

TWO BELLS

Vol. VII.

JUNE 14, 1926

No. 3

OLD LINES UNITED TEMPLE BLOCK CHANGES

Engineer Reconstructs Work Done By Father Many Years Ago

Work which will result in the union of two of the oldest car lines in the city was started last week by the Ways and Structure Department. The southerly layout of the special work on Main Street at the Temple block will be relocated and new double tracks constructed westerly therefrom to connect with the present terminal of the Temple Street tracks in front of the Federal Building.

This work will necessitate the relocation also of the center line of tracks with respect to Main Street from this special work to a point about 125 feet north. All other special work and curves at this location will be removed.

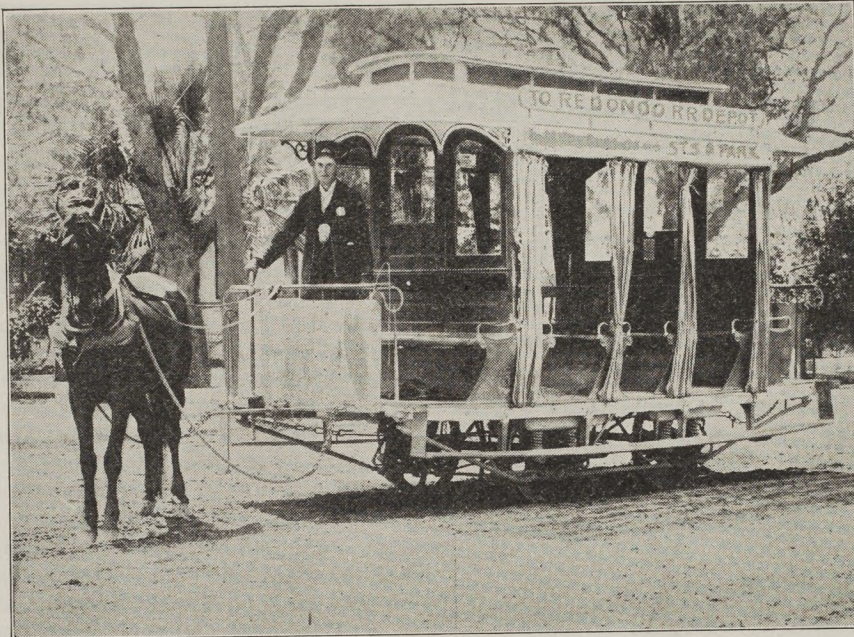
The safety island in the center of the street will be completely reconstructed and the large island in front of the Federal Building will be removed. A new island will be built along the easterly side of the tracks on Main Street, north from the new curves to Temple Street, to accommodate three cars. This new island will take the place of the present "button" safety zone and will divert the vehicular traffic and materially reduce the hazard to pedestrians crossing the wide intersection.

Traffic is very heavy at this intersection and the job is a difficult one to handle, but the engineer of Ways and Structures is endeavoring to complete the work as quickly as possible and in such a manner as to interfere least with auto traffic. To expedite the completion of the paving of this work, a quick-setting cement will be used.

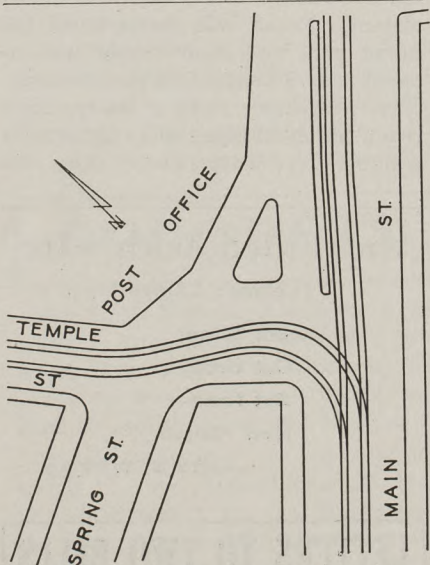
In his reminiscences, the Old Timer has told us many interesting bits of history about the Los Angeles Railway system, but one of the things that so far he has not mentioned is that Main Street saw the last of the old horse cars and that Temple persisted as a cable car line as late as 1902.

