

## BRAKE EQUIPMENT ON NEW AXLE FOR BUS

Interest of Los Angeles Railway Stimulates Manufacturers To Produce Axle

A new axle, a new generator and two new motors have been purchased for Gas Electric bus No. 901 and the work of installing them will start at once. This new equipment will give the bus four-wheel brakes.

The axle, with brake equipment, was purchased from the Timkin Axle Company and is the first turned out by them, and is one of the developments resulting from the study of brakes for use on heavy double-deck busses. The interest of the Los Angeles Railway had a direct influence on the manufacture of such an axle.

The generator and motors were furnished by the General Electric Company and will be more efficient than the present equipment on the busses.

## Conductor Turns Aviator



Conductor E. J. McDonald

Besides doing his stuff on the ground floor, conductor E. J. McDonald of Division 5 is also qualified to do his stuff up in the air. Mac, during his spare time between a. m. and a p. m. tripper, took a course in flying at Rodger's Airport and successfully passed the examinations, receiving his certificate May 27.

Champ Clark, conductor at Division 5, is taking the same course and expects to qualify as pilot very soon.

## THE POWER THAT PULLS US OUT OF RUTS HOW TO INCREASE OUR WORTH TO THE COMPANY AND TO OURSELVES

**I** STILL remember the words of a business man who had been asked by an employee to tell him how he could get ahead. "Well," he said, "we usually slide into ruts and stick there because we are at the end of our experience. We aren't certain about the next step—or, having it, we lack the courage to take it. It is then that we need the success-building tip I am passing on to you. It's a tip of just one word: READ!"

"Books about your work, magazines that deal with your particular line of business—these will bring you the priceless experience of others which you can't get yourself—but every bit as valuable as if you had gotten it all personally.

"The bookkeeper gets out of his rut by studying books and articles on accounting; the typist by studying shorthand; the clerk by reading up on salesmanship or advertising; the motorman or conductor by reading books on transportation, etc."

I know of no success-habit that you can form today with so little effort and expense, and "cash in" on tomorrow with such splendid results, as reading the kind of material which adds other men's knowledge and experience to your own.

Why not form the habit now—before your rut gets still harder to get out of? Start a library of your own if practicable. Learn to make worthwhile books your friends and assistants. Let them keep your job a joy, not a grind; increase your business chances; and make your life even more interesting at sixty than it was at sixteen!

That timely little talk on the power that pulls us out of ruts has been worth to me, in the years since then, many dollars per word. It can be worth as much to you—whenever and wherever you're willing to profit by it!

GEO. B. ANDERSON,  
Manager of Transportation.

## DANCE PROVES HUGE SUCCESS CHANGERS FOR SALE AT PAYMASTER'S OFFICE

The first annual dance given by the Square and Compass Club on June 18 at Forester's Hall turned out to be a very successful affair. The officers of the club are highly pleased and attribute this success to the co-operation given by the members, their families and their friends. In all there were about 200 present.

A vaudeville program preceded the dance and the generous applause given the entertainers proved the delight of the audience.

The Los Angeles Railway Orchestra contributed very largely to the pleasure of the guests by their untiring efforts to keep the evening filled with irresistible dance numbers.

Changes in the South San Pedro bus line which will give bus service to Main Street south of Slauson will be effective July 1.

There's a slight difference in the cost and appearance of a Lincoln Sedan as compared to a Ford Sedan, and likewise there's a difference in appearance and cost of change carriers.

The paymaster's office, Room 905, Los Angeles Railway Building, now has a supply of the Johnson changers at \$4.35 each, and of the high-speed carriers at \$2.30 each, on hand, and will be glad to supply trainmen with either type.

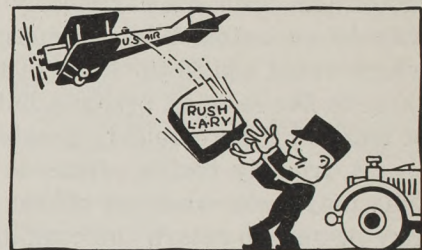
Unlike the Lincoln or Ford, these change carriers are sold for CASH.

Orders have been placed with the Fageol Motors Company for three new double-deck busses of the type now in use.

One single-deck 21-passenger Fageol bus has also been ordered. This bus will have single tires in the rear and no air brakes.

## AIRPLANE BRINGS CLUTCH PLATE FOR BUS

Pierce Arrow Bus Gets New Part in Record Time



Tuesday a. m. there arrived by airplane, mail, at Sixteenth and San Pedro Streets, a package directed to the Bus Garage, Los Angeles Railway Company. This package contained a clutch plate weighing about three pounds.

It was found necessary last week to replace a clutch plate on the Pierce-Arrow bus owned by the company. The local agency for the Pierce-Arrow Motor Car Company does not carry the part needed in stock and it was imperative that it be secured at once.

A wire was sent to the factory in Buffalo and the clutch plate was immediately dispatched. The time consumed between its departure and the arrival at the garage was just thirty hours.

The expense of shipping parcels by airplane is considerably greater than by the express route, but service must be maintained. The bus could not be used minus the clutch plate, so the required part must be secured as soon as possible, and the airplane proved its worth.

## Home Town Too Slow

W. B. Adams, Traffic Director, sends word from Indiana, where he is at present on a visit, that his father is very much improved.

Mr. Adams says the weather has been miserably cold and the old home town is terribly slow. The sidewalks all roll up at 9 o'clock every night. He will be more than glad to get back to Los Angeles and has about persuaded his family to come to California in the fall.

Men are born with two eyes and one tongue, so that they should see twice as much as they say.



# ~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## ~ Musings of the Old Timer ~

By George E. Ferguson

### Where "Using Your Head" Pays

A traffic officer of long experience asked the Manager of Transportation the other day to thank the motormen of the Los Angeles Railway for their splendid co-operation with the officers and for their careful observance of rules of safety at intersections.



He called particular attention to the willingness of many a motorman, with his car clearly having the right of way, to give way to an automobile in emergency in order to prevent a jam, which would add to the labor of the officer. This meant a delay of three to five seconds, perhaps, but actually facilitated the movement of traffic by more quickly clearing the intersection.

A friendly traffic officer is a big asset to a motorman. The time may come when an officer noting such friendly co-operation may be able to return the compliment tenfold.

### Ace Is High In This Game

Street railway men are divided into two classes, followers and leaders, by H. W. Putney of the Boston Elevated Railway.

The follower learns just enough about his duties to "get by" and performs his daily routine indifferently. Either he is contented to remain a private all his days, merely to hold a job, or he does not realize that advancement and growth demand more strenuous intelligent application.

The leader is a "go-getter." He loves his work and is determined to master its details. He is not satisfied to be inferior, or "just as good" as his fellow workers. He strives to excel. He makes up his mind to be at the top—an "ace."

The ace believes in his job and in his fellow workers. He believes in the management and resolves to support it in its attempt to provide good service for the friends of the conductors and motormen. He respects himself for the character of his work, and he knows that others respect and admire him.

He is a real force, and profitable accomplishment in any field of endeavor is sure to accompany the good will of the community toward him.

### Listen In

Ex-State Senator George W. Cartwright, author of "The Voice of America," a series of essays on the constitution of the United States, is programmed to broadcast a brief talk on the constitution and allied subjects from Station KFI every Monday at 6:45 p. m. Employees having radio sets in their homes undoubtedly will be gratified over an opportunity to hear Senator Cartwright on this vital subject at an hour of the day when most of them are at home resting while digesting.

Radiate good cheer. You may be Chesterfieldian in your politeness and simply be taken for granted. You know the devil himself has to be excessively polite sometimes in order to win the confidence of his intended victim. But his satanic majesty is not good-natured and that is why he never had a willing friend. Good nature is the best maker of friends.

"I am perfectly willing," said the old-timer, "to give all the credit possible to those men who have made street railway history in dear old Los Angeles, but while we are recalling things let us not overlook one who by all means stands as a faithful and loyal employee of many years.

Fellow members of the greatest, biggest and best organization of its kind in the world, permit me to present to you the name of Mrs. Mabel Roberts, secretary to the General Manager. In the business world a rare jewel is one who can do, and when doing, keep a still tongue, a retentive memory, and a listening ear, and it can be truthfully said that this charming little lady has all these attributes and more.

