and was on the Indiana Street Shuttle line for four and one-half years of that time. His service has been of such splendid quality as to have gained for him this enviable record.

All his patrons are his friends and he knows them all personally, from the little folks to the grownups. Mr. Moyer has no children of his own, but the wee ones along his line refuse to take their afternoon nap until they have waved to their motorman and



L. A. Moyer of Division Four

Appreciation

Orcutt, Calif., July 4, 1926.

Los Angeles Railway Employers, Employees and all Members of the Co-operative Association:

I wish to express my sincere thanks and appreciation for the kindness and comforts shown me during the illness and death of my beloved husband.

AGNES SHORT.

received his greeting in return. Every child knew when he was due for his first run of the day.

Mr. Moyer found it very hard to leave his old friends when he was transferred to the Evergreen line last month, but they all came and took a farewell trip with him on the little Birney car and wished him luck on the Evergreen line. They only hope the patrons of that line really appreciate their new motorman.

Street car work is a delight to Mr. Moyer. He has always been enamored of anything that ran on wheels, and before coming to Los Angeles operated a locomotive for a mining company in New Mexico.

When not on duty he can be found at home helping his wife with her hobby, which is training little chickens and ducks in the way they should go if they wish to grow up into nice fat roasters.

DIVISION ONE

H. N. COLE

Whenever Conductor Light works a day run with Motorman Head, that run is converted into a night run, because their car carries a "Head-Light," and no crew would use a head-light during the day, so it must be a night run. On the other hand, suppose Conductor Light works a night run with Motorman Day, then that run is automatically changed to a "Day-Light" run. It seems that Conductor Light has the ability to work a night run all day, and a day run all night. Confusing to say the least.

Ye Scribe, with his better half, together with the other division Scribes and their better halves, were the guests of the staff of TWO BELLS at a dinner party, at the new Elks' Clubhouse last Friday evening. All seemed to have a thoroughly enjoyable time. During the "Shop" talk it was explained to us just why some of our best "stuff" was "cut." It is very simple once you understand it.

Motorman Geo. Elder, who was a victim of an automobile accident about three months ago, in which his companion was killed, has sufficiently recovered to be back on the job.

Motorman F. J. A. Sharon received a letter from Con. W. R. Cunningham, who, with his wife and child and sister-in-law, are on their way to Read, Colo. W. R. said that on the day before writing he drove his faithful Ford 325 miles. Evidently he didn't have much spare time for fishing on that day.

Clerk Charlie Farrah leaves this week for a two weeks' vacation. As he has a new Dodge sedan, he is anticipating a grand and glorious time. Somewhere up north seems to be his destination.

Stenographer D. B. Kohl starts on his vacation in a few days. He told us where he expected to go, but we were not fortunate enough to find any one who knew how to spell it, so will find out on his return.

DIVISION FOUR

C. J. KNITTLE

Safety Operator A. C. Beck proved that he has a pull with the company when he was appointed extra switchman recently.

Conductor A. B. Chambers is on a sixty-day vacation to Big Bear Lake.

Motorman W. H. Wisdom is spending a sixty-day vacation in and about town.

Conductor J. G. Schroeder has taken a sixty-day leave to go to the soldiers' home in Sawtelle for medical treatment. Schroeder is a Spanish War veteran.

Conductor O. E. Goodwin spent several fretful minutes at the pay phone last Friday. He had not forgot to deposit the buffalo nor to jiggle the receiver and cuss a bit. Clerk Ellis chuckled as he watched the procedure, then dryly informed Goodwin that the only thing he had forgotten was to dial the number.

Conductor P. W. Fretzo and Safety Operator J. F. Floyd are each taking a two weeks' rest.

Motorman H. L. Denpree has been granted a ninety-day leave to visit his folks in Vega, Texas.

Safety Operator W. A. Baker has received a ninety-day leave to visit in his home town, Moberly, Missouri.

Motorman I. Handler is on the way to New York City to visit his mother. He was granted sixty days' leave.

DIVISION TWO

H. D. HANSEN

We take this opportunity of expressing our appreciation of the fine banquet tendered the scribes of the divisions by the editorial staff of "Two Bells." The scribes and their wives were there with "bells on," and though we can't speak for the others, we sure had a wonderful time ourselves.

Motorman R. A. White is taking a few days off to enter the "throes of matrimony" in the acquirement of a better half. Sorry we can't give the lady's name.

A very old lady noticing that Conductor C. O. Ashton wore a pin said, "Good, my boy; I'm a Mason's widow, a K. K. K., an A. P. A. and a child of the Lord, Amen."

Conductor M. C. Blizzard and Motorman J. T. Phipps are on 20 and 15-day leaves, respectively. Phipps will spend his working on his house.

Our sympathy is extended to Motorman O. Daniels, whose father was recently drowned.

Philadelphia and Atlantic City are among the cities visited by W. S. Tupper and family, who are touring the East. A card states that all are enjoying things immensely.

Raising chickens will henceforth occupy I. M. Babcock's mind. He has resigned as conductor from the L. A. Railway.

Up betimes and hasten to ye division or a "miss-out." Pinochle still vieth with ye checkers for favor. Now that ye Superintendent Dickey is hunting ye wild boars the genial countenance of Mons. Madigan illumines the office. Signor Clark batteth for M. Madigan and ye Caliph Derry for Clark, while Sheik Hoyle weareth ye sandals of C. Derry, so to speak.

BUS DIVISION

ELMER WOOD

Anyone interested in playing ball see H. J. Hinze.