The scene of the work now being done at the Temple block is in the very oldest part of the city and it has clung to the "manana" ways longer than any other. The very name of Temple Street is one of the survivals of that day, and here is another in-

Last Horse Car to Run on Main Street



J. C. Ralls as Jehu, in 1897



Drawing of Track Work Connecting Main Street and Temple Street Lines.

interesting thing the Old Timer hasn't told you—B. H. Eaton, the engineer in charge of the work of bringing the Temple Street and Main Street lines into conjunction with each other is the son of Fred Eaton, the engineer who built the lines back in 1885.

Traffic Relief

To relieve traffic on Eleventh Street west of Hill, all p. m. pull-out cars from Division four fitting into service on the Main and Spring Street lines have been routed by way of Tenth instead of Eleventh Street as formerly. The rerouting of the "W" line to Eleventh and north on Broadway has added more cars to Eleventh Street between Hill and Broadway.

SAFETY AND PLAY PLANNED BY SCHOOLS

Trainmen are the Best Safety Instructors for Their Own Children

The Board of Education has passed a resolution providing for the continuation this summer of the safety lessons which were taught during the winter to thousands of school children.

The work will be carried on in conjunction with the regular summer playground work. Sixty of the school playgrounds are to be kept open all summer and there will be safety-first instruction at each of these.

Now safety, like charity, should begin at home. What homes are more anxious to instill these lessons in the minds of the children than the trainmen of the Los Angeles Railway? There certainly can be no one who is more capable of teaching his own children than a trainman, who daily sees the dangers to little children who cross the city streets.

The home itself as well as the streets and playgrounds is a source of many accidents and here should begin all courses in safety first.

The victims of most home accidents are usually children. These minor tragedies as well as great ones are often the result of the natural curiosity of little folks, which causes them to pursue their investigations into hidden mysteries further than is safe. Imitativeness is another characteristic of the average child. He is inclined to do what he sees his elders do. His energy must be properly directed, and to whom can he look for direction if not his parents? Teach the child to do things in a safe way. Don't make him afraid, but instill carefulness into his consciousness and the reward will be great.

Home duties, properly performed by children, are necessary to develop responsibility and responsibility is the need of every child if he is to grow into a responsible adult citizen. Character cannot be built without it.

BUSSES ORDERED HAVE ARRIVED

The three double-deck Fageol motor busses ordered some time ago by the Los Angeles Motor Bus Company have arrived and will be put into service at once.

These new busses are similar to the ones now in service. One of the big improvements is a larger platform on the rear end, which will facilitate the loading and unloading of passengers.

A new schedule has been put into effect by the Los Angeles Motor Bus Company on Western Avenue which will provide better service in the evening rush hour.

The Bus Division of the Los Angeles Railway has added another bus to the Wilshire line in order to provide service that will take care of the patrons during the rush hour.

Quintette Plays For Big Chief

The Los Angeles Railway Quintette had the pleasure on two successive Saturdays of giving a special program over KNX in honor of Mr. Henry E. Huntington. Mr. Huntington tuned in from his home in San Marino.

New Schedule for Line "N"

Arrangements have been made for schedules for cars on line "N" covering Eighth Street extension to Western Avenue, effective June 20.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Which Class Are You In

IN the olden days when we had but few paved streets, and we made our passenger stops on the far side of cross streets, a motorman, though he had no mirror to aid him as now, soon became expert in spotting the rear step of his car at the plank crosswalk. He was subjected to criticism and discipline if he failed to do so. These crosswalks were rarely over two feet wide.

If this could be done at almost every stop in those days, it is hard to understand why so many motormen and operators today will stop their cars at such points as will cause passengers to step on traffic buttons, into excavations and depressions on alighting, thereby contributing to personal injury accidents.

A man does not have to keep his eyes on the street condition or lean out over the side of the car to pick out a suitable place when approaching a stop. The competent and efficient motorman will subconsciously make this observation and automatically stop his car in a safe place. The inefficient and careless man will be frequently observed stopping his car in such a position as will offer the opportunity for accident.

The New Man

HOW do you do, Mr. New Man? We extend to you the greetings of the entire Los Angeles Railway family and we sincerely trust that you will remain with us indefinitely.

You are aware, no doubt, that you will at times meet with rebuffs, but the smiles and kind words, with the helping hands that are ever outstretched, will more than make up for any heartaches that may come to you. We are a happy family, as you will soon learn, and we rejoice in trying to help our fellow man.

Follow the rules to the best of your ability. Do not be afraid to ask questions. They will be gladly answered.

Mr. New Man, we welcome you to our midst.

When a boat reaches port the first important duty is to drop anchor and make fast. That should be the aim of every worker. Tie up to the pier of endeavor and make fast.

It don't take a durn bit of effort to say "Thank you" and it's no physical exertion to smile. The reward for so doing sure does amply repay for the time consumed.

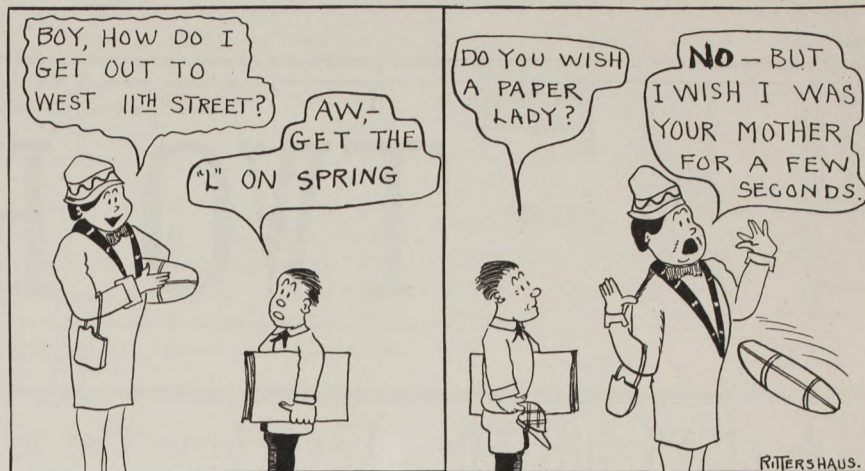
A frog can float with a log but it takes a man to bring it into port.

Break Into Print

FOR the purpose of encouraging and stimulating an interest in cartoon and caricature work among our employes we are inviting you who have talent in this line to send in to Two Bells original drawings on subjects pertinent to street railway service.

Any drawings used will be paid for and others will be returned.

He Meant To Be Kind



~ Musings of the Old Timer ~

By George E. Ferguson

The Old Timer turned over the last half of his run to an extra man and immediately began to look around for a few of the well known pinochle fiends, but as none were in evidence, he eased himself into a chair and the following story was begun:

"Way back in 1893 Bill Neighbors began to dominate the front end of a street car in Los Angeles. Headquarters and general offices were at Division 1, and all of the equipment and conveniences were in their infancy. Bill tells me that the number of cars per line were as follows: Four on West First Street, three on Maple, three on Pico, four on the Arcade Depot line, three on Central Avenue and ten on University. Captain Barrett was superintendent and Frank Perry, assistant. Frank was formerly of the horse cars and their stable was located near Twenty-third and Central.

"A passenger, if in a hurry, could reach his destination more quickly by walking. At least two or three dol-

lars were taken in per day per car. Hand brakes, single trucks and bald face cars were in vogue, and Bill says that many a time on a cool night after reaching the barley fields south of Washington Street on Central, he would put her ag'in the peg and run alongside the car in the dust in an endeavor to keep warm.

"If mechanical trouble developed it was either up to the motorman to fix it or pull into the car house, and if you did that your pay was docked for the time spent having same repaired. A monkey wrench, screw driver and a pair of pliers were provided and at most terminals pits were to be found. If you burnt a cable off, had slack brakes or any other trouble, you layed over and fixed her up.

"In those days all that was needed to become a motorman was a strong back. Your mind developed as you gained experience, and she sure was a dear teacher!"

And Filled with "Ire"

(Loafer's Lament)

Got hired;
Got tired;
Got fired—
Now "mired."

—Otto B. Wirking.

:: LARY LAFFS ::

When you get to feeling that the boss can't get along without you, try this on yourself:

A colored boy went into a drug store near his home and asked the druggist if he might use the phone. This is what the druggist heard:

"Hello, is dis Mistah Johnston's residence?" "Is dat you, Mistah Johnston? Ah hears yo' all is needin a boy to look after you yah'd and drove yo cah?" "Yo' say yo' already has a boy? Is dat boy puffedly satisfactory?" "All right, Mistah Johnston, good-bye."

The boy hung up and the druggist said to him: "Boy, are you looking for work? I need a boy to help in the store."

"Nosuh, I'se not lookin' for wuk, I'se jus' been checkin' mahself up."

"Dear Betty," wrote the young man, "pardon me, but I'm getting so forgetful. I proposed to you last night, but I can't recall if you said 'yes' or 'no.'"

"Dear Bud," she replied, "so glad to hear from you. I said 'no' to someone last night, but I had forgotten just who it was."

LETTERS TO TWO BELLS

(Bouquets or brickbats cheerfully received. Letters will be held in confidence by the editor if so desired. Trainman's name and number must accompany all letters. If a fellow hasn't the nerve to sign his name to a letter, his opinion is not worth anything.)

Editor Two Bells: I think your front page should be a little more ritzy. The editorial page is good, everyone enjoys the Musings. I think the Bulletins should always be at the top of the first column on the third page and the bouquets at top of fourth column on same page. As to division news, trainmen want to read the "boners" the other trainmen pull, the ridiculous excuses other trainmen give when they miss out, the silly cracks that people make on the other fellow's car, marriages and births. Then at the bottom of the page make a double column for the home forum.

An Interested Conductor.

BULLETINS

Issued June 14, 1926

STREET CAR

No. 80—NOTICE TO CONDUCTORS
Fireman's Pass Book No. 30066, issued to Fireman Fred W. Lane is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 81—NOTICE TO CONDUCTORS
The following passes are reported lost:
1190—Issued to A. Tiffany, Chauffeur, Way and Structures.

2216—Issued to H. E. Gasink, Painter, Mechanical Dept.

2237—Issued to I. W. Manigault, Scrubber, Mechanical Dept.

2442—Issued to Mayme B. Shaw, Car Cleaner, Mechanical Dept.

2616—Issued to Mrs. E. Bailey, Car Cleaner, Mechanical Dept.

4525—Issued to F. J. De Mott, Motorman, Division No. 2.

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

P. B. Hill

BUS

No. 454

A special theatre bus will be run daily leaving garage at 4:13 p. m., Fifth and Olive, at 4:33 p. m., from which point all passengers presenting themselves will be carried. Will leave Fairfax Boulevard at 5:10 p. m., at which point the people from the Carthy Circle Theatre will be handled. In case they do not arrive at that time, but will wait for them. If the bus leaves on time it will arrive at Fifth and Olive Streets at 5:41½ p. m., and from that point will pull into the garage, arriving at 6:00 p. m.

No. 455

No style of Deputy Sheriff badge, Special Police badge, or any badge bearing the name of any firm, corporation, bank, or agency is to be honored for transportation on busses of the Los Angeles Railway. If any of these badges are presented for transportation collect fare and make miscellaneous report, giving the number and description of the badge.

Honor only regulation Los Angeles City Police or Huntington Park Police badges as provided for in 1926 instructions to Conductors.

No. 456

Wilshire Boulevard bus ticket (green) Form S.Bu.3 has been superceded by new form (green S.Bu.9. The new ticket carries space in lower left corner which should be punched to show direction bus is operating when ticket was issued.

The following instructions will govern the use of the new ticket:

WESTBOUND TRIP:

When issued between Fifth and Olive and Vermont Avenue punch "Westbound, East of Vermont." When issued west of Vermont Avenue, punch "Westbound."

EASTBOUND TRIP:

When issued west of Vermont Avenue punch "Eastbound." When issued east of Vermont Avenue, punch "Eastbound, East of Vermont."

Tickets punched "Eastbound, East of Vermont" will not be honored on westbound "S" line cars at any point east of Vermont Avenue or on westbound "D," "H," "N" or "R" cars at any point east of Alvarado Street.

Bus transfers will still be used in transferring between Country Club and Fairfax busses at Wilshire and La Brea in accordance with Bulletin No. 262 dated June 22, 1925.

H. Visscher

Hugo Visscher has taken a leave of absence and will go to the American Agar Company for a time. During his absence E. E. Loop will take over his work.

Staff of Division Four



Reading from left to right: L. L. Wimberly, Superintendent; B. B. Boyd, Foreman; W. A. Driggs, Clerk; E. E. Roffee, Clerk; E. H. Ellis, Clerk; E. G. Benedict, Stenographer.

Prichard a Special Legal Advisor

Attorney George A. Prichard, for many years in the train service of this company, has been designated as special legal advisor for employes requiring such service. Except when trials in court are necessary this advice and service, like preparing papers such as deeds, mortgages, contracts, etc., will be given without charge to employes. In matters involving purely domestic affairs and relations with the police traffic department, such as traffic violations, employes of the transportation department may continue to call upon that department, which will assign the cases to the special counsel if it be found advisable or necessary to do so.

Mr. Prichard's office is 933 Citizens' National Bank Building, corner of Fifth and Spring Streets, telephone Broadway 4269; residence No. 1415 Isabel Street, telephone Capital 3964.

BOUQUETS

For H. N. Johnson, conductor at Division 1, from John O. Denman, 1604 South Hope Street, for courtesy and particular care in giving crippled man stool to use when car was crowded.

For L. C. Haynes, conductor at Division 1, from Marie Lickovish, 1406 W. Ninth Street, for loaning passenger carfare and stool because she was ill.

For C. C. Lee, conductor at Division 1, from Fannie Emerson, 1001 W. Eighth Street, for securing a seat for a lady who was standing while a woman and child occupied two seats for one fare.

For A. W. Gilbert, conductor at Division 2, from C. C. Newton, 4075½ S. Figueroa, for special courtesy to elderly woman.

For H. Schuss, conductor at Division 2, from Mrs. Johnson for pleasant manner in giving direction to passengers on wrong car.

For A. A. Scars, L. F. Volner, V. E. Davis and W. S. Rice, conductors at Division 3, from Mrs. Sylvia K. Hawkins, 1475 West Washington Boulevard, for kindly, courteous consideration.

Sham usually ends in shame.

CLAIM DEPARTMENT HAS NEW MEN

G. W. Neely, formerly assistant general claim agent for the Denver & Rio Grande, with headquarters at Salt Lake City, has accepted the position of chief investigator with the claim department of the railway.

W. E. Chapman has accepted a position as investigator for the claim department. Mr. Chapman is the nephew of W. G. Bierd, president of the Chicago & Alton Railroad, and was formerly connected with the claim department of that road.

HIGHEST TYPE OF PUBLIC SERVICE

June 2, 1926.

Los Angeles Railway Co.,
11th and Broadway, City.

Gentleman:

May I write a few words in behalf of Conductor No. 400 on the "L" car line?

An afflicted man, crippled, and who spoke with great difficulty, could not recall the name of the street he wanted. Conductor No. 400 named possibly 20 or more streets, in an effort to aid the patron, who replied "no" to each one.

The conductor suggested the man might recognize the street when he saw it. And then he again named many more streets on that line, and when he finally mentioned "Burlington," the patron beamed and thanked him.

This conductor was patient, willing, courteous all the while — although this took considerable time.

Yours very truly,
MRS. S. W. ALKIRE,
1038 Beach Ave.

Los Angeles, June 2, 1926.

Los Angeles Railway Company,
6th and Main Sts., City.

Gentleman:

I want to report the motorman of car No. 750, Jefferson St., between 12:30 and 1:00 p. m.

Through his prompt and energetic action a calamity was averted when a little colored child just shot in front of our car and I marvel now at his sudden stop, due to his vigilance and presence of mind, which prevented a certain calamity and consequent trouble for the company.

Respectfully,
MRS. RUPERT FRANKLIN,
1602 West Boulevard.

Too many of us are burning with a desire to see and acquire, without enough inclination to earn and deserve what we get.

A CLOSE RACE FOR FIRST PLACE

Division Four is Five's nearest competitor in securing witness cards for accidents, and presses very closely. They have one disadvantage at Division Four that the others do not have to meet, and that is that all Birney cars run out of this division. The mileage is not so great as some of the others, but the average is about 15,500 miles daily.

Division Four has several men with perfect records; men who have never received a demerit, and one of these men is a safety operator. The safety operator has the hardest job of all street car men to fill, as he can get a demerit for all the crimes in the calendar, since he acts in the dual capacity of motorman and conductor, and don't forget there are 39 crimes specified in that calendar and that No. 40 is miscellaneous.

Hollywood Bowl to Open Fifth Concert Season

The fifth concert season for Hollywood Bowl will open July 6 and continue every Tuesday, Thursday, Friday and Saturday evening until August 28. These symphony concerts are given by the Philharmonic Orchestra and will be under the baton of such world famous conductors as Alfred Hertz, Emil Oberhoffer, Eugene Goossens, William van Moogstraten and Sir Henry Wood. The admission to the concerts is 25 cents by subscriptions or 50 cents for single tickets.

ELECTRICAL MAN ON A VACATION

J. J. Johnson of the Electrical Construction department is spending a two weeks' vacation in San Francisco. He will visit Mr. Yonts of the Market Street Railway who will take him through the shops and substations of that company. If time permits, Mr. Johnson will also visit the Key System Traction Company of Oakland for the same purpose.

Friday's The Night

Don't forget that the Square and Compass Club is giving a dance on Friday, June 18, at 8 o'clock p. m. at Forester's Hall, 955 South Olive Street. There will be a vaudeville show and the company orchestra will furnish music for dancing.

TUNE IN ON THESE

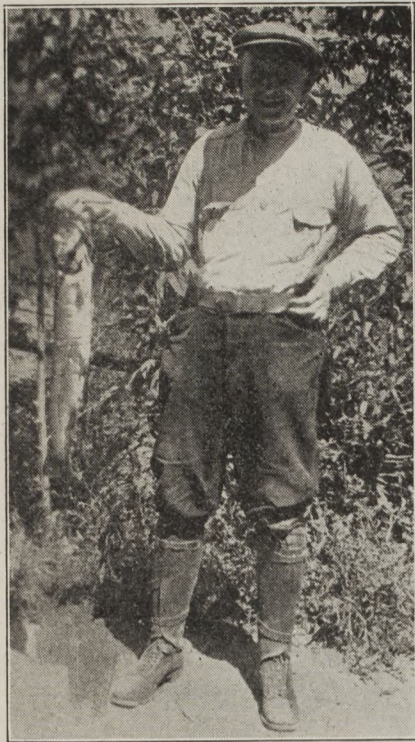
The orchestra will broadcast over KMTR from 7 to 8 p. m. June 16; KHJ from 12:30 to 1:30 p. m. June 18; KFQZ from 8 to 9 and from 10 to 11 p. m. June 19.

The quintette will broadcast over KFQZ from 8 to 9 and from 10 to 11 p. m. June 17; KNRC from 8 to 9 p. m. June 18; KNX from 3 to 4:30 p. m. June 19.

Lying won't help you get up.

DIVISION ONE

H. N. COLE

A SESPE TROUT

Conductor R. W. Brigham

This week we present Conductor R. W. Brigham of Division One as he looked after hooking this immense trout in the Sespe river. Brigham will spend six weeks at Lake Arrowhead this summer and he announces that he will be glad to show any of the youngsters just how it is done.

"In picking your bait," says Brigham, "always use something that you would be willing to bite for if you were the fish and then go get 'em."

It was with the best of intentions that Motorman Worsley of the "J" line reached over and put the silence on his alarm clock but you know how it is, just another little snooze, while your run is pulling out of the barn. A vision of the rock pile looms up and just fifty-one blocks to go in ten minutes. His trusty flivver came to the rescue and defying time, distance and police officers, he landed at the home-plate just in time to hear Clerk James shout "safe." Thus a calamity was averted. He missed the rock pile by about half a minute.

