

## NEW ARC WELDER Arc Welder for South Park Shops

### INSTALLED IN SHOPS

**Modern Apparatus for Welding Has Sufficient Capacity to Care for All Shop Work**

The Los Angeles Railway Company has just installed in the South Park shops a new motor-generator set for arc welding process.

The apparatus consists of a General Electric 600 ampere 60 volt arc welding set, with 750 ampere overload rating for one hour.

This capacity is sufficient to take care of the intermittent load on two metallic circuits or one carbon circuit. It will in addition handle the necessary load requisite for the present automatic welding head in use for building up car wheel flanges.

The increased amount of work to be handled by arc welding methods at the South Park shops will be taken care of by this new arc welding process.

This is one of the many recent installations made to meet the modern methods and practices of the shop work.

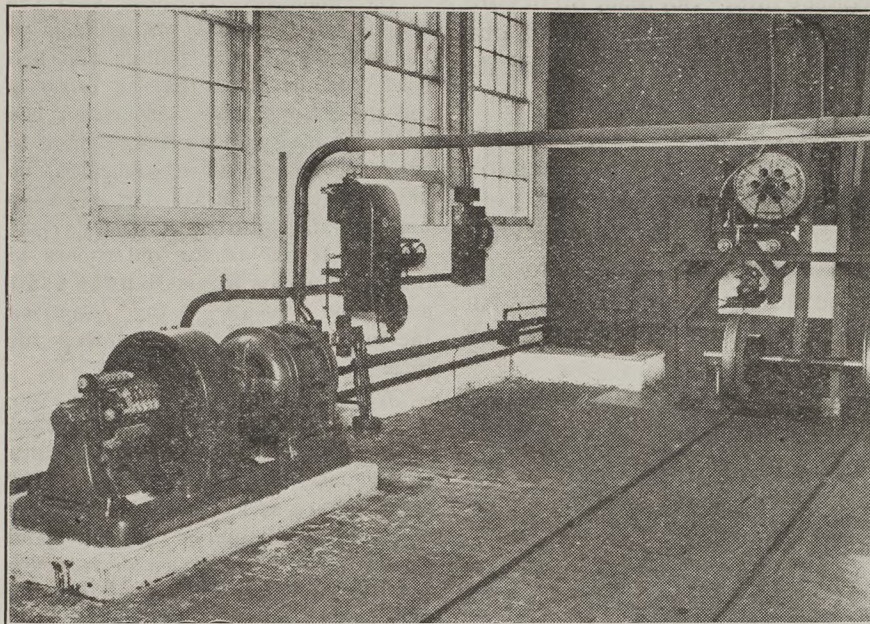
### Complaints And Commendations

The report for complaints for August show a decrease of 5 complaints when compared with the July record. Fare and transfer trouble brought more complaints, as usual.

There is cause for gratification in the fact that complaints for discourtesy were less by eleven and that the commendations show an increase of seven over July's report.

### Mistakes Will Happen

Owing to an error, Division 5 was not represented on the front page of "Two Bells" last week. Motorman E. C. Weir attended the California National Guard Encampment at Del Monte. If you think he wasn't there, ask those who were. Weir acted in the capacity of bugler and was the guy who "blew" them to bed and "blew" them out. Cussed in the morning, but welcome at meal times, he says he had a wonderful time.



### Company Starts Work On Spring Street

The Los Angeles Railway Company is at work on the reconstruction of the double tracks on Spring Street between Seventh and Ninth Streets. The very heavy, 116-pound girder rail is to be used in the construction of the tracks which, when complete, will be equal in all ways to the Broadway and Seventh Street jobs just finished.

This is the last big downtown job to be undertaken by the railway company for this year and will be completed by November 1.

The reverse curves at the intersection of West Eleventh and Sentous Streets are being reconstructed also. 132-pound girder rail is being used in this track improvement.

The Los Angeles Railway Company is now at work on the reconstruction of the double tracks on Central Avenue between Merrill and Florence Avenues. This was made necessary through the paving of Central Avenue by the city. Girder rail is being used for this job also.

George Washington Lane, paymaster for the Los Angeles Railway, is taking his annual two weeks' vacation. He will take short trips hither and thither, but is counting on two days at least for fishing, with the expectation of landing a whale.

Mr. Lane will return before September 30.

### Japanese Educator Visits L. A. Railway

M. T. Ohsaki, Professor of Municipal Engineering, in the Nagoya Technical College, Nagoya, Japan, is at the present time in Los Angeles for the purpose of studying methods used by the Los Angeles street railway companies in handling mass transportation.

He has been sent on a two years' tour of the larger cities in America and Europe and Great Britain by the Japanese government for the express purpose of gaining first hand knowledge of modern street car systems. Mr. Ohsaki was very much interested in the evident friendly relations existing between the traveling public and the Los Angeles Railway Company.

### Yellow Coaches Purchased

Orders have been placed for two more double-deck buses to be numbered 1006 and 1007. These are of Yellow Coach manufacture, and, while mechanically they will be similar to those now in service, the body will be somewhat different.

Yellow Coach twenty-one passenger bus, numbered 151, has been purchased and will be painted standard colors. The number will remain 151.

### REGULAR BI-MONTHLY MEETINGS FOR TRAINMEN

The regular bi-monthly meetings will be held at the various divisions at 10 a. m., 2 p. m. and 8 p. m. on the following dates:

Division 3, September 20; Division 1, September 21; Division 2, September 22; Division 5, September 23; Division 4, September 24.

The meetings will be addressed by Mr. Dan Healy, chief instructor, and Mr. E. P. Bates, motorman from Division 5.

Mr. Healy will discuss the hazards of operation and Mr. Bates's subject will be "Impressions of the East versus the West." His talk will be a comparison of street car operation in eastern cities and western cities.

The Los Angeles Railway Orchestra will furnish music for the meetings.

### School Children Add To Traffic Hazard

Now that schools have opened for the fall term, the trainmen are once more faced with the responsibility of transporting about 25,000 children to and from school.

Children are such irresponsible beings that the trainmen must exercise more than ordinary care to see that no injuries come to any one of them while boarding or alighting from cars.

The presence of so many children in the street complicates traffic at every crossing near a schoolhouse. All trainmen and automobile drivers must keep the children in mind and operate with extra caution in the vicinity of schools. The increased hazard increases the responsibility which rests upon the party who injures a child.

### Tune In On These

The Los Angeles Railway orchestra is to play for the Association of California Funeral Directors, which will be held at Hotel Maryland in Pasadena, September 15.

The orchestra will broadcast September 14 over KHJ from 10 to 11 p. m.; September 15 over KMTR from 9 to 10 p. m.; September 16 over KFQZ from 10 to 11 p. m.; September 17 over KNRC from 9 to 10 p. m.; September 18 over KFQZ from 9 to 11 p. m.



# ~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## Our Responsibility

Upon the shoulders of every officer, every department head, every employe of a public service institution like the Los Angeles Railway rests Responsibility. Into the production of high-class, dependable service goes responsibility for courtesy, for safety, for efficiency, for honesty, for reliability generally. These, combined, make up the responsibility of the company for the service it renders to the public.

No chain is stronger than its weakest link. So, also, no organization is stronger than its weakest department. The service our organization renders is determined by the manner in which all its factors meet their individual responsibilities.

With Responsibility must go Authority. From the President and General Manager down the line, in greater or less measure, dependent upon the responsibility reposed in those who serve, all have certain authority. Had we not such authority to proceed with our work it would not be fair to hold us responsible for the results of our actions. Without reasonable authority we would have no way of protecting our responsibility, which on the other hand justifies the authority given to us.

But Authority and Responsibility without Co-operation among departments, among men, and between the co-ordinated departments and individuals thereof on the one hand and the riding public on the other, all exercised in a spirit of fairness and justice, would tend toward demoralization, if not indeed chaos.

It is the "do unto others as we would have others do unto us" rule that forms the basic idea of true public service—that service which is as honorable and satisfactory and ennobling as any service that can be rendered to our fellow-men.

## Why Do You Do It?

Last Monday a lady with her arms full of lunch baskets and with a little tot clinging to her skirt on either side was waiting for an opportunity to cross Mission Road to the entrance of Selig Zoo.

Before starting she repeatedly cautioned the children not to let go of her and to stay at her side, but when 10 or 12 feet out from the curb one of the children did let go and ran ahead, narrowly escaping being struck by a passing auto.

When asked by the mother why it did so, the child replied: "Oh! just because you didn't want me to, and I don't like to be told what I mustn't do all the time."

The excuse was just as logical a one as might be offered by the motorman who "rushes" a crossing after the "Stop" bell of a traffic signal has sounded, or starts as soon as the first bell of a "Go" signal rings, as the only reason he has for so doing is because NO ONE wishes him to disregard the signal.

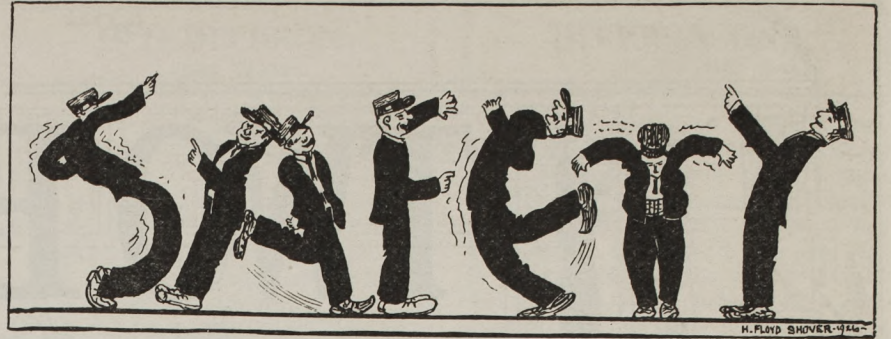
The motorman who follows this practice can only expect to establish an undesirable record and an accumulation of demerits.

## When a Feller's Out of a Job

All nature is sick from her heels to her hair,  
W'en a feller is out of a job;  
She is all out of kilter an' out of repair,  
W'en a feller is out of a job.

Ain't no juice in the earth an' no salt in the sea,  
Ain't no ginger in life in this land of the free,  
An' the universe ain't what it's cracked up to be  
W'en a feller is out of a job.

—S. W. Foss.



There's Safety in the Charleston

## Musings of the Old Timer

By George E. Ferguson

"Our good friend, Bliss," said the Old Timer, "no doubt often longs to be back once more pulling the bell cord, but the work that he is doing for the Co-operative Association has endeared him to our platform men to such an extent that we know that he has made himself a job that will keep him busy far into the future.

"Bliss is one of the old timers in the Los Angeles Street Railway game and can recall many amusing incidents that happened during his term of service.

"While he was working for the Traction Company he had a run on Third Street and, of course, in those days equipment was not as it is today. Hand brakes and bald face cars were the standard equipment, and when the Los Angeles Railway began to equip the cars with air brakes, all carmen began to sit up and take notice.

"Naturally, the L. A. men were just a bit cocky over this new wrinkle and many grandstand stops were made in order to awe their less fortunate brothers on other lines. On the day in question, Mr. Bliss says that he saw

this L. A. car coming south on Spring, near Third Street, just as the Traction car started west, and the L. A. motorman was smiling to himself, thinking perhaps that he would throw a scare into the crew westbound.

"Bliss says he will admit that he was scared; in fact he swung off the car and ran for his life, and Mr. L. A. Motorman was another scared being also, for he sure had one heck of a time getting 'er stopped just in time to prevent a collision. It's alright if nothing happens, but, oh, boy! it surely teaches you a lesson that you won't soon forget."

"Do you remember 'Daddy' Aken, the aged motorman with the silvery hair, who never missed attending any gathering of men engaged in the street car game? Daddy's well chosen words always served as a stimulant to his fellow man. Even when the weight of years began to bear down heavily on his shoulders, he never faltered, but faced toward the front and carried on. His name will always be remembered kindly by his former associates.

## LARY LAFFS

Two Irishmen watching Shriners' parade.

"Who are those fellows, Mike?"

"They're Shriners."

"And what are Shriners?"

"Why, they're Masons."

"Sure and what the devil do they want now? They're gettin' \$13 a day."

Molly came home from her first visit to Sunday School carrying a small bag of chocolates.

"Why, Molly, where did you get the chocolates?" asked her mother. Molly looked up in surprise.

"I bought them with the nickel you gave me," she said. "The minister met me at the door and got me in for nothing."

The picnickers were obliged to cross a railroad track. Little Bobby, going ahead, saw the train approaching.

"Daddy," he shouted. "Hurry—or else give me the lunch!"

Junkman: "Any rags, paper, old iron?"

Man of the House (angrily): "No, my wife's away."

Junkman: "Any bottles?"

A Scotchman died and went to heaven's gate. He knocked and St. Peter asked, "Who's there?"

"It's Sandy McKay," was the answer, "and I want in."

"On your way," replied St. Peter. "We're full up, and, besides, we can't bother cooking oatmeal for one."

Asked to pray for warm weather, so that her grandma's rheumatism might pass away, a five-year-old girl knelt and said:

"Oh, Lord, please make it hot for grandma."

A Chinaman, doing a hauling job, was informed that he could not get his money until he had submitted an itemized statement. After much meditation, he evolved the following bill:

"3 comes and 3 goes at 4 bits a went—\$3."

Anxious Wife—Abie, have you done anything about that Black Hand letter?

Abie—Oh, ain't I, though. I turned it over to my insurance company. They got \$20,000 tied up in me; let them worry.



# Bulletins

Issued September 13, 1926  
STREET CAR

No. 136—NOTICE TO TRAINMEN  
Effective Sept. 7, 1926, Mr. A. P. Tarter is discontinued as a Watch Inspector for the Los Angeles Railway Corporation.

No. 137—NOTICE TO CONDUCTORS  
Pass No. 380, issued to Blanche McCormick, Stenographer, Treasury Department, and reported as lost in Bulletin No. 134, has been recovered.

No. 138—NOTICE TO CONDUCTORS  
The following passes are reported lost: 998, issued to Virginia Rees, Clerk, Clair Department.

2676, issued to A. O. Neukum, Carpenter, Mechanical Department.

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

No. 139—NOTICE TO CONDUCTORS  
Pass No. 6289, issued to H. D. Webster, Conductor Division No. 5, and reported as lost in Bulletin No. 118, has been received.

No. 140—NOTICE TO CONDUCTORS  
Fireman's Pass Book No. 32525, issued to Fireman Elba E. Petty, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*

## BUS No. 502

On account of the Public Schools of Los Angeles being closed September the 9th, Bus Operators and Conductors will not honor school tickets on that day.

## No. 503

On Monday, September the 6th, Sunday Schedule will be operated on the Bus Division of the Los Angeles Railway.

## No. 504

There is displayed in the Sample Ticket Case the new School Tickets, Form SCH-26-27-40, printed on white paper with blue ink, which are to be honored on school days beginning September the 7th and thereafter except Saturdays, Sundays and legal school holidays. Please be governed accordingly.

## No. 505

Effective September 7th, 1926, the Beverly Boulevard Bus Line will be extended from Beverly and Larchmont to Beverly and La Brea. Busses will turn around in the intersection of La Brea, and will lay over on the south side of Beverly Boulevard just east of alley located 100 feet east of La Brea.

FARE: (a) Between Larchmont Boulevard and La Brea Avenue, FIVE (5) cents. No transfer issued or honored.

40 Ride School Tickets NOT HONORED.

(b) Between Larchmont Boulevard and Vermont Avenue, FIVE (5) cents. Same transfer privilege as in effect at the present time.

40 Ride School Tickets HONORED.

(c) TEN CENT BUS TICKETS are good for transportation over entire line from Vermont Avenue to La Brea Avenue and entitles passenger to full transfer privilege to and from Los Angeles Railway Street cars or busses, or to busses of the Los Angeles Motor Bus Company's lines where such lines cross or intersect.

FARE COLLECTION — WESTBOUND: Five (5) cent cash fares, five cent L. A. Railway transfers, or 40 ride school tickets collected east of Larchmont Boulevard will be honored to Larchmont Boulevard only. At Larchmont Boulevard stop bus and announce, "End of five cent fare zone. Please deposit five cents in fare box when leaving bus.

Ten (10) cent bus tickets are good entire length of line. Issue hat checks to passengers presenting ten (10) cent bus tickets at any point east of Larchmont Boulevard.

Collect hat check or five (5) cent cash fare from all passengers leaving bus west

## Los Angeles Railway Switchboard Operators



Left to right: Gale Stewart, Mrs. Catherine Brown, and Mrs. C. R. Iiams, Standing

## THE "HELLO GIRLS" HAVE YOUR NUMBER

The Los Angeles Railway Company has been very fortunate in the choice of operators for the company telephone exchange.

There are two regular operators, Mrs. C. R. Iiams, who is in charge, and Mrs. Catherine Brown, her assistant. Miss Gale Stewart acts as relief operator in addition to her duties as a clerk in the office of the superintendent of operation.

The girls are always cheerful and patient with various employes of the company who have difficulty in using the new dial phones. Mistakes are plentiful and everyone is loath to pay an extra nickel.

Incoming and outgoing calls number about 3,000 daily, the greater number of which are incoming. The local, or building calls also amount to about 3,000 a day.

All repairs on the switchboard are made by the telephone company, which gives excellent co-operation when trouble of any sort occurs.

## Golden Rule Applied

The passengers on Wilshire Bus No. 701 were treated to an object lesson in playing the Golden Rule one day.

A lady boarded the bus and when they reached the corner of 8th and Figueroa she fainted. The operator, W. B. Steele, bearing in mind the family at home, did not call an ambulance and have her taken to the Receiving Hospital. He drove, instead, to the drugstore at the corner of 8th and Francisco Street, purchased some aromatic spirits of ammonia and administered them to the passenger in need. The lady revived and Mr. Steele assisted her to her home.

A little trouble for the operator, a little delay for the other passengers, but how very little compared to the benefit of the passenger who was ill.

Youth is not a time of life; it is a state of mind. People grow old only by deserting their ideals and by outgrowing the consciousness of youth. Years wrinkle the skin, but to give up enthusiasm wrinkles the soul. . . . You are as old as your doubt; your fear; your despair. The way to keep young is to keep your faith young. Keep your self-confidence young. Keep your hope young.—Dr. Luella F. Phelan.

of Larchmont Boulevard.  
EASTBOUND: Five (5) cent cash fare paid between La Brea and Larchmont Boulevard good to Larchmont Boulevard only. NO TRANSFER.

Ten (10) cent bus tickets are sold entire length of line. Passengers buying ten (10) cent bus ticket west of Larchmont Boulevard must be given hat check.

At Larchmont Boulevard stop bus and collect five (5) cent cash fare, deposit fares so collected in box. After leaving Larchmont Boulevard, collect fares in exactly the same manner as at present.

*J. Van Vranken*

## BOUQUETS

For J. Turvey, conductor at Division 5, from Thos. M. O'Neil, L. A. County Sheriff's Office, for kind and courteous conduct to elderly people and little children in the execution of his duties.

For H. Cannon, conductor at Division 2, from W. F. Reeves, Jr., Mgr. Wm. I. Hollingsworth & Co. Insurance Agency, for courteous treatment of passenger who accidentally dropped his office key into the fare box.

For N. Allinikov, conductor at Division 4, from C. E. Rachal, 602-605 Union Bank Building, for maintaining the most smiling patience and friendly courtesy ever seen by writer in a railroad employe.

For F. H. E. Pierce, conductor at Division 2, from Miss M. E. Raphael, for efficiency and courtesy, giving special attention to crippled and elderly people and women with small children.

For R. S. Davis, conductor at Division 1, from M. S. Soto, 412 Bernal Avenue, for courtesy in assisting elderly people on and off the cars.

For A. P. Keran, conductor at Division 3, from C. J. Winkleman, care of Haas, Baruch & Co., for kindness in lending passenger the amount of the fare and for general courtesy to all.

For W. L. Wilson, conductor at Division 5, from J. W. Furgason, 1250 West 47th Street, for courtesy in waking a passenger who had fallen asleep.

Nothing is easier than fault-finding; no talent, no self-denial, no brains, no character are required to set up in the grumbling business.

## In Memoriam

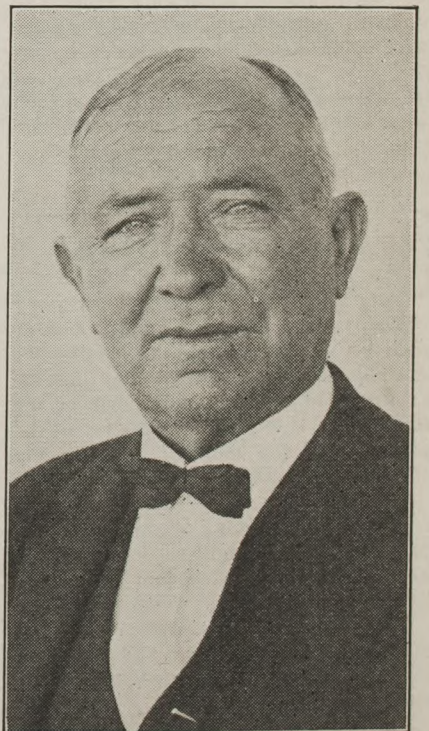
Kathleen Dundas, daughter of Motorman L. B. Dundas of Division 4, September 2, 1926.

C. L. Perry, carpenter, September 4, 1926.

## Veteran Employe Honored

Jacob H. Maag, employe of the Los Angeles Railway Company, and his wife, were among the honored guests at the celebration at Lang Station, near Newhall, on Sunday, September 5, 1926, of the fiftieth anniversary of the uniting of San Francisco and Los Angeles by railroad.

Mr. Maag was employed by the Southern Pacific as a section foreman from 1872 to 1904, so he easily qualified as a real old timer. In addition to being an old timer, Mr. Maag is a native son of California, being born in the little village of Placerville, the county seat of El Dorado County, which is situated up in the Sierra Nevadas.



Since 1904 Mr. Maag has been employed by the track department of the Los Angeles Railway in various capacities.



**DIVISION ONE**

H. N. COLE

**Naval Recruit**

GEORGE, 6-year-old son of C. K. Herbert, conductor at Division 1.

Conductor Charlie Groth is an experienced man on both ends of the car, as well as having had considerable practice throwing the switch at Seventh and San Pedro by hand during the rush hour. A few days ago he was working the front end on the "J" line, and when he came to this particular switch he very gracefully took the curve and followed an "S" car, perhaps thinking that there was some one there to pilot him as he had piloted countless others during the last two years.

Conductor Ed Urban, who is considered the heavyweight champion checker player of Division One, met his Waterloo a few days ago, when a player, whose identity was not disclosed to us, wandered in and with a few lightning like moves, cleaned Ed up at the rate of about two minutes per. Ed admits that the fellow was a "pretty good" player.

"Gone are the days" when it was possible for a platform man to get by with just enough knowledge to "come in out of the rain." The present day system calls for efficiency, and the questionnaire tells the boss just where a fellow stands. Judging from the unusual activity around Superintendent Williams' office during the last few days, and observing the stack of questionnaires returned, all decorated with blue pencil marks, lots of us are falling far short of the efficiency required of us.

**DIVISION THREE**

L. VOLNER

Motorman George Planett, accompanied by his son-in-law and two grandsons, spent Labor Day fishing at Redondo. George did most of the fishing, as the other members of the party were too sick to fish. Never the less they made a nice catch.

Not having any "Sunday Time," thus having two days off, Motorman F. M. Newell went out to Riverside to help J. C. Woods, a former motorman of this division, build a new house.

J. W. Allen is planning his vacation. He must be going up to the big game country, as he is looking for a large-caliber gun.

Our night clerk, Dan Hanley, is now on his vacation. Can't say just where he is spending same. Some say at Long Beach, others say at Wrigley Field. Nevertheless he won't miss any ball game.

**DIVISION FIVE**

FRED MASON

Motormen John Croff and W. E. Niceley, and their wives, accompanied by their friends, Mr. and Mrs. Boyd, enjoyed a wonderful outing at Camp Baldy last Sunday. Of course the trip was made by auto and they took along well-filled baskets of good eats. As "Pop" Croff said, "It's a long way up to go to take on a bunch of chow, but it sure went down that much better."

A letter has been received from L. L. Thompson, a former conductor of this division, who, with G. E. Harper, also ex-conductor of Division 5, and Conductor J. O. Bauer, from Vancouver, B. C., is on a motor trip en route to Miami, Florida. So far they have enjoyed some excellent hunting and fishing in Northern California, Oregon and Washington. All three send their best regards to all the boys here.

Motorman M. McConnell is back on the job after a couple of weeks' vacation motoring around the northern part of the state. He reports a wonderful trip.

"Heine" postcards from Sonoma, Calif.: "Don't you miss my darling face?" Wait till you get back here, Heine. We won't.

At 61st and South Broadway, on his last trip south, Motorman "Red" Wicker lost his conductor, C. W. Bauswell. "Red" was waiting for his bells to go ahead, and not getting them, looked back to see what was the trouble. Not seeing him on the back end, he looked ahead, and there was Bauswell waving his arm, flagging "Red" across 61st Street.

"Can we squeeze in here?" asked the male party of a newly married couple of Con. "Tex" Hiller who happened to have an unusually large load. "Aw be your age," replied "Tex."

Motorman Charlie Durrett and his conductor, Frank Adams, took a little jaunt down to Tia Juana one week-end, and if you think they didn't have a good time you're crazy. There's only one bad feature about this little town, according to Charlie, and that is, it's just about one hundred miles too far away.

**DIVISION TWO**

E. A. MOXLEY

We are glad to see Mr. W. F. Swabby of the "S" line back on the job again after his recent illness, and sincerely hope that his complete recovery will be rapid.

Conductor L. Klaris, who has been on an extended leave to visit with his family in Denmark, reports an interesting experience. He was in Oslo, Norway, where the dirigible Norge started its famous trip, and other interesting places. It took them 13 days to come back by way of the North Sea and along the coast of Labrador to New York.

Motorman E. C. Fisher has been granted 60 days' leave to visit his grandmother in Oklahoma.

The Skinner brothers have returned from their vacation, spent near Mammoth Lake.

Conductor A. C. Peck is confined to his home because of an injured left leg.

Conductor J. L. Morefield: "Santa Monica and Western car. All aboard."

**SHOPS**

JACK BAILEY

Mr. C. A. Bollette, storekeeper, and wife are en route to several points East for a possible three weeks' visit. Mr. Bollette will make studies of the Trans-continental store system in Chicago. Some short stops in several cities in Kansas are also scheduled.

Carl Thun is one big smile this week. It's the arrival of an eight-pound baby boy, and both mother and baby are getting along fine.

The first of the month draws several of our machine shop sportsmen to the wilds. Walter Jones bags the limit in doves. D. Armstead reports some good rabbit shooting, and Ed. Bremm saw deer tracks on his expedition.

Bill Foulk has deserted his salvage department and is enjoying a few days rest.

After some score of years at hard, steady work, Lee Crump, assistant foreman of the paint shop, will take his first vacation. No fooling.

Bill Reynolds had such a hot time during the Labor Day functions that he sunburned his ankles. This did not keep him at home, he wore his bedroom slippers to work. His clerk, S. Wehn, proposes a bath robe for himself.

Joe Schreiber accidentally stumbled over the truck shop spray gun and unfortunately it was pointed at his head. This slight pressure caused an awful explosion and Joe found himself all ready for the first act of the minstrel.

J. Blum has resigned from the truck shop to resume his studies at college.

**BUS DIVISION**

ELMER WOOD

Conductor V. S. Lewis announces the arrival of a seven and a half-pound baby boy at his home on September 29, 1926. Both mother and son are doing nicely.

C. G. Day, night cash receiver, is on a 30-day leave of absence. He did not state definitely just where he would go, but he has planned to go to Denver and Salt Lake.

Supervisor C. R. Bowe has returned to duty after a two weeks' rest.

Introducing new operators: E. M. Files, E. L. Otten, Geo. Evans, S. M. Young, T. E. Thorsen, H. L. Keese, C. M. Osterloh and W. A. Hadley.

**GARAGE NEWS**

Wm. Decker, C. Marine and Al Murray drove to Big Bear in Marine's Dodge for the week-end holiday. They took a trip on the lake in a motor boat, but had the usual experience (in that region) of running out of gasoline.

Earland Hansen, mechanic, is back from his 14 days' vacation, which he spent partly at home. Last week he drove to Bishop in his Ford and of course brought back a large number of pictures. As you all know, Earland has quite a flair for photography, but he failed to take a sufficient number of films along and the supply gave out when he reached the most beautiful part of the country.

J. O. Doerr is leaving this week on a 60-day leave of absence. Jesse will go to his home town in Murphysboro, Illinois. He will visit his parents and will visit various cities on the way home.

**DIVISION FOUR**

C. J. KNITTLE

When Conductor M. H. Grant relieved Conductor Stevenson on "C" line last Thursday, he found Stevenson had left his four-year-old boy on the car. Grant had just about decided that the police station attendants could take better care of the child than the lost article man, when "Steve" overtook the car and saved the che-ild.

Conductor Duke Lowen is spending seven days at Catalina fishing for tuna.

Safety Operator A. O. Swoboda has been granted a forty-five-day leave to visit his parents in Washington, Missouri.

Motorman Hanchey and Conductor Howarth returned from a fifty-five-hundred-mile auto trip last Saturday. They visited in Texas and Louisiana. No engine trouble was experienced. The only attention the car required was a new set of tires. Both men gained ten pounds. (This puts Hanchey in Major Whoople's class.)

**SEND ME SOME NEWS.**

Conductor R. M. Garner is taking a seven-day rest.

Conductor A. Bradley spent last Sunday and Monday in Santa Barbara.

Safety Operator J. H. McClintock has been granted a ninety-day leave to build a house.

**In The High Sierras**

It is Motorman Fred Cunningham, folks. Fishing in the upper Kern River, thirty-six miles from civilization. Freddie says fish stories are never concocted in this part of the state, for this is the land of the rainbow trout. Conductor "Jim" Saunders, Motorman T. S. Speed and Foreman B. B. Boyd accompanied him. The afternoon the party arrived they stepped over to the water and pulled out twenty-two fish in less than an hour. The sizes ranged from twelve to nineteen inches.

"Is your name written there?" That is, on the list of those who made some error on the questionnaire? Long lines are waiting to see the superintendent.