

TUNNEL BENEFITS GIRDER RAIL FOR LOS ANGELES RAILWAY EXTENDED TO MANY MORE ARRIVES ON STEAMSHIP ORIENT, JULY 21

By Routing Street Cars Through Broadway Tunnel the City Benefits Thousands

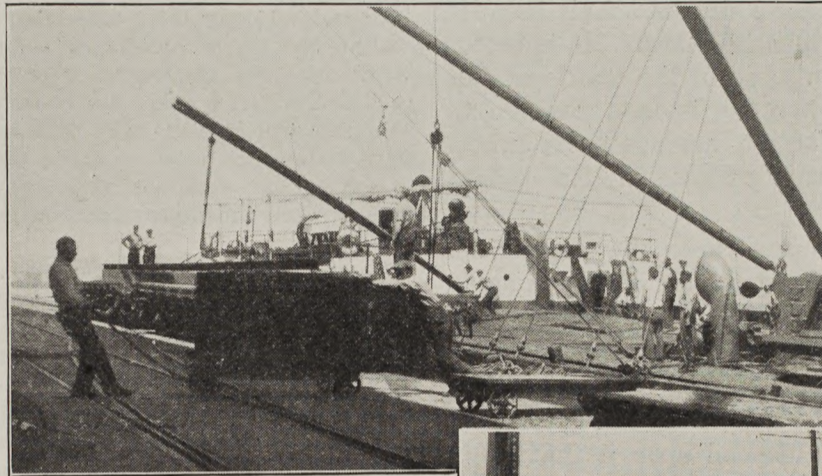
The Los Angeles Railway carried 53,160 passengers through the North Broadway tunnel on July 15, 1926, and made a saving of 8 minutes for each passenger during the rush hours from 5 to 6 P. M. over the time consumed before routing through the tunnel. On this same day there passed through the North Broadway tunnel 22,324 passengers carried in automotive vehicles.

The total number of people who were able to use the tunnel on this day by actual count was 75,484 as compared with 22,324 who could travel through by automotive vehicles only. (This includes trucks.) The total saved by street car passengers amounted to 7,088 hours or 295 days.

These conclusions were reached through an application of the law of averages to an actual check, on all vehicular traffic, made by the Los Angeles Railway over an eighteen-hour day from 6 A. M. to 12 midnight. The known average number of passengers per auto vehicle is 1.65. A very conservative estimate places 40 passengers as the average haul of a street car. The check shows that 12,567 autos, 963 trucks and 1,329 street cars passed through the tunnel on July 15.

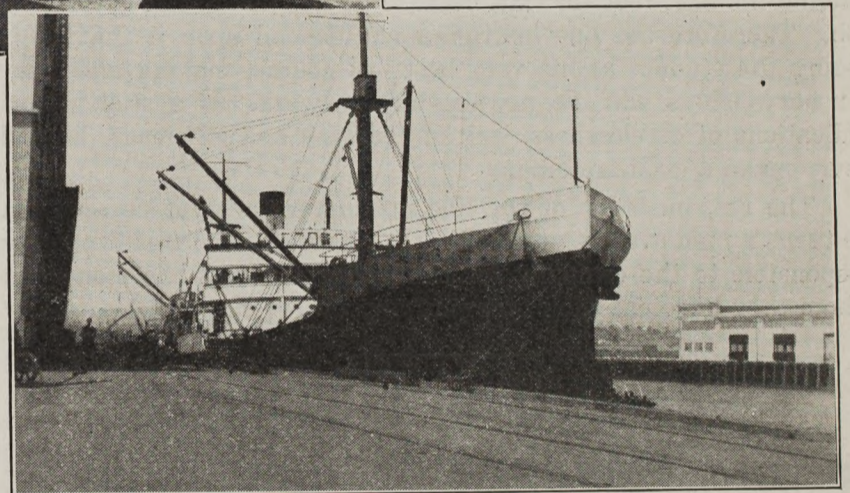
The Los Angeles Railway made a check of all vehicular traffic passing through the tunnel on April 1, 1926, before the street cars were routed through the tunnel. The results of the check show that 11,364 automobiles and 577 trucks passed through on that date. On April 20, after the "E" and "3" lines had been routed through the tunnel, another check was made. The figures obtained on this date show that 12,382 autos, 780 trucks and 676 street cars passed through the tunnel. A third check was made on June 10, which shows that 12,530 autos, 981 trucks and 1,082 street cars passed through the tunnel.

All checks were made to cover an eighteen-hour day from 6 A. M. to 12 midnight. The figures submitted prove conclusively that the use of the North Broadway tunnel by street car passengers living in the north and northeast parts of the city has had no deterring effect on the automotive traffic through the tunnel. The use of the



ABOVE—Cargo of 825 tons of steel girder rail being unloaded from the steamer Orient on the dock at East San Pedro. The rail is just being lowered to the bed of the flat car waiting to receive it.

RIGHT—Steamship Orient, freighter, of the Quaker Line, alongside the dock. She carried a cargo of varied freight amounting to a total of 200 carloads.



SHIPMENT OF RAIL ARRIVES AT THE HARBOR

The Los Angeles Railway Receives Consignment of Steel Rail for Reconstruction Work

A consignment for the Los Angeles Railway of 825 tons of 116-lb. steel girder rail arrived on the Orient Wednesday, July 21, and will be delivered immediately to the Vernon Material Yards of the company.

This shipment is a part of the 2000 tons ordered from the Bethlehem Steel Co. and the remainder will arrive August 8 on the Oran.

The rail will be used in the extensive track reconstruction program on which the Los Angeles Railway is now engaged. At the present time there are four large jobs under way: Broadway, Seventh and West Eleventh Streets, all downtown jobs, which are progressing satisfactorily.

The reconstruction of the two and

tunnel by at least 53,160 more citizens has been made possible by the decision of the city to route the street cars through the tunnel.

To carry the comparison further, the average length of a street car is 48 feet and that of an automobile is 15 feet. Automobiles carrying only 29 per cent of the passengers using the tunnel would, if placed end to end, make a procession 38.43 miles long. The street cars carrying more than two-thirds or 71 per cent of the passenger traffic would make a procession only 12.08 miles long.

Normal Service Resumed On West Jefferson St. Line

The construction of the West Jefferson storm drain has progressed sufficiently to permit of a return to the use of double track on the West Jefferson line. There is still about 500 feet of single track westbound over which it is impossible to operate.

Unless unforeseen difficulties prevent, however, the contractors will be out of the way and normal service will be resumed to the end of the line by the middle of this week.

one-half miles of single track on West Adams from Bronson Avenue to the end of the line is advancing rapidly.

The company placed a second gang on this job in order to put in the intersection at Crenshaw and West Adams somewhat ahead of the natural progression of the job, so that the auto traffic from Adams south might be benefitted. Below Adams Street this boulevard is known as Mesa Drive and is a main north and south artery, serving a very large residential district in the southwest part of the city.

The old 60-lb. rail on the West Adams line is being replaced with 116-lb. grooved girder rail. This means that a vastly increased tonnage of rail is used on this one job alone. One ton of 60-lb. rail has a length of 224 feet or 112 feet of track; one ton of 116-lb. rail has a length of 116 feet or 58 feet of track. The price of steel rail has almost doubled since the West Adams Street line was built and the amount of rail used has increased by a like amount. The cost of reconstructing the line therefore is four times as great as the original cost for rail alone, not including other costs. The price of ties, labor and paving, all of which are a part of the reconstruction work, have increased proportionately.

New Buses Ordered

Orders have been placed for three more single-deck 29-passenger busses. One of these is a Yellow Coach 6-cylinder gas electric with air brakes, and the other two are 6-cylinder Fageols. Both chassis are somewhat longer than those now in use.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse

Publicity Manager

Line Instructor's Responsibility

Whether or not a good motorman or conductor can be made out of the raw material of a new applicant is up to the judgment of the line instructor. He is primarily responsible for a man coming into the service of the company.

The line instructor should place himself in an absolutely impartial mental attitude toward the student and never allow his sympathy to influence his judgment of the man.

If the line instructor, in his own mind, believes that he cannot make an efficient trainman out of a student, it is up to him to so report and not give his recommendation of a student simply because the man needs a job and he hates to turn him down. It is better to turn a man down than to turn him loose in the traffic of Los Angeles in charge of a street car where he is in a position to endanger the lives of people in the street, among whom might perhaps be the family of the line instructor himself. If a student is unfit for service, so report.

It is up to the line instructor to impress upon the student the fundamental rules of both safety and courtesy and set an example in himself to the student. If the line instructor is careless, the student is liable to follow his example after he has qualified.

While a man is a student, he is on his good behavior and is putting his best foot forward because he has as yet not gotten the job. Therefore the line instructor can depend upon it that he is seeing the student at his very best—of course, making allowance for nervousness and the newness of the work. If a student has indications of carelessness, lack of courtesy and efficiency, he will never make a good trainman.

The responsibility of the line instructor does not cease when he turns a man over as qualified. Line instructors are still morally responsible to the company for the performance of the men upon whom they have put their stamp of approval.

When a Trainman Needs a Friend

There is an oft-quoted maxim among trainmen that when anything out of the ordinary occurs after the trainman has pulled out of his division to "tell it to the Dispatcher," and this rule will apply so long as a dispatcher's office is maintained.

There are, however, other matters which come up in the line of duty of a trainman or even in his private life upon which he needs help and advice. In some cases it is a question involving discipline or the correct interpretation of certain rules, or it might be a question concerning his domestic relations or financial conditions. In all such cases a trainman's object is to consult someone who will give him relief or information as quickly and efficiently as possible. Beyond question, the official with whom the trainman should first take up all such matters is his Division Superintendent.

The Division Superintendent is in a position where he can either give such information as is asked for, or can at least get the information from the proper party and be assured that the information or advice is correct in practically every case.

Where a trainman takes such matters up with some other official of the company, the case is eventually referred to the division superintendent for information regarding some angle of it. So talk things over with your Superintendent before going to others with your problems.

The success of the administration of a Division Superintendent depends to a great extent on the success and welfare of the personnel of his division and therefore he is the man who might be expected to be more closely in touch with the trainman and the most vitally interested in his problems.

THE MAIN IDEA

Grantland Rice

Play your game and do your stuff,
Life's too brief for any more.
There's no time to throw a bluff
In the shadow of the score:
I'll admit there's little sweet
In the dust and mire and muck,

Yet the short road to defeat
Is to sit a d curse your luck;
Give them all you have—and then
If it doesn't cash a bet
By tomorrow, start again,
Fate has whipped no fighter yet!

~ Musings of the Old Timer ~

By George E. Ferguson

"Somebody forgot," said the Old Timer, "and as a result untold suffering resulted.

"If we could only bring ourselves to realize that every moment of laxity invariably spells disaster, how much pain and suffering could be averted. Accidents will happen, some folks always declare, but a determination not to forget your work will take away the 'will' and substitute 'won't' in its place.

"Quite a number of years ago a conductor without a thought of danger went forth from Division One to complete his daily duties. Past experience had given him confidence in his fellow workers that erased the word, 'caution' to a certain extent, from his mind. The car in question was a funeral car and sat on the tracks at the extreme east end of the carhouse, very near the solid brick wall. In those days a narrow rod ran around the lower edge of the ends of the cars, about five or six inches above the rear windows, for the purpose of giving the trainmen a hand-hold when riding on the bumpers, holding or replacing trolleys.

"This conductor swung up from the rear steps onto the bumper and with one hand grasping this rod, used his free hand to swing the trolley onto the wire. Then it happened! With a

sudden lurch the car closed the gap and imprisoned the man's head between the wall and the car, the small rod burying itself in the imprisoned conductor's face. A scream of anguish brought aid from a worker on a nearby track, but not until a terrible crushing of bones in the face had resulted.

SOMEONE FORGOT

"Scarred for life solely on account of the fact that someone forgot and had left the controller on two or three points. One man had to pay for the mistake of his fellow worker. We could cite several instances where some one forgot to put his air handle all the way over, when standing on a grade, and where a slight let up in vigilance has cost an arm or a leg, but our story is told solely for the purpose of instilling the words, 'I will remember,' in place of that deadly phrase, 'I forgot.'

"The man who was the victim in the above story is Fred Clothier, our genial custodian of the Lost Article Department. Even though he was scarred for life by the careless act of a fellow employee, he has not lost faith in life and his smile and his general all around good nature has endeared him to a countless number of friends."

~ LARY LAFFS ~

An Irishman, coming out of ether in the ward after an operation, exclaimed, "Thank goodness, that's over."

"Don't be too sure," said the man in the next bed. "They left a sponge in me and had to cut me open again."

A patient on the other side said: "Why, they had to open me, too, to find one of their instruments."

Just then the surgeon who had operated on the Irishman stuck his head in the door and yelled: "Has anybody seen my hat?"

Pat fainted.

Teacher (in grammar class): "Willie, please tell me what it is, when I say, 'I love, you love, he loves.'"

Willie: "That's one of them tri-angles where somebody gets shot."

"Don't you think Miss Singher has a wide repertoire?"

"Yes, but it wouldn't show so much if she'd wear another kind of dress."

"Am dere anybody in de congrega-tion what wishes prayer for dere fail-in's?" asked the colored minister.

"Yassuh," responded Brother Jones. "Ah's a spen'thrif, an' Ah throws mah money 'round reckless like."

"Ve'y well. We will join in prayer fo' Brotheh Jones—jes' afteh de collection plate have been passed."

Please

It is estimated that in the United States the tolls on the word "please" in telegrams amount to \$10,000,000 a year. The word is not necessary to the thought of the telegram, but it is often necessary to the feeling of the message.

Business men who cut down on all practical expense spend money to add this unnecessary word to many messages because they realize that it is as important to gain good will as it is to gain understanding.—*News Item*

Bulletins

Issued July 26, 1926

STREET CAR

No. 102—NOTICE TO CONDUCTORS LINE "E"

Police Badges, similar to those used by the Los Angeles Police, have been assigned to the Inglewood Police Force, and you will therefore honor, within the City Limits of Inglewood, such badges as follows:

- 1—Chief of Police.
- 4—Numbered from 1 to 4—Patrolman.
- 2—Numbered 1 and 2—Sergeant.
- 3—Numbered 1 to 3—Motorcycle Officer.

No. 103—NOTICE TO CONDUCTORS
Fireman's Pass Book No. 26289, issued in favor of Fireman Otto G. Keeter, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 104—NOTICE TO CONDUCTORS
The following passes are reported lost: 486, issued to Stanley A. Wehn, Section Storekeeper, South Park Storeroom. 1702, issued to Stephen J. Hickson, Apprentice, Electrical Repair Dept. 2815, issued to T. J. Quello, Serviceman, Garage Department. 6381, issued to C. L. Woolley, Conductor Division No. 1.
If presented for transportation, take up, collect fare, and send to this office with report.

No. 105—NOTICE TO TRAINMEN
Effective August 1st, 1926, use of tower at Plaza will be discontinued.

Northbound cars at Plaza will use electric switch, cars turning to Sunset Boulevard using power to operate switch.

Southbound cars on Main Street will make arbitrary and passenger stop on north side of Sunset Boulevard and will not make another stop for intersection.

Cars pulling out of North Spring Street will make a stop on north side of Sunset and again on west side of Main Street.

Cars using Sunset Boulevard from North Broadway will make stop on west side of Spring Street and again on west side of Main at point indicated by disc marker.

Great care must be taken to avoid interference at this intersection.

No. 106—NOTICE TO CONDUCTORS
Conductors on line "W" will announce "Southwest Museum" when approaching the stop for this institution.

P. B. Hill

BUS

No. 480

Effective July 25, 1926. The Manchester Bus Line will be extended and operated over route shown below:

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

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

EAST LOOP—From Manchester and Beach, south on Beach, east on Boston, north on Cedar to Manchester.

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

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

FARES—Five cents west of Vermont. Five cents east of Vermont.

No transfers issued or honored. Free transportation: Same as on Figueroa Street Line.

Inglewood Police Officers carried free between Inglewood Terminal and easterly City Limits of Inglewood, at Van Ness and Manchester.

Ticket Books: Form U.S.-1-50 honored.

Operator to collect one ticket for each zone east and west of Vermont.

HEADWAYS—Approximately thirty minutes.

HOURS OF SERVICE—Approximately 6 A. M. to 11 P. M.

No. 482

Operators on Eagle Rock City Bus Line may accept north bound street car transfers from "E" Line at Colorado Street; also at Eagle Rock Boulevard and Yosemite Street.

J. Van Branken

ANY AFTERNOON BETWEEN ONE AND FOUR AT DIVISION ONE IF TAKEN UNAWARES



Left to right standing: J. M. Boehm, conductor; D. Hunsaker, watchman; W. Kane, conductor. Standing lower right: C. E. Yocum, motorman. Seated at chess table are L. E. Atkins, left, and A. S. Mason, motorman (take this on faith); C. N. Reddick, conductor, at right. H. K. Stephenson, conductor, seated at card table, and just back of him is T. Birmingham, messenger.

The S. S. Orient of the Quaker Line docked at East San Pedro July 21, bringing 825 tons of steel rail for the Los Angeles Railway Company. This was only a part of the ship's cargo, which totaled 200 carloads of freight.

New Zealand Man On A Tour

A. E. Ford, General Manager of the Auckland City Corporation Tramways, Auckland, New Zealand, was in Los Angeles last week and called on the Manager of Transportation and the Chief Engineer. Mr. Harris, Chief Engineer, took him on an observation trip through the shops and substations.

Mr. Ford is on a tour of the United States and Great Britain. He will visit all important cities and study what is new in street railway methods. He arrived at Seattle and has come south. His next stop will be in Denver.

According to Mr. Ford, New Zealand and Australia are developing rapidly, but are somewhat hampered in growth by the immigration laws. The open door policy is necessary if the island commonwealths are to develop into strong countries.

New Lathe Arrives

One LeBlonde direct driven, heavy duty, all geared engine lathe with 21-inch swing and 12-foot bed, arrived last week. This will be used in the machine shop at South Park shops.

Remember the Dance

Don't forget the Company Dance, given for all employees, will be held July 31 at Forester's Hall, 955 South Olive Street. C. V. Means, general chairman of the entertainment committee, has arranged for several lively vaudeville acts before the dance.

Because of vacations there will be no dance held in August.

Claim Agent Goes North

C. M. McRoberts, Claim Agent for the Los Angeles Railway, attended the convention of Pacific Claim Agents in San Francisco, July 22, 23 and 24.

Mr. McRoberts addressed the convention on the advisability of claim investigators being permitted to adjust claims.

The convention as usual was full of interest and benefit to all claim men attending.

GENERAL OFFICES

W. T. Shelford is at Catalina for a two weeks' vacation.

W. C. Bourland returned last week from Des Moines, Iowa.

C. M. Shields is enjoying a two weeks' stay at Big Bear.

Joe Paine acquired a new Dodge coupe and had the enjoyment of it during his vacation.

Norma Weiss, Helen Montgomery, Mary Duffy and William Gould, all of the Auditor's Office, are on a two weeks' vacation.

Mrs. Gladys Iiams, chief telephone operator, has just moved into her new home, a double bungalow, at 1121 W. 57th Street. Her joy in her new home was somewhat marred by an automobile accident in which her father was injured to the extent of a broken collar bone.

Ethel G. Gaberman, clerk, employment department, is now on a vacation at Murietta Hot Springs, Calif.

J. A. Reckard, cashier, returned July 16. He has been in Canada since May 29 and says he is glad to be back where the roads are roads and not permanent waves.

Companies Work for Benefit of Community

The Los Angeles Railway Company has granted to the Southern California Edison Company permission to install two lines of poles to carry high tension wires on its private right of way on the Eagle Rock line from Glassell Avenue and Verdugo Road to Westview Avenue.

The construction of these pole lines will necessitate the removal of the present center line pole construction and the narrowing of the railway tracks from 15-foot to 11-foot centers.

The new pole lines will be set along the sides of the right of way and will be used by both companies.

This permission will allow the Edison Company to remove their present poles from Glassell Boulevard, which is being improved on both sides of the private right of way of the Los Angeles Railway.

Merit Report

The Merit System report for June once more gives missouts as the main cause for demerits with miscellaneous, running ahead of time and giving bells too soon following in the order named.

The general ratings of efficiency were very high. Only 21 rated below 93 per cent, and there was only one automatic dismissal.

More men at Division Three received credits last month than any other Division.

BOUQUETS

For J. L. Rutherford, motorman at Division 3, from D. J. McDonald, care of Dearden's, 724 S. Main Street, for alertness and consciousness of duty which prevented a serious accident.

For D. R. Hensley, motorman at Division 5, from B. F. Bernsen, care of Union Mortgage Company of California, Garland Building, for kindness in giving information.

For R. C. Perry, conductor at Division 5, from G. Kallender, 469 W. 37th Place, for courtesy.

For J. Turvey, conductor at Division 5, from B. A. Goodwin, 4070 1/2 S. Normandie Avenue, for courtesy.

For H. D. Gritzner, conductor at Division 3, from Mrs. Alice James, 1706 Crenshaw Boulevard, for courteous manner in handling crowds, regardless of creed or color.

For D. D. Rhoads, conductor at Division 4, from Louise Stevens Cooke, 127 W. Adams Street, for politeness equal to the conductors of New Orleans, considered by writer the most polite conductors in the world.

For Wm. Sambus, conductor at Division 4, from Jane D. Evans, Chamber of Commerce Building, for patience and courtesy to elderly lady passenger.

Plaza Water Tower

The new water cooling tower for the Plaza sub-station is now in process of construction. This new cooler is the same as those constructed for the University and Sentous Street sub-stations.

DIVISION ONE

H. N. COLE

"Traffic at Jefferson and Grand has become hopelessly congested since Motorman 'Fat' Dickinson has been placed in the center of the intersection to flag autos away from an excavation at this point." P. S.—Might as well place the Woolworth Building out there.

According to reports, Con. Geo. Evans is having the time of his life washing dishes and doing other chores, while on a camping trip with his wife. They are taking in all points of interest between Pismo Beach and Santa Cruz.

Con. C. D. Nycum postcards that while he is enjoying the change of scenery in Sterling, Kansas, he will be overjoyed to set foot on California soil again.

D. P. Burke, trafficman No. 7, received a letter from his twin brother, H. J., who is spending his vacation in Ottawa, Canada. He is having a swell time attending to the cows, chickens and pigs, and he especially enjoys wading around the barn yard in several inches of mud.

One of our genial cash receivers, Mr. C. E. Kelly, leaves us next Saturday, having received an appointment as Deputy Sheriff. His many friends will be sorry to see him leave, but wish him all kinds of good luck in his new undertaking. He says that he will be stationed at the JAIL for a while, and if any of the boys happen to "drop" in, he will give them a cordial reception.

Master Gordon Spence

This is the two and one-half-year-old son of Motorman M. M. Spence of the "J" line. It is a good thing that he is not pointing this dangerous-looking weapon at anyone in particular.

E. C. Williams, superintendent of Division 1, left July 19 for a vacation. He has a cabin in Carbon Canyon and will spend his time there. Mr. Williams finds his cabin very accessible, as it is only an hour and a half from the city over good paved roads.

BE SURE AND REGISTER

Don't forget that July 31 is the last day on which you can register if you wish to vote in the primary election.

DIVISION FIVE

FRED MASON

"Gee, but it's great to be back!" That's what Cond. Leonard Boatman said as he crossed the border from Mexico. There's one thing I will say for Leonard, though—he sure can parley vous the Spanish lingo. We went into a restaurant and he ordered ham and eggs and got fish.

One of the Dons in Ensenado, I believe he said his name was Don Donovan, mistook me for the Prince of Wales and asked me to go horseback riding. There was just one thing that stopped me from falling off the horse—I didn't go.

Conductor H. L. Johnston tried very hard one day last week to make a daylight out of a night run. He was marked up to a run that pulled out at 3:48 p. m. and reported at the window at 3:30 a. m. That's playing safe.

Received a letter from Con. "Sy" Perkins, who is in Celina, Texas, recuperating from a long illness. Says that he is getting along fine and hopes to be back with us soon. He makes special mention of the records that we are making at this division, which news he gets from "Two Bells," and says, "Hurrah for the Sea Gulls' Roost—keep it up."

Motorman Charlie Durrett postcards from Mexicali, "If it wasn't for what I was getting off the ice I'd cook to a cinder." Charlie must be taking skating lessons.

Conductor W. H. Moore writes from Oklahoma, Okla., that he is feeling fine. Rambled all around Texas and is now headed north through Yellow Stone Park, then down the coast.

Vacations are still very much in order. Mtr. G. A. Churchwell is off for 30 days. Mtr. L. Nance, 60 days, to Denver, Colo.; Conductor J. C. Clarke, 30 days; Con. L. Chamberlain, 15 days, and Motorman Geo. Pape, 30 days.

We haven't heard from our foreman, Mr. A. G. Grant, as yet, but from what he said before he left he's frisking around 'Frisco.

Don't forget Friday, July 30th, 1926, at 10:00 a. m., 2:00 p. m. and 8:00 p. m. BE THERE.

BUS DIVISION

ELMER WOOD

A good suggestion as how to avoid accidents was sent in and signed E. T. F. It read: "Watch the vehicle in front of the one behind you."

A postcard has been received from Cash Receiver L. W. Slocum, who was in Knoxville, Iowa, telling the boys hello and that he had a wonderful trip.

Those taking a 30-day leave of absence are Operator H. E. Rainey, to Seattle, and Conductor C. V. Coleman, to San Francisco.

Operator A. E. Johnson has been appointed extra supervisor, to succeed C. V. Coleman, who is once more acting as conductor.

Another card has been received from Walter Wangeman, mechanic in the garage, who is in Pittsburgh, Pa. Walt says he will certainly be glad when he lands in good old sunny California. On the postcard was a picture of a double-deck street car of the type which he says is now operating there.

A. K. Bailey is a new operator breaking in.

DIVISION THREE

L. VOLNER

Many complimentary remarks have been heard about our new extra board. It is certainly a great improvement over the old one. A person can tell at a glance what he is marked up for. There is no danger of getting his dates mixed.

K. J. MacPherson has resigned from his duties as motorman, having received word that a gusher had been brought in on his land in Arizona.

At last the secret is out—the reason for the broad smile on our janitor Wagner's face. A baby boy has arrived at his house. Have not learned if he has had to get a larger hat, but nevertheless he is strutting around mighty proudly.

Our foreman, Mr. J. G. Owens, is back in the office after his week's vacation, having had a nice rest, and is now in shape for another season.

Stenographer A. E. Fontaine is taking his vacation and S. H. Dean is pounding the keys in the Superintendent's office during his absence.

I. E. Gott is away on a 15 days' vacation, which he is spending at Camp Radford.

The wife of John Harbinson, motorman, is very ill at the Maternity Hospital. John announces the loss of the little one.

SHOPS

JACK BAILEY

Mrs. A. L. Dellinger, wife of Carpenter Al Dellinger, miraculously escaped serious injuries when her machine was struck by a backing freight train. Mrs. Dellinger sustained only a few cuts and bruises, while her machine was totally wrecked. Al is thankful he still has his wife and a 1921 Ford. He says he can buy another Dodge any time. We will add that during the past six years Mr. Dellinger has voluntarily furnished transportation for an old friend, Bill Larson of the Electrical Department, and an old-timer with the company. Making a regular trip of six miles daily, Mr. Dellinger has made it possible for Bill to continue his work since his illness in 1920. We take this opportunity to express our sorrow for Mr. and Mrs. Dellinger in their misfortune.

Lew Sawyer returns to the Machine Shop after a two weeks' rest among the big pines. He returns to defeat Mr. Knowles in the checker tournament.

Introducing H. L. Clinton of the Machine Shop. He is the son of our friend Art in the same shop.

Trimmer C. P. Trabue, who has been on the sick list, is taking his doctor's advice and is moving up in the mountains for a few days of recuperation.

Trimmer R. C. Jones, with his family, are going by water to San Francisco.

Fred Andrews, E. R. D. man, and family are away on their vacation trip to the Big Bear district.

W. Anderson has returned from a two weeks' trip to Sequoia National Park. He reports lots of dear deer in this bare bear country, 116 in the shade and no shade.

Mr. F. T. Burchett is still on the sick list. Several members of his force went direct from work last Saturday afternoon to cheer him up.

Geo. McMillan of the Truck Shop has hied himself to Murietta. For a vacation of course.

DIVISION FOUR

C. J. KNITTLE

Safety Operator Vail, who transferred to Division Two with seven other Birney men a few weeks ago, has come back to "Four." Motorman E. F. Adams found it advantageous to swap places with him. E. F. lives near Division Two.

Stenographer Benedict is making a speedy recovery from an operation. He is in the Roosevelt Hospital.

When making appointments, Division Four men should remember that the next safety meetings will be held Thursday, July 29.

Motorman Frank Hommel visited a Scotch friend last Sunday evening and they were listening in on the service of a well-known church. Frank enjoyed the sermon immensely, but when the pastor announced that the offering would be taken, his Scotch host shut off the radio.

July 15, 5:45 p. m., Motorman Henderson's "P" car passed Flower Street eastbound. At Hope Street an auto demolished the front fender and at Grand Avenue another machine bit off a hunk of the rear step.

Yes, and Ben Suter, who used to pilot a safety car, is on the police force.

E. E. Roffee, night clerk, is spending a three weeks' vacation in the northern California sticks.

Conductor A. J. Bowen is taking a thirty-day rest.

DIVISION TWO

H. D. HANSEN

Our newly elected scribe, Ed Moxley, has returned from vacationing in the northern regions and reports a favorable outing other than having his car jammed against the side of a road by an over-enthusiastic imbiber of pale varnish. A hub-cap, however, were all the damages, he says.

Conductor A. A. McMullen has been granted 90 days' leave of absence to try out Post Office work.

Motorman S. E. Angier has been appointed a deputy sheriff and has been granted 90 days also to try out in this capacity.

A letter from L. Klaris, conductor, written from Copenhagen, Denmark, states he is enjoying his leave of absence very much. He sent us a picture of an amusement park there, and it sure looks inviting.

We regret to report the passing of D. L. Patterson's baby, who passed away soon after birth.

G. M. Wamsley has been given a 30-day leave of absence for the usual reason—vacation.

Up at four of the clock and to ye division for a balmy "shine." Ye pounding of ye pinochle games soon melteth ye mahogany's varnish. Doth notice ye sublime countenance of Clerk Payne as he doth masticate ye meat pastries while ye soothing radio casteth forth ye Angelus Temple's cornet musick? Anon and must forget ye musings or a miss-out. FORGET NOT TO HAVE YE TIME-PIECES INSPECTED BEFORE YE MONTH VANISHETH!

J. Gordon, Foreman of the Blacksmith Shop, is en route for San Francisco. We don't expect him back for two weeks.

Not too late to be congratulated. A 7½-pound baby girl, July 13th. Mother and daughter doing fine. Mr. W. Krauss, of the Electrical Repair Dept., is the proud father.