"How about filling the p. m. of my run?" asked Conductor Kiser. "Not a chance," answered Ruggles. Comes relief time, and Kiser is on hand, and so is an extra man. Kiser very graciously yields to him and back to the office. "Thanks for filling my run," said Kiser. "I didn't fill your run, there must be a mistake," replied Ruggles. And there was. Just a wee mistake that will creep in the best of regulated families, but it served a good purpose for Kiser. He went home and took his wife out but the conductor on the run that should have been relieved made enough over time to pay for his belated lunch.

Motorman F. F. Long is back on the job after nursing a dislocated shoulder, sustained when he fell from the roof of his home.

Motorman W. E. McCurdie holds down a short run, and the last half he put in one hundred and eighty hours. Just imagine what he could do with a full run.

Conductor F. P. Huppert is on a forty-five day leave visiting his former home back east.

DIVISION TWO

H. D. HANSEN

Conductor P. F. Clark is the proud father of an 8½-pound baby girl. Mother and babe reported doing fine.

Motorman J. M. Luddon won't forget very often in the future that ten minutes makes a lot of difference when you work for a street-car company. He had a run to pull out at 4:10 p. m. and mistook it for 4:20, so he sauntered leisurely over to the restaurant, partook of some grub and came out to see "his" car go sailing up the street.

The millionaire residences are not the only ones subject to burglarizing. Conductor C. R. Wilkins' home was entered via the window by a thief who took all the clothes and jewelry in the house. No doubt the house itself would have been taken if it could have been jacked up.

Mr. Stork is busy as usual and presented Conductor R. E. Thompson with a baby boy weighing 10 pounds. The office force appreciated the cigars.

Glimpse one Conductor R. A. Johnson in a new "Stude" touring car.

Motorman Wm. Harris took his new going reel and went down to the sea on Monday. The big ones recognized the danger sign and stayed put but a bunch of three pounders came back with him.

Motorman J. G. Adair has been trying for many moons to mooch some of Harris's catch, so he went to Adair's address with a couple of nice ones stamped with his name and found Adair had moved. Moral: Always keep the Division posted as to proper address.

Motorman W. F. Vellage sent us a post card postmarked New York, one of the cities visited on his trip East. Valley Forge and Philadelphia were mentioned as "ports of call."

Madigan: "What's the hardest thing about roller skating when you're learning?"

Clark: "The floor."

Up betimes and hie me to ye Division where did "shine ye hours away and did engage in ye blithesome pastime of pinochle and cause great ire to arise for my success at "melding."

Did wonder at ye ancient pipe of Clerk F. B. Slaughter. How keepeth it from causing him to swoon? Much comment waxeth upon ye visages of Division Two's clerks; ye groans, ye grins and y egrunts are all observant.

Why waneth ye witnesses for Division No. 2? Doth ye trainmen run out of ye witness cards? Ye office hath plenty for ye lack.

Anon after \$1.32 of "shining" did wend me home to my dove who comment on ye negligence as a wage earner.

Motorman T. W. Ryan is taking a ten day vacation. We are looking forward to some good fish stories on his return.

Another feast of fish was enjoyed by the boys of Division One last Saturday. Motormen Ryan, Riley, Baldwin and Floyd had a very successful day on a barge off Redondo Beach. They brought back several gunny sacks full of fine mackerel, and told the boys to help themselves.

Conductor T. H. Menchion, of the "N" line expects to leave next Sunday for New York via Chicago. He will be away about three months.

DIVISION THREE

DAN HANLEY

"Slip me a Chesterfield, Dan. I've got some real news for you," says Conductor Latham, as he stepped up to the window. "Gimme a match." So I lit it for him and got him satisfied, then I tuned in and he broadcast: "I'm the daddy of a 6¾ pound boy. Baby and mother doing nicely." So I lit a Chesterfield myself in honor of the big event and gave him the customary congratulations.

Conductor E. Cox took the week-end off and rested up over in Catalina.

One of our new conductors remarked that he has an awful time trying to get the passengers to move forward. He says they all insist on riding on the back porch.

Chief Switchman Chamberlain and family are motoring back to the old home in Texas. Expect to be gone about sixty days.

Conductor H. W. Taylor showed up for his run at 6:00 a. m. the other morning but it did not pull out until 3:25 p. m. Nothing strange in that except that it gave the office force an awful shock.

Get your name down for the Fourth.

Just received a newspaper from our old friend Bill Travers of Division Three who is visiting with fellow Shriners in Philadelphia and from accounts in the paper, Bill must be having a rip snorting time.

BUS DIVISION

ELMER WOOD

The garage is enjoying the new store room very much. The conveniences are greater so the service is better in every way.

Mechanics no longer have any excuse for going home with dirty hands. The garage has installed two new up-to-date wash basins that provide accommodations for twelve men at the same time.

Elmer is still away on his honeymoon and Fox who is steering for him in his absence sends this as an excuse for no news from the boys.

SHOPS

JACK BAILEY

If you wish to learn something about fishing in the deep blue sea just ask Jerry Denemark, Walter Jones, H. J. Dyer or Merle Weller of the Winding Room and a few others who went barracuda hunting last Sunday. You will also learn how to make up a pool of "two bits" from each of the party which goes to the first one who lands the first fish. That word "Fish" caused a lot of argument because Jerry said that a mackerel didn't count. However, they all returned sober and each gave a good account of himself with the reel and rod.

Famous last words (By L. J. Hathaway): "and Bill! Don't let anyone off while I am away on my vacation."

A. Gerritsen just returned from his early vacation. He spent most of his 30 days in the northern part of the state.

J. Love (ditto): "No! And I won't because I didn't furnish the stamp."

E. G. Sundeen and little son will go to Clear Lake for a few days. They are taking their own boat, one that folds up. Here's hoping that it is guaranteed.

DIVISION FOUR

C. J. KNITTLE

Conductor John Gourlay telephoned in from Chicago last Sunday night to ask for an extension of his leave.

Conductor R. J. Dickson, who raises Cain ond chickens in Athens, has recovered from a fractured shin sustained when he slipped on a greasy pavement at First and Alameda and fell, striking his leg on the edge of the curb. The accident occurred when he was off duty, May 15.

Safety Operator A. B. Morton has left for Canada in his 1915 Ford!!!!

Motorman A. E. Temple presented his son, L. R. Temple, to the platform service last Tuesday.

Conductor H. Buckman has taken a thirty day leave and left for the east.

Conductor A. C. Ritter is on a ninety day leave to Atwood, Okla.

Conductor R. E. Davis is just taking a three weeks' rest.

Motorman C. B. Hunter and his brother-in-law, Conductor P. Muller, have been granted sixty day leaves and are motoring to Hutchinson, Kansas with their families.

DIVISION FIVE

FRED MASON

Conductor D. R. Hensley wants the cock-eyed world to know that he's Number One on the list.

Motorman Clint. Coxhead and Jack York have been appointed Line Instructors.

Glad to see Conductors W. H. Moore and Johnny Turvey back on the job after a forced lay-off for a couple of weeks on account of sickness.

Look at 'em go:

Conductor G. S. Jones, 60 days, Grand Junction, Colorado.

Conductor J. E. Clark, 60 days, way down in Tennessee.

Motorman F. M. Thorington, 60 days, Chillicothe, Missouri.

Conductor H. Kelley, 30 days, Frisco.

Conductor W. M. Briggs, 60 days, Northampton, Mass.

Motorman C. N. Stowe, 45 days, Huntington Lake, Cal.

Motorman S. N. Cupp, 60 days, Hawthorne.

Conductor T. R. Brackett, 60 days, Roseburg, Oregon.

"BIG TWINS"

Conductor Bill Lane of Division Five with his son and daughter, Lucille and William, aged 14 years and twins.

William is quite an athlete, making fourth place in the high jump in the grammar school meet, and clearing the bar a 4-1.