Mr. Ernest Comontofske of the L. A. Motor Bus Company was married to Miss Grace Rucklos at her home in Long Beach, July 3. They took a short honeymoon trip to Lake Arrowhead. The boys of both the L. A. Motor Bus and the L. A. Railway Bus Division extend their congratulations and best wishes to the bride and groom.

Operator Geo. L. Rosen has resigned.

Conductor E. J. Richards is taking 30 days off and will spend the greater part of the time at his cabin at Big Bear Lake.

Operator H. E. Rainey is also taking a 30-day leave of absence.

Those reported to have gone to Tia Juana over the holidays and still remember about it are J. A. Born and F. G. Smith.

Introducing new men at the Division: D. R. Olson, F. L. Teel. At the Garage: R. T. Sjoboen, G. Baker, R. N. Penny, J. W. Emblem, who was formerly a bus driver, and Vernon Anderson, brother of Raymond Anderson.

I won't mention initials, but I'll tell you what one of the Smiths did. A woman boarded his bus and asked for a transfer. Smith punched the transfer and put it in his pocket and handed her the punch. His passenger desiring to get off, asked for her transfer and gave him back his punch.

SHOPS

JACK BAILEY

Walter E. Jones did not surprise us when he announced that he and Miss Dorothy Reid were married on July 2nd, but we were surprised when we did not get a smoke. Just the same, the boys all join in wishing the newlyweds a happy and prosperous life together.

I am not sure of the date of the above wedding, but you can lay that to Ted Ormston, my star reporter, who ate so much watermelon on the 4th he could not report for work Tuesday.

Mr. F. T. Burchett, Chief Clerk, has been off a week due to illness, but reports he will be back soon. You can't keep a good man down.

Our friend John Mathis thought the high price of brake relining was running into money. Boulevard stops come somewhat higher yet, don't they, John?

Carpenter Ed. Carmody and wife have just returned from a 1400-mile motor trip to Colorado. Ed. left several souvenirs back in the canyon; 3 old tires, one broken spring, several resolutions and that school girl complexion.

J. T. Watts, Wire Foreman of the Electrical Repair Department, is vacationing to some scenic points near Yosemite and returning via Bakersfield. He will be accompanied by his wife and son.

Our one-time assistant foreman of the Store Department, Theodore Hobson, who is now price clerk in the Auditor's office, came around to see us last week. Although Ted is not with us we still have his authorized influence in the Store Department, and maybe Mrs. Hobson runs a little of the price clerking.

Just received a card from Mr. Buswell, Mill Foreman. He reports a wonderful time and is well under way. He is now enjoying the beautiful drives and camps along the Columbia River.

Introducing H. W. Young and Geo. E. Gerold, new men in Carpenter Department.

DIVISION THREE

L. VOLNER

Mention was made in this column several weeks ago of Motorman Q. E. Sasse taking an automobile trip to Texas. He has been somewhat delayed—looking for someone to accompany him and share expenses, but has at last departed, having made satisfactory arrangements whereby the friend is to furnish the gas and oil and Sasse the air and water.

Conductor W. H. Hickox is rejoicing over the arrival of an 8½-pound girl at his home.

J. W. Allen, clerk, is back on the job after an eight-day vacation. He good-naturedly began work on the fifth so as to let someone else off to celebrate.

Talk about devotion to one's work. Motorman F. J. Cimmino had two days off last week, which he spent on Hill Street keeping check on the West Adams line.

Motorman J. S. York has not missed out in quite a while, so the office force is missing out on the cigars. Every time York misses out he treats.

The boys working on the No. 2 line had a very quiet Fourth. Their only excitement was in directing would-be passengers how to reach Lincoln Park.

DIVISION FIVE

FRED MASON

Our genial stenographer and scribe having "vamoosed" on his annual vacation (which sometimes lasts one day and never more than two), we will don the reportorial eye shade for the current week.

We have it from rather good authority that Motorman "Red" Wicker was seen enjoying a very pleasant Fourth wading in the pool at Exposition Park.

Mr. and Mrs. Jack York, Mr. and Mrs. Heinzman, "Bill" Stoll, Freddie Mason and several others whose names are unknown celebrated the Fourth with a "Cherry" picnic at Beaumont. The fireworks, in which all participated, were furnished by tire blowouts. York furnished two and Heine went him one better by popping three and coming home on the rim. Everybody had a good time and as Freddie Mason says, "It was hot enough to suit anybody."

Motorman "Mike" Tobin is in the Angelus Hospital recuperating from an operation for appendicitis. We are glad to say that he is getting along nicely and would be glad to see any of the boys.

Motorman Otte sends a card from Chicago saying that he is having a good time and is leaving for Wisconsin, where he expects to get the "fish." He sends his best wishes to all the boys.

Motorman L. Blackburn is back on the job after enjoying a pleasant vacation. Motorman Bloodworth has returned from a trip to his old home in the south, where he was called by the illness of his mother.

The following trainmen left during the past week for their annual vacation: Motorman Knudson, Conductor A. A. Blaubach, Motorman E. W. Watson are taking a rest; Motorman N. A. Matlock has gone to the Yosemite; Motorman H. M. Guthrie has gone on a fishing trip in the Kern River country.

L. B. FOWLER

L. B. Fowler, conductor at Division 5, since 1920, has led a very versatile life. As a juggler he traveled all over America, Canada, Cuba and Continental Europe. He passed through several air raids in London during 1917, and after America's entry into the war was assigned to the entertainment committee.