

## Our Biggest Track Job



The above picture gives you a peek at the big job in complete reconstruction of track which is under way on San Pedro Street from 9th to 36th Streets. Trainmen on line "S" are no doubt very familiar with this work, which is the largest track job ever undertaken by the Company.

The old 60-pound rail is being replaced by new 116-pound steel girder rail. This new rail will insure greater comfort to passengers in smooth riding; greater speed in operation and will reduce accident hazards.

The roadbed is rock ballasted with drain tile on both sides. Eight-inch concrete paving with asphalt surface. The cost of this job is \$200,000, or to put it fairly—4,000,000 nickels.

### Mrs. Adams Passes

Mrs. Adams, wife of A. O. Adams, Tax Agent for the Los Angeles Railway and Huntington Land Company, passed away very suddenly on the 31st of July, last.

The sincere sympathy of all his friends and co-workers is extended Mr. Adams in his bereavement.

### Ferguson at Home

The genial, rotund Superintendent of Division Three, George Ferguson, is on his vacation.

Vacation is the technical name, and George can believe in technicalities, but Mrs. Ferguson is going to see that he keeps busy around the house.

### New Wash Racks

Work is soon to commence on the new wash racks, another unit of the Garage.

These wash racks will be housed in a new steel frame building with corrugated metal roof. There will be seven racks, each equipped with overhead washing system for buses and also a cleaning rack for small parts.

A portion of the building will be two stories high to accommodate the locker room and toilets. A small watchman's house will be erected on the west end of this building, or exit way of the yards.

### New Track Work

Work is to be started by the Engineering Department on complete reconstruction of track and paving at Evergreen between Brooklyn and Wash Avenues.

The old 72-pound rail is being replaced with 116-pound girder rail.

### More Ding Dongs

R. D. Thompson, Clerk in charge of checkers, Schedule Department, figured he needed company on his vacation, so he informs us, after passing around the cigars, that he and Mrs. Schaeffer were joined in holy wedlock, and toured the Redwood Highway on their honeymoon.

They were married in Riverside on July 1st, 1927.

### Ball Game Saturday

August 13th, 2:30 p. m., L. A. Railway vs. A. J. Bayer's League, Manchester Play Grounds (just west of Western Avenue).

The Larys took the Santa Fe to a cleaning and as a baseball team retain the title of second best in the Saturday Commercial League.

The fans witnessed a highly spectacular game last Saturday when the Lary crew out-hit, out-ran and out-squabbled the Santa Fe squad. Pitcher Lund put a fast one out, turning the possible time game into an utter riot, with a final score of 15 to 16 in favor of the Larys. W. Jones, left fielder, played the game of his life in this feat with wonderful drives, which was a surprise to all. The stellar playing the team aroused enthusiastic interest for the club.

It is hoped that financial support for the club will be assured through good attendance of ball fans. There will be a big game this Saturday—so let's go!

### On Vacation

From the Instruction Department: Instructor W. G. Miller will tour the northern part of the state, and may go up to Canada. Traveling Instructor Walter Hole will spend his time at Balboa Beach.

From the Drafting Room: H. D. Taylor will go fishing at Lake Sabrina, near Bishop. A. S. Genn will take things easy at the local beaches.

From the Auditing Department: J. A. Russell is attending the Spanish Fiesta at Santa Barbara. Mrs. Bee Ringo is vacationing at Coronado Beach. J. J. Stirling will take life easy at Hermosa Beach and Miss Jessie Hamilton will visit her relatives at Spokane, Wash.

Miss Virginia Reese of the Claim Department has decided to spend her vacation at home.

Miss Sophia Schupp, Purchasing Department, will spend part of her vacation at Catalina.

James Curran, Clerk, Engineering Department, will vacate to Camp Baldy.

### Introducing New Men

The following men have been sent to their respective divisions during the week ending Wednesday, August 10th:

To Division Two: Motormen G. P. Morehouse, C. G. Wehrung, T. S. Sloane, N. L. Chapman, Conductors C. A. Moore, G. T. More, J. J. Buono. To Division Three: Motormen C. M. Neal, J. E. Wilson, C. L. Crites, Conductor R. J. Elmer. To Division Five: Motormen L. P. McAvoy, A. J. Sybert.

## Gas Station About Ready

Pumps are being installed at the new filling station at the Garage, and with the completion of this work, together with the wiring and cement work, which is practically finished, marks another achievement of the Engineering Department in adding a unit of up-to-date equipment that will adequately take care of the gasoline needs of buses.

Changes have been made to provide a new entrance on the westerly side of the station and an exit on the easterly side. These changes will add considerably in facilitating the filling and inspection of buses.

## Brittain Weds

Blazing headlines tell us of achievements of aviation in flights over the seas. Another sea about to be conquered is the sea of matrimony by the good ship "Spirit of Wedlock," according to announcement that J. R. Brittain, Mechanical Engineer, South Park, hops off with a partner for keeps, Miss Blanche Goodwin.

In order to form the most perfect union possible, