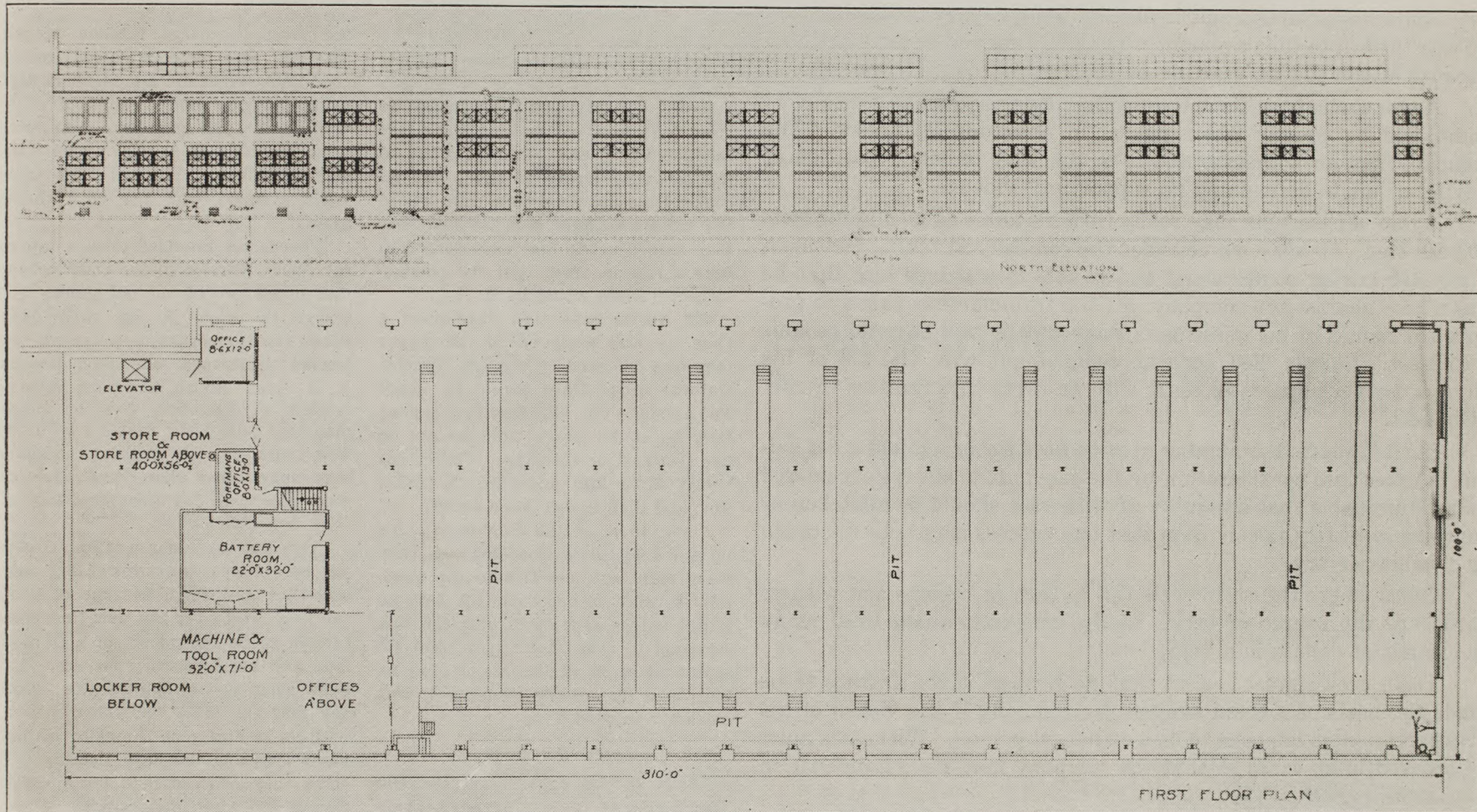


# NEW INSPECTION AND REPAIR SHOP FOR AUTOMOTIVE EQUIPMENT



Above: North elevation of building to be erected on the 15th St. frontage of the L. A. Railway Property known as the Sixteenth Street Yard. Below: Floor plan of the building.

## CONTRACT SIGNED FOR NEW BUILDING

Long Desired Shop With Facilities for Inspection and Repair of all Company Owned Motor Vehicles to be Built At Once.

The Los Angeles Railway Company has just given a contract to the Willard Brent Company for the erection of a modern brick, reinforced concrete and steel structure to be used as a general bus, truck and auto inspection and repair shop.

The building will be erected along the Fifteenth Street frontage of the property of the railway company known as the Sixteenth Street Yard. It will be 310 feet in length and 100 feet in width and will provide pit accommodations for 30 buses. It will also contain store room, machine shop, battery room and offices for the superintendent of automotive equipment. There will be three floor levels—a de-

pressed area, ground or main floor level and the mezzanine floor at the east end of the building.

The stores department will have quarters both on the ground and the mezzanine floors. The two floors are connected by an hydraulic elevator. The machine shop and battery room are to be located immediately below the mezzanine floor.

The machine shop will be equipped with lathes, milling machines, cylinder grinders, etc., although no heavy or production work will be done here, as that is all done at the company's main shops. Plans call for three traveling cranes to run the entire length of the building. The construction of this shop is of a rather more novel than usual type.

The buses can be driven in from the Sixteenth Street yard directly from the ground level over the pits. Along the northerly side the floor is on the same level as the bottom of the pits. The main benches are to be located along the northerly wall, where the greater part of the bench work will be done. On the southerly

side of the depressed area there are benches which will accommodate men working in the pits. This permits the men to walk directly in and out of the pits without climbing in and out, as is the usual custom.

All lights in the pits are to be recessed, and convenient recesses will also be provided in the pits for the mechanics' tools.

On the main or ground level floor work benches are to be constructed directly over the benches used by the men at work in the pits. The upper tier of benches are for the accommodation of mechanics working on the ground level.

The basement, located at the east end of the building, will be devoted to locker rooms and toilets. The locker rooms will be equipped with full-length steel lockers, spray wash basins and showers.

All plans for the structure were drawn by the engineering department of the railway company. The contract price does not include the lighting system, which will be under the control of the engineering department.

## THIRTY-TWO YEARS OF SERVICE

Mr. Chas. V. Means, traffic manager of the Los Angeles Railway Company, on September 15, 1926, completed thirty-two years of service with the Huntington affiliated companies.

Mr. Means has served in many capacities during this long term, and in each one has given the best that was in him to his work.

One of the Old Timers—J. G. (Joe) Allison—now flagging at the Air line and Maple Avenue, started last Monday with his wife for New York, by way of the Panama Canal, for a visit of six weeks or two months.

Work on the Sacatella Storm Drain which has interfered with street car service on Western Avenue between Marathon and Melrose, has progressed sufficiently for the grasshoppers to be removed and cars are now operating over both tracks at this place.

# ~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## Protect The Company's Interests

A passenger on his way to the curb after alighting from the car turns his ankle on a bit of bad paving and falls. The trainman of the car may see the man fall, but as it occurred after he had stepped off the car and before the car started the trainman thinks that the company will not be interested and so does not get the names of his passengers.

Some weeks later a suit is filed by the passenger, claiming that he was thrown to the pavement when alighting and severely injured because of the sudden starting of the car.

Anyone who is sufficiently unscrupulous as to make a dishonest claim will be equally unscrupulous in obtaining witnesses. The company has no witnesses and is in the very unhappy position of having a suit to defend and no supporting evidence.

Again, a passenger may really turn his ankle as he alights from the car step. He may not consider the company at fault. However, a shyster lawyer comes along and is able to convince him that he has a case against the company. If the trainman has failed to procure the names of his passengers the company will have no reliable witnesses. Suit is filed and the complainant with the aid of his shyster lawyer appears in court with an array of witnesses equally dishonest.

In all lawsuits the number of witnesses for or against a defendant is taken into consideration by the jury. It is always considered more improbable that a number of witnesses should be mistaken or conspire to testify falsely than that one witness should be mistaken or commit perjury.

Cases where the train crew fail to turn in reports and witness cards are the source of losses to the company which total many thousands of dollars in a year.

Train crews must realize that no mishap is too trifling to be made the basis of a claim against the company if the victim of his own carelessness happens to be a dishonest person. Witnesses must be secured in all cases so that the company may have a defense in case a suit is filed.

## Selling Transportation

The street car company may have a monopoly as far as the street railway business is concerned, but it has great competition to meet, nevertheless. A prospective patron may use the street car or he may use his own automobile, ride with a friend or he may even walk if the distance is not prohibitive.

Selling street car rides is not just a matter of collecting fares. The first thing a prospective passenger considers in buying a ride is convenience. Being on time is a big factor in the daily life of every one who rides the street cars.

Keeping to schedule has a lot to do with selling rides. Keeping to schedule is being on time all the time. The man who watches time points will be on time at each point, barring unforeseen troubles.

Proper operation helps to keep the schedule. A motorman who starts and stops his car easily loses little time. If a motorman approaches the stop at full speed then jams on the brakes to make a quick stop, his passengers naturally keep their seats until the stop is made. It takes twice as long to load and unload his passengers as if he had operated his car smoothly.

The motorman who operates properly saves his car, saves time and keeps to schedule and keeps his passengers. The motorman who operates improperly ruins his car, loses time, his temper, loses his passengers and is very apt to lose his job.

## Join The Boosters

If you think your Company's best,  
Tell 'em so.  
If you'd have it lead the rest,  
Help it grow.  
When there's anything to do,  
Let the fellows count on you—  
You'll feel bully when it's through,  
Don't you know.  
If you're used to giving knocks,  
Change your style;  
Throw bouquets instead of rocks  
For a while.

Let the other fellow roast,  
Shun him as you would a ghost,  
Meet his hammer with a boast  
And a smile.  
When a stranger from afar  
Comes along,  
Tell him who and what you are—  
Make it strong.  
Needn't flatter, never bluff,  
Tell the truth, for that's enough;  
Join the boosters—they're the stuff,  
Sing your song.

## ~ Musings of the Old Timer ~

By George E. Ferguson

"I've often heard," said the Old Timer, "of cases where crews, in their endeavor to get out of a certain amount of work, would purposely be late so as to avoid making their last scheduled trip, and be sent instead to the carhouse ahead of time; but recently I stumbled on to a case where the motorman kept goin' so fast that they gained a trip and were forced to take a rest in order that the conductor's trip sheet would be O. K.

Ed. Austin says that once upon a time he was assigned to the jigger that was operated by the Los Angeles Railway from Main Street to Sante Fe Avenue, via 9th Street. Try as best he could, every time he got to one terminal or the other, a P. E. car would force him out onto the Main line, and then it was 'keep agoin'.

About 10 p. m. the conductor came up and told Ed to slow down as they were then just one trip to the good, and in order to overcome his lead he pulled onto a spur down near the east terminal to take their 'spot,' and Ed says that after all the racing that he had done during the evening, it was certainly enjoyed.

"Back in the days," said the Old Timer, "before the can opener became

the most important kitchen utensil, the eats that were produced by the good housewives did not result in high blood pressure and a hundred other kindred ills, but man was sent forth to do his daily stunt with a full stomach, and upon his return his table fairly groaned with the good things to eat.

"This is not intended to be a tale of eats, but a version of the good fortune that befell two of our old timers who played the game in the early days. When the Hooper Avenue line was extended southward, our good friends, R. R. 'Dick' Smith, assistant superintendent of operation, was the motorman that pulled the first car over the new route, and his faithful conductor was none other than Fred Clothier, who now presides over the lost article department.

"This line extension was hailed with joy by the residents down that way, and Dick and Fred, because of being the first crew over the new line, were invited to be the guests of a German lady and her husband who wanted to show some sort of appreciation. Both say that the table fairly leaned over with its load of good things to eat and many times in the days that were to come they often wished for a repetition of this kind invitation."

## ~ LARY LAFFS ~

A few minutes after an alarm of fire was given in a hotel, one of the guests joined the group that were watching the fire, and chaffed them on their apparent excitement. "There was nothing to be excited about," he said. "I took my time about dressing, lighted a cigaret, didn't like the knot in my necktie, so tied it over again—that's how cool I was."

"Fine," one of his friends remarked. "But why didn't you put on your trousers."

An irate fan who had watched his home team go down in defeat stopped the umpire as he was leaving the field. "Where's your dog?" he demanded.

"Dog?" ejaculated the ump. "Have no dog."

"Well," said the grouchy one, "you're the first blind man I ever saw who didn't have a dog."

Weldon: "What would you call a man who has a smile for everybody?"

Sheldon: "A bootlegger!"

Negro Rookie: "I'd lahk ta have a new pair o' shoe, suh."

Sergeant: "Are your shoes worn out?"

Rookie: "Worn out! Man, the bottoms o' mah shoes ah so thin Ah kin step on a dime and tell whethah it's heads or tails!"—Arkansas Thomas Cat.

Clarence (ardently): "When will you promise to share my lot, dear?"

Winnie (sweetly): "Just as soon as you build a house on it, big boy!"

She: "Can you tell me why a brown cow that eats green grass gives white milk that makes yellow butter?"

He: "For the same reason that blackberries are red when they are green."

Professor (in an engineering class): "What's a dry dock?"

Student: "A physician who won't give you a prescription."

# Bulletins

Issued September 20, 1926  
STREET CAR

**No. 141—NOTICE TO CONDUCTORS**  
Out-trip transfers issued from lines "2," "3," "E," and "W" are not good on line "G" at Temple and Broadway east.

Until this restriction shows on reverse of transfers from these lines, operators on line "G" will so advise passengers presenting same, but will not make ejections for attempted use.

**No. 142—NOTICE TO TRAINMEN**  
Entirely too many windows are being broken in cars by trainmen.

In almost every case this is due to carelessness, and more care must be exercised in the future or it will be necessary to require payment for such damage.

**No. 143—NOTICE TO TRAINMEN**  
Whenever it is necessary for two cars of the multiple unit type to be coupled together on account of B. O. equipment, the motorman NOT using the air in handling the train must in every case remove the air handle from the valve.

Several cases have been noted where the handle on this car has been left in the release position, rendering the brakes on both cars ineffective.

**No. 144—NOTICE TO TRAINMEN**  
Where safety loading zones are maintained outside of district in which group movement is operated, two metal discs are being placed between the rails at a point 35½ feet beyond the back buttons of the zone as an indication of where car is to be stopped to avoid danger of injury to alighting passengers on account of stepping on zone buttons.

In one-car zones, if car is blocked by autos so it cannot be pulled wholly within the zone, stop with fender over the disc marker, which will leave the rear step a safe distance outside the zone.

In two-car zones, the second car if blocked may be stopped with fender over the marker.

At Jefferson and Avalon, northbound, cars will be stopped at marker in all cases on account of this being a short one-car zone.

Motorman will be held strictly accountable for accidents due to stopping cars with steps over zone buttons.

**No. 145—NOTICE TO CONDUCTORS**  
Firemen's Pass Book No. 30344, issued to Fireman John W. Jones, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

**No. 146—NOTICE TO CONDUCTORS**  
Pass No. 2676, issued to A. O. Neukum, Carpenter, Mechanical Department, reported lost in Bulletin No. 138, has been recovered.

**No. 147—NOTICE TO CONDUCTORS**  
The following passes are reported lost: 3295, issued to Ada M. Wood, wife of Conductor C. F. Wood of Division No. 3. 6976, issued to E. Anderson, Motorman Division No. 1.

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

**No. 148—NOTICE TO CONDUCTORS**  
Pass No. 7512, issued to Bus Conductor B. Fowler, is reported in improper hands, as this man is no longer connected with the Los Angeles Railway Bus Division.

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

**No. 149—NOTICE TO CONDUCTORS**  
The following passes reported lost since the first of this year have not been recovered:

162	1726	2815	5385
251	1815	3028	5816
382	1822	3053	5835
459	1872	3128	6042
486	1942	3150	6108
527	1967	3388	6284
598	2116	3415	6381
630	2145	3526	6436
1190	2161	3673	6470
1215	2175	3721	6614
1284	2211	4029	6657
1296	2216	4092	6680
1315	2237	4173	6949
1357	2300	4405	6978
1490	2344	4525	7514

## Just A Broken Water Main



The above cut shows what happened to the Los Angeles Railway car tracks when a 12-foot water main on West 54th Street burst about 100 feet west of Western Avenue on September 10, 1926. The car tracks were out of service for eight hours, which was the time required for repairs to the water main and the car tracks.

1609	2442	5099	7562
1702	2616	5124	7600
1706	2638	5175	

trackbadge 151  
If presented for transportation, collect fare, take up pass and forward to this office with report.

*P. B. Hill*

### BUS

No. 506

The attention of Operators, Conductors and other Employees is hereby again directed to the fact that no information must be given out to any one, except proper Officials of the Company, concerning accidents, condition of equipment, brakes, etc. Your strict attention must be given to this matter.

No. 507

The attention of Bus Operators and Conductors is hereby recalled to the necessity of showing the opening and closing numbers of transfers issued on their trip sheets and also that all free transportation honored must positively be shown on the sheet in the proper place.

No. 508

Los Angeles Railway Pass No. 7512, issued to Bus Conductor B. Fowler, was not turned in when he left the service, he stating that he had lost it.

If this pass is presented for transportation by anyone, collect full fare, take up pass and deliver the same to Division Foreman.

*J. Van Vranken*

### "On With the Dance"

The entertainment committee announces that the regular monthly entertainment and dance given to the employes by the Los Angeles Railway Company will be held at Forester's Hall on Saturday, September 25.

A good vaudeville show is promised. This will precede the show and will start promptly at 8 o'clock.

Get the crowd together and come. You are sure to have a good time.

Remember to carry all parcels in your right arm when alighting from car.

## Appreciation

Mr. and Mrs. Robert L. Bass wish to thank their many friends in the Los Angeles Railway for the beautiful flowers and kind sympathy expressed on the occasion of the loss of their son, Robert L. Bass, Jr.

Conductor C. F. Foster and family wish to express their sincere thanks to the Los Angeles Railway Company and employes for the kindness and assistance given them on the death of the wife and mother, Mrs. Catherine Foster, who passed away August 6, 1926.

Mrs. Jane L. Perry, Carl A. Perry and family, wish to thank the Co-operative Association of the Employees of the Los Angeles Railway Company for their kindness and sympathy extended to them on the death of their husband and father, and they desire especially to thank the boys in the accounting department with whom Mr. Perry was associated for many years.

### Tune in on These

The Los Angeles Railway Orchestra will furnish the music for the division meetings during the week of September 20, and on September 25 they will play for a dance to be given by the Order of Moose.

The Los Angeles Railway String Trio will broadcast September 20 over KFQZ from 8 to 9 p. m.; September 21 over KHJ from 10 to 11 p. m.; September 22 over KMTR from 9 to 10 p. m.; September 24 over KHJ from 12:30 to 1:30 p. m.; September 25 over KFQZ from 9 to 11 p. m.

### In Memoriam

Mr. J. M. Copes, for many years a clerk in the auditing department, passed away September 9, 1926, at the age of 88 years.

## BOUQUETS

For E. W. Gay, conductor at Division 2, from Mrs. Vertner Gordon, 3617 Central Avenue, for kindly assisting a blind passenger from the car to the sidewalk.

For G. A. Churchill, motorman at Division 5, from C. W. Sirch, 126 West Third Street, for marked courtesy to a tardy passenger in the congested district.

For F. French, conductor at Division 1, from B. L. Bowman, 4814 Hub Street, for patience with a crabby and abusive passenger.

For H. E. Ketchum and J. A. Douglas, conductors at Division 4, from F. H. Griffin, 257½ N. Burlington Avenue, for efficient and gentlemanly service.

For the following trainmen from Clyde H. Wilson, 2833½ West 10th Street, for special courtesy to blind passenger: Conductors E. E. Howard, Division 1; R. L. Harmon, W. Mills, Division 2; T. G. Cumberland, C. W. Melcher, P. E. Atchison, I. Gasparro and C. E. Deane, Division 3; C. J. Memmers, Division 4; R. W. Dunn and R. J. Bailey, Division 5; Motorman F. Lyle, T. D. Pedrini, Division 3, and H. T. Hard, Division 5.

### "Yes, We Have No Bananas Today"

The grounds owned by the Los Angeles Railway Company and occupied by the shops are almost entirely devoted to utilitarian purposes, of course. However, the long stretches of space between the buildings, over which the transfer tables operate, are covered with turf, not perhaps of a park-like quality, but turf, nevertheless.



There are bits of garden in the more constricted spaces available, and in one of them shown in the picture above can be seen a prize banana plant which produces fruit.

Either the official shop photographer, Mr. Sullivan, was a little slow in taking the picture or the boys were a little previous in testing the fruit, if one can judge by the somewhat delapidated appearance of the bunch. Since the proof of the pudding is in the eating, the bananas must have been as good as they claim.

**DIVISION TWO**

E. A. MOXLEY

In a dainty blue envelope came the announcement of the arrival of Stella Marie Fulgham at the home of Mr. and Mrs. O. E. Fulgham. Eight pounds of feminine joy. Cigars were passed around and enjoyed by all.

Clerk C. J. Clark bought a Maxwell recently and spent the first Sunday visiting Harry Carey's Ranch.

We regret to report the death of the infant of C. I. Jones.

Motorman J. H. Hale is taking 25 days off and will motor to Big Bear, where he will seclude himself among the pines.

We have been handed an interesting account of the experiences of R. Van Soest and A. A. Shewmaker on their recent trip to Van Soest's mountain retreat.

A dead monarch of the forest perched high above the cabin was espied by the "gang," and needing wood for fuel they decided to fell it. Shewmaker and M. Alexander (an ex-conductor) started wrecking the tree, while Van Soest stood guard below to warn hikers and those on horseback. When the call finally came, "There he goes!" the tree jumped twenty feet in the air before landing amid a rain of rocks and boulders. Needless to say, Van Soest and party have enough wood to last them for quite some time.

**"The Deerslayer"**



A. L. Bristol, with the winnings of his Winchester. Bristol spent his leave up near Mammoth Lake, where trophies as shown above are available to the clever hunter.

**DIVISION FOUR**

C. J. KNITTLE

Motorman M. F. Lourdou has been granted a two weeks' leave to visit his sister in the northern part of the state.

Safety Operator C. Caper, who is in St. Louis on a ninety-day leave, has been granted a thirty-day extension on account of the serious illness of his wife.

The following trainmen are taking rests: Motorman C. J. Jackson, seven days; Motorman H. E. Hill, seven days; Conductor M. H. Grant, fourteen days; Motorman H. Phillips, twenty-one days; Conductor F. T. Beiderman, thirty days.

Safety Operator W. E. Clymer and wife have left by auto for San Francisco and points north.

**DIVISION THREE**

L. VOLNEF

Motorman J. W. Stewart writes from Scotland asking to be remembered to all the boys.

Conductor W. F. Carpenter, who recently resigned, writes from Clear Lake Highlands telling how he appreciates receiving Two Bells.

Division Three came very near being in the cellar as to the number of witnesses last month. Let's make an extra effort and place Division 3 where it belongs—on top.

Conductor B. K. Proctor has resigned to return to his old job as bridge and building foreman on the Missouri Pacific Railroad at Monroe, La.

Conductor O. G. Willis has resigned, to be with his mother and father at San Antonio, Texas.

L. A. Barnes has secured a six-day vacation to visit with his brother in the city.

For seven days Clyde C. Coates will not be on Hooper Avenue. During his time off he will be working with his rabbits.

J. A. Morris will spend his 15-day vacation at San Diego.

Motorman Ray J. Schneider is taking a 21-day vacation to work around his home.

D. M. Hope has taken ninety days' leave and will go to Ottawa, Ont., Canada.

Conductor L. W. Gage writes from Seattle, where he has been sick, that he is some better and hopes to soon be back at work.

Conductor W. H. Liberty dropped into the office for a few minutes' visit. He is in the Olive View Sanitarium near San Fernando.

Motorman W. R. Owens writes from San Diego, where he has been sick for almost a year, that he hopes to be back soon.

And—don't forget the meetings Monday, 10:00 a. m., 2:00 p. m. and 8:00 p. m. You are expected to attend at least one and will be well repaid for your time.

**DIVISION ONE**

H. N. COLE

Conductor R. I. Woodson tells this remarkable story of a letter received by his motorman, A. J. Lange. It seems that Lange has a sister living in Montana, who wanted to write to her brother, and she did not know his address nor the company for which he worked, but she did know that the company published a paper called "Two Bells." So she addressed the letter in care of "The Two Bells railway company," Los Angeles, and in due time Lange received it all right.

Motorman A. H. Middleton left the end of the "R" line late, having been held up at the R. R. crossings, and was making good time, and everybody was happy, especially one passenger who passed some complimentary remarks in regard to the manner and speed in which he was being taken to town. When the car reached Central Avenue, and Middleton called out, "This is as far as we go. Going to the car house," this same man good-humoredly exclaimed, "Oh, Heck, I might have known that there was some catch to it."

Conductor John Cardenas says that he has a son five and a half years old who speaks four languages. He is larger than the average child of seven, and has never been to school. He speaks Russian, Jewish, Spanish and English.

**SHOP NEWS**

JACK BAILEY

This little lady must live in a shoe, She has so many children, But she knows what to do.

Doris Marian is the 7-year-old daughter and only child of B. E. Timbs, assistant carpenter foreman.

The many friends of C. L. Perry, late of the carpenter shop, feel very keenly the death of their friend with whom they had been so closely associated.

They sympathize greatly with the family who have suffered such a loss.

We have probably received our last notes from Mr. Buswell and party on their wonderful tour. A letter from Albuquerque, New Mexico, and a card from the Grand Canyon, tell us he will arrive home on the 16th. We will let this welcome him bright and early Monday morning. Now for a good rest for Mr. W. L. Williams, who has so efficiently and diligently filled Mr. Buswell's place during this absence.

L. Carender, who has been on the sick list for several weeks, is able to be back in the machine shop.

T. O'Connel spends a few days at San Francisco in absence from the winding room. Al Gollmer, also of the electric repair shop, takes two weeks off to do some big game hunts in the High Sierras.

Well, it's all over and several of us

**PUZZLE PICTURE "FIND DORIS"**



can prove it—What? Mr. Dwayne Orton, late of the mechanical department, and Miss Edna Olson of Palms, Calif., were joined in the holy bonds of wedlock Saturday evening at the South Park Baptist Church, Rev. Gordon Palmer, officiating. The Alpha Gammi Nu Fraternity of the University of Redlands, of which the groom is a member, attended in a body—but a convenient exit to a neighbor's garage and a fast-running Marmon spoiled some perfectly good plans on their part. The happy couple left after receiving the congratulations of relatives and friends for Belton, Texas, where the groom will be on the faculty of Baylor College for the coming year.

Albert Normand, who was hurt in the mill, will be confined at home for a few days. The injury was not as bad as we thought, but will take some time to heal, being the tip ends of three fingers on his left hand.

**DIVISION FIVE**

FRED MASON

"And the honeymoon is all over," said Motorman Louis Culp as he put his "stinger" on and pulled his run out last Wednesday. Louis left the bachelor ranks on Thursday, September 9th. Con. C. W. Bauswell acted as best man. Good luck to you, Louis, old kid.

Motorman L. Nance is back on the job again after a two months vacation spent in Denver, Colo. Reports a good time and, as they all say, "Glad to get back to L. A."

Conductor Frank Adams emphatically denies having attended a Bohemian dance in Hawthorne last Saturday. Motorman Bill Atchison said that he saw him there and knowing Bill as we do, there's nothing left to be said.

Thursday, September 23rd, at 10:00 a. m., 2:00 p. m. and 8:00 p. m. Don't forget the meetings.

Con. Geo. W. McDonald writes us from Vancouver, B. C., and says that he is improving in health and is now on his way to Hubbard, Oregon.

Conductor R. T. Monteverde must be having a good time back in Pittsburgh, as he wired in for an extension. If he thinks he's going to see the World's Series there he's out of luck. Charlie Durrett has got that cinched for St. Louis. Charlie has even got Jack York rooting for the Cardinals.

**BUS DIVISION**

ELMER WOOD

C. B. Lindsay, superintendent of automotive equipment, is on a week's vacation. He will take the second week later. He expects to spend part of his time at his beach residence and part of his time in making local trips.

G. A. Holms, of the garage store-room, has returned from his second week of resting up.

Conductor W. B. Steel has resigned and from now on will be soda dispenser at Warnack's Pharmacy, corner of Country Club Drive and La Brea.

Operator E. J. Minazzi has been granted a 30-day leave of absence.

Last week seems to have been accident week instead of safety week. Operators L. C. Clark and O. A. Donaldson were on their way to the division from Melrose, driving in G. C. Harned's Ford, when they were struck by a car driven by an intoxicated colored man. Their car was turned completely over and in the opposite direction. Clark, who was driving, was picked up unconscious and three stitches were taken in his head at the Receiving Hospital. Donaldson suffered only slight bruises.

Operator L. L. Kidder met with an accident on his way to work last Thursday. A car driven by a woman collided with his car at 16th and Main and injured Kidder's wife.

It has been learned that Operator P. F. Murray is writing to his friends in the East stating that he is stopping at the Biltmore. Of course, we all know he stops there every trip, as that is the terminal for the Wilshire bus.

**NOTICE**

Bi-Monthly Meetings for Trainmen  
September 20 to 24, Inclusive