Entering the service April 11, 1898, she has served under the following General Managers: E. W. Wood, J. A. Muir, Howard E. Huntington jr., and the present incumbent, G. J.

Kuhrts. Not a mark against her record if it had been necessary to have had one kept. Extreme loyalty, faithfulness and a willingness to help, not one, but all in the big L. A. Railway family, has endeared her to all.

In all my years of experience I have yet to find a more complete case of devotion than that of this estimable little lady to her mother, whom, I regret to say, has passed into the Great Beyond. Office work, at no time, was neglected, but until the heavenly father called for the mother to enter His Kingdom, every waking hour was filled with her tremendous love for the little mother.

When the parting came the blow was almost unbearable, but bravely she took up her burden, never faltering, and that's why I say that the old-timers take off their hats to the lady Charter member of the Old Timers' Club."

### Clothier Tells One

Very good, George—they sure are interesting—keep it up.

Speaking of Bob Smith puts me in mind of one of the amusing things that happened when he and I were together. Maybe everyone does not know it, but Bob was a motorman once, and I am here to say that he was just as good a motorman as he is a Superintendent.

Well, one morning a tall, lank individual, who was about two-thirds drunk, got on my car and refused to pay his carfare. I told him that he

would have to pay his fare or I would put him off the car. He just looked at me with a smile, for he saw that I was a little runt, and said, "Just put me off."

I went up and told Bob that I had a man who would not pay his fare. At the next street Bob came back and said to the man, "Why don't you pay your fare?" The man looked at Bob and then he said to me, "If you are going to get a whole dam township to put me off the car, I get off," and he did, while everyone smiled.

## ~ GLADYS LAFKS ~

"Are you positive that the defendant is intoxicated?" queried the magistrate.

"No doubt," growled the officer.

"Why are you so almighty certain?"

"Well, anyhow," replied the policeman, "he put a cent in the patrol box and then he looked up at the Court House clock and groaned, 'Hic—I've losht 14 pounds.'"

Sam: "I wants to buy a razor."

Clerk: "Here you are. Don't you wish some shaving soap?"

Sam: "Naw, sah! I wants dis razor for business, not for pleasure."

Gladys: "He's so romantic. Whenever he speaks to me he always says: 'Fair Lady.'"

Edward: "Oh, that's a force of habit. He used to be a street car conductor."

Guest: "Gosh, but I'm thirsty."

Hostess: "Just a minute, I'll get you some water."

Guest: "I said thirsty, not dirty!"

Slang is fruitful, for instance, a peach had a date with a prune and when she handed him a lemon he went plum crazy.

"Liza didja wear dem flowahs ah sent ya?"

"Ah din' weh nuthin' else but."

"Lawd, gal, wheah didja pin 'em?"

I call my Sweetie "Bungalow" because there's no Upstairs.

One radio fan to another—"Bill, I got China on my radio last night."

Other radio fan—"That's nothing, last night I set my radio on the new library table and got Hell."

"I understand you got rid of your loud speaker."

"Well, not exactly! I'm still paying her alimony."

She (waiting at door for her sweetheart to kiss her)—Well, Jack, what are you waiting for?

Jack: For the paint to dry.

First Flapper: "I wouldn't wear a one-piece bathing suit, they're too immodest."

Second Ditto: "I haven't much of a shape either."

Some folks these days save their money for a rainy day and others for a wet night.



# BULLETINS

Issued June 28, 1926

## STREET CAR

**No. 89—NOTICE TO TRAINMEN**  
Mail carriers are not entitled to transportation of their badges on the Evergreen Shuttle line north of Indiana Street. Operators will therefore decline to honor such badges for transportation.

**No. 90—NOTICE TO CONDUCTORS**  
Pass No. 1815, issued in favor of G. L. Riggs, Serviceman, Garage Department, and reported as lost in Bulletin No. 73, has been recovered.

**No. 91—NOTICE TO TRAINMEN**  
Effective Sunday, July 4th, lines "2," "G" and "O," will be re-routed as follows:

**LINE "2"**—Present route from Glen Airy to 1st and Broadway, then through Broadway tunnel via North Broadway to Montecito Drive.

**LINE "O"**—Present route from Slauson Avenue to the Plaza, then via North Main Street to Selig Zoo.

**LINE "G"**—Present route from Vernon and McKinley to Temple Street, where service will divide, a part of the service turning west on Temple and following present route of Angeleno Shuttle line to Bellevue and Edgeware, and a portion of the service continuing north on Main Street and terminating on North Spring via Sunset Boulevard.

**SWITCHES**—Electric switch will be installed at Main and Temple. Cars turning from northbound on Main Street to west on Temple will use power to operate the switch.

**TELEPHONES**—Telephones will remain in present location on all lines, except an emergency telephone will be installed at Bellevue and Edgeware.

**TRANSFERS**—Until a new supply of transfers can be received present line "O" transfers will be used on the Main Street line.

Present line "G" transfers will be used on the Griffith and Angeleno line, and present line "2" transfers will be used on West Adams and Griffin Avenue line.

Line "2" transfers will be good for walk-over privilege at the Plaza north.

Line "O" transfers will be good for walk-over privilege at Sunset and North Broadway north, except on cars of line No. 3, and line "O" northbound at the Plaza will not accept inbound transfers from line No. 3.

Other walk-over privileges will be the same as present rules for other lines.

Line "G" transfers issued on in-trip by cars leaving Bellevue and Edgeware must be punched to the left of the word "From" until after reaching Main Street, and when so punched will be good on cars of issuing line northbound at Temple and Main.

Transfers issued by cars leaving North Spring Street on in-trip will have punch mark placed to the right of the word "From" until after reaching Temple Street, and when so punched will be good on cars of issuing line at Temple and Main west.

Griffith and Angeleno line "G" does away entirely with the Angeleno Shuttle line, and transfers issued by line "G" will be considered as "Main line" transfers.

*P. B. Hill*

BUS  
No. 462

Los Angeles Railway Pass No. 7634, issued in favor of Bus Operator M. L. Sies, has been lost. If presented for transportation lift it and deliver to Division Foreman.

No. 463

Los Angeles Railway Bus Division Badge No. 19, issued to Bus Operator P. F. Murray, has been lost. If presented for transportation lift it.

*Stauvanken*

## Garage Superintendent and His Staff



Left to right, standing—C. Marine, Clerk; M. E. Rosenbaum, Clerk; George Borngrebe, Foreman; W. J. Dewhirst, Foreman. Seated—J. W. Murray, Clerk; C. Lindsay, Superintendent of Automotive Equipment; W. B. Decker, Clerk. L. R. Drake, Night Foreman, overslept and arrived too late to be included in the group.

## BUSINESS BRISK AT THE BUS GARAGE

How are busses running?

By the number of queries received daily by the garage, it is evident that a good deal of interest is taken in them by our several thousand employees.

While we are not thinking of tearing up the tracks for a while yet, there is no doubt that the bus end of our business is progressing and is making itself felt in every department of the company (possibly considered a darn nuisance by most of them). A fleet of 80 busses doesn't sound so much until you see them all in a bunch, but when you realize they run a total of 242,165 miles each month, it doesn't take an expert mathematician to figure that if a bus had to be overhauled as often as the family fivver the boys in the garage wouldn't have much time for playing pinochle.

From a mechanical standpoint the busses are doing pretty well, taking everything into consideration. Many of the single-deck have passed the 104,655 mile mark and still "percolating" very nicely.

No doubt a day will come when all the mysteries of mechanical design are solved and all the manufacturers are through experimenting. Out of the junk pile of experiments will emerge a bus which will satisfy even the operators, and if it manages to avoid being smacked by a wandering palm tree or telephone pole or having its rear end stove in by a too inquisitive "fivver" it will be able to go out and do its daily stint without having a gang of mechanics spending half the night working on its innards.

It is interesting to note that although a few years ago there were only a few busses operating outside of New York there are now over 80,000 of them in the United States altogether.

## BOUQUETS

For Conductor A. England of Division 2 for giving stool to crippled passenger and for Motorman J. R. Sproule, of Division 1, for holding car for same crippled passenger and preventing injuries by automobile driver from Frances Fithian, 573 South Boyle Avenue.

For S. Schienert, motorman at Division 1, from Paul C. Breul, 1701 South Flower, for high courtesy in leading a blind man from the car to the curb.

For C. N. McMullin, motorman at Division 1, from W. A. Rhodes, 726 South Ardmore Avenue, for accommodating passenger.

For F. B. Walker, conductor at Division 1, from Mrs. W. G. Watts, 5150 South Main Street, for general courtesy and splendid manner of handling

For E. Z. Zumault, motorman at Division 5, from F. C. Barry, 4187 Dalton Avenue, for quick action in an emergency.

## Trainmen Receive Less Demerits in May

The May report of the Merit system gives missouts once more as the leading cause for demerits with running ahead of time, miscellaneous and excessive speed following in the order named.

Fewer demerits were given in May than in April, but the credits given in April were considerably more numerous than last month. May averages of ratings were higher. In efficiency, only 33 men rated below 93 per cent as against 56 men who rated below 93 per cent in April.

Division Two received more credits in May and April than any other division, with Division Three second.

## Appreciation

I would like to thank the Co-operative Association for their many kindnesses during our recent bereavement, also for the prompt way in which the claim of my late husband, Chas. S. Johnson, was handled.

Very truly yours,  
MRS. ALICE JOHNSON.

We thank our many friends of the Los Angeles Railway Shops for their expressions of sympathy, kind offers of help and their beautiful floral offerings in our recent bereavement.

A. W. HIXON,  
C. I. W. L. & R. B. SMITH,  
MR. & MRS. H. M. SMITH,  
MRS. LILLIAN M. PALMER,  
MRS. VINCENT RATHBURN.

## L. A. Railway Attracts Salt Lake Men

L. P. Sayers and William St. John, of Salt Lake, are new investigators in the claim department. Both men served under Mr. Neely, now chief investigator for the Los Angeles Railway claim department, when he was Asst. Claim Agent for the Denver and Rio Grande Railroad, with headquarters at Salt Lake City.

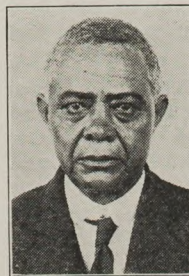
## Messenger Takes Long Vacation

William Wells, messenger for the General Manager and Treasurer, accompanied by his wife, is to leave July 1, for a two months' trip across the continent. They will go by way of Canada and on their way east will visit Lake Louise and the Niagara Falls.

Stops will be made at Boston, New York, Philadelphia and Washington, D. C. The return trip will be made by the southern route, and among the cities visited will be Hot Springs, St. Louis, Nashville and New Orleans.

William has been in the service of the Railway for more than 35 years, and his many friends about the company wish him the best luck in the world on this holiday.

You can find the best paying gold mine in the world if you go after it hard enough. It's above your neck.





**DIVISION TWO**

H. D. HANSEN

**Pals**

Robert, Son of A. L. Sherman, Motorman at Div. 2, and His Dog

Conductor E. A. Moxley, affectionately known as "Ed," has by past experiences and long service in his connection with the L. A. Railway, fitted himself to take over the arduous duties of "scribe" for this Division. "Ed" is one of the real "old timers" and should be able to draw upon his memories for some fine contributions to "Two Bells." The present contributor regrets his inability to continue his duties as scribe, but knows he is placing his "job" in worthy hands.

Clerk B. I. Derry is enjoying two weeks' vacation, one of which will be spent in the L. A. County playground in the High Sierras and the other at Catalina.

We wish to correct an error which occurred in Two Bells last week regarding the death of A. L. Sherman. It was his wife's mother who passed on, and we know Division Two will extend to Sherman its heartfelt sympathy in his bereavement.

Conductor M. R. Gregory, Motorman F. C. Sommer and W. E. Hancock went to sea in a barge. Gregory went to sleep and our friend Hancock caught many fish, whereupon he felt the qualms usually pursuing the amateur fisherman and proceeded to lose his dinner. Eleven good size fish appeased his appetite (later acquired).

**BUS DIVISION**

ELMER WOOD

Operator I. Pizer is now accepting congratulations and the name of "papa" because of the arrival of a son, June 22. Mother and son doing fine. Thanks for the cigars, Pizer.

Back from vacations are Conductor E. L. Herbel, 30 days spent in visiting relatives in Iowa, and H. Brown, mechanic in the garage, who spent 21 days touring northern California.

Operator L. A. Mowry is on a 30-day leave, in which he will go to Oakland and visit his home town.

Operator F. L. Joyce received a broken hand when a door slammed on it.

Introducing new men: V. R. Hathaway, J. C. Davis, D. Volantz and G. J. Wolf, who has changed over from the Los Angeles Motor Bus Co.

**DIVISION THREE**

L. VOLNER

Motorman J. P. "Barney" Anderson, wife and children, with his Ford and trailer loaded with his camping outfit, have gone up in the vicinity of Merced to try the rugged life for his wife's health.

Conductor E. W. Gore has quit riding so much and gone to walking. He is now in the employ of Uncle Sam as mail carrier.

The boys of this division were very sorry to hear of the death of T. Bolles, who was a conductor before he transferred to the Bus Division.

Motorman G. Dahlberg has gone to Texas on a 60-day vacation, leaving his housemate, Motorman G. Richter, all the housekeeping and yard work to do.

Now these two boys have a nice arrangement. Richter does all the inside work and Dahlberg takes care of the lawn, flowers and shrubs.

The men were greatly pleased with the announcement in last week's Two Bells about the rerouting of Line "2"—what good runs it would make; no railroads to cause delays and other good points. In the language of H. E. Neal, "Try and get one."

A. H. McKeel, motorman, has secured 90 days' leave, going to Grand Junction, Colorado.

It is very hard for a conductor busy all the time to get the news for this column. Wish every trainman who has any news would drop the same in the Two Bells box.

**DIVISION ONE**

H. N. COLE

Motorman Tom Forrester, who, as you all know, is an ardent baseball fan, found out that he couldn't combine baseball and street-carrying very well, so he thought the matter over carefully and finally decided to take thirty days off and devote all his time to baseball. Tom says he is going to take a run up to Frisco, too, and give them the "once over."

Have you heard this one? While deep-sea fishing off Redondo, Tommy Ryan hooked something that had every earmark of a Jew fish. He tugged and pulled until he was almost exhausted and finally landed it, only to find that instead of the coveted Jew fish, it was an old iron chair that had settled in the mud.

More or less confusion has been caused by the placing of the 8th and Western dash signs on the "N" cars. Motorman Rath tells of a lady who asked a supervisor if any cars went to 8th and Harvard. "Yes, the 'N' car," was the reply. "Well, I have let three cars pass me up, because the sign didn't say '8th and Harvard.'"

H. J. Burke, traffic man No. 4, leaves next Sunday on a two months' vacation. He will visit Ontario, Chicago, Detroit and several other eastern cities while away, and no doubt will give the once-over to the traffic conditions there. He will be accompanied by his mother and father, so there will be slight chance of his being kidnapped by some of those eastern girls.

Clerk Roy Ruggles is on a two weeks' vacation, and is taking in the sights of the Yosemite.

Motorman C. H. Robinson, who suffered a stroke some ten days ago, is reported as improving.

Motorman J. T. Daly has returned, after being on the sick list for a week.

**SHOPS**

JACK BAILEY

Mr. R. L. (Rex) Guignard, of the Mechanical Engineer's office, and Mrs. "Rex" of the Master Mechanic's office, left on the 20th for a two weeks' vacation in the Yosemite Valley and nearby points of interest.

Mr. H. P. Koster, foreman of the Paint Shop, began his two weeks' vacation on the 21st.

Mr. Walter Smithen of the Blacksmith Shop and his wife will leave Los Angeles Sunday, June 27, on board the Harvard for a two weeks' visit at their daughter's home in San Francisco. We wish them a pleasant voyage and a safe return.

Mr. William Amos, who has been with the Truck and Motor Shop for some four years, was recently appointed Assistant Foreman of that department.

George Johnson and Charlie Mathews caught two grunions on their private beach trip last week. But that has nothing to do with Charlie walking around at 2 a. m. looking for a gas station.

W. Reed of the Blacksmith Shop is visiting his sister in Portland—three weeks of liberty.

Pete Ratzlaff of the Machine Shop is back on the job again after being off three weeks on account of an injured hand. Pete said he had a convalescing vacation.

Introducing Clarence Lock, a new man in the Machine Shop. Also, Dwayne Orton, son of Art Orton. Dwayne is giving his undivided attention to the Carpenter Department.

Fishing will probably be slack for the next few weeks. You know they only bite when not fed for some time. Eleven good men spent Sunday at this modest sport, with Sam Messina as their leader. Sam caught the only fish—a 12-pound yellow tail. Ten others who tried were: J. Bennemark, A. Dennemark, H. Dyer, M. Wilmer, W. W. Smith, M. Gurowitz, J. Moyna, W. Amos, L. A. Johnson and A. Johnson.

Chief Inspector of the Hardware Department, Frank Lawler of Store No. Two, is enjoying a real vacation; that is, if he has sold his Chevrolet. He planned on that hundred and ten dollars to finance his vacation indulgences.

We wish to extend our best wishes to Mr. Nat Duron of the Fender Shop and his little bride who was, before her marriage, Miss Hortense Torrez. The couple were married Sunday, June 20th, at the St. Vincent Church. Following the wedding, a delightful dance was given for their many friends at the K. P. Hall, 50th and Central Avenue.

**GENERAL OFFICES**

E. A. Tower of the Schedule Department is spending his vacation at his cabin at Camp Baldy. He will return July 5.

C. H. Freestone of the Schedule Department has gone to San Francisco on his vacation, and will be gone until July 5.

E. P. McGurk, Chief Clerk in the Employment Department, is back on duty after a ninety-day leave.

H. S. Porter, all-night dispatcher, is taking his vacation at one of the local beaches. He is having a great time fishing and will be back on the job July 1.

**DIVISION FOUR**

C. J. KNITTLE

Our very best wishes are extended to the eight safety operators who availed themselves of the opportunity to transfer to Division 2 through the rerouting of line "G" and consequent reduction of the safety operators' force. May you continue to uphold your good records and prove to your new superintendent that, as trainmen, you are as good as the best he has.

D. P. Burke, traffic man and one-half of the famous Burke twins, was sent to Seventh and San Pedro last Saturday to work the switch for the eastbound "S" cars. A few minutes after arriving at the point of duty, an "S" car came along and Burke stepped over and pried the switch over, or rather, he tried to, but there was something wrong. It could not be done. After four or five attempts, the motorman opened his window and smilingly asked him to quit fooling with the P. E. switch. Burke found that the L. A. switch worked much easier.

Cash Receiver Earl Culley has returned from his twenty-eight day visit to Portland.

Motormen Doll, Bray, Rhoades and Conductor Snow spent June 17 fishing at Redondo. If results mean anything, these men surely earned the title, "Piscatorial Artists."

Conductor J. E. Dyer is on a ninety-day leave to paint and repair two of his houses.

We are glad to see Motorman Frank Hommel back from a sixteen-day illness.

Safety Operator L. P. Larson has been granted a fourteen-day leave to try out a selling proposition. He does not expect to return.

**DIVISION FIVE**

FRED MASON

Last Sunday was indeed a big day for Conductor Henry E. Tetreault, the boy with the tenor voice. The occasion was his wife's birthday, which one she wouldn't say, but every time I started to count the roses I got as far as the forties when somebody butted in. Anyway, Henry had fixed up a little surprise party on her and told her that he wouldn't get off until 8:00 p. m. I guess it's a man's privilege to tell a lie on his wife's birthday, as he got off at 4:00 p. m. and the wife not being at home the little fixer had time to fix things. By 8:00 p. m. all the guests were present, sitting in the dark—somebody was holding my girl's hand and mine was on my watch; Motorman Lillie was sitting next to me—and in came Mrs. H. E. Tetreault. To say that she was surprised would be putting it mildly—she was knocked clean off her feet. After she had cooled down a little she glanced around the room and saw a beautiful hand-painted floor lamp "From hubby to the best little girl in the world."

Conductor "Tex" Hiller said he and his gal friend had a wonderful time last Sunday in Elusion Park.

Motorman B. J. Tiemeyer and Conductor Art. Vreeland have teamed up together and are taking off 60 days for a trip to British Columbia by boat. That's what I call going the wet way to get wet.

Conductor F. W. Buxton is off for five weeks, four out of which I bet will be spent fishing.

Motorman Jim Morton said, "That's what I call service. I ordered a club sandwich and got a splinter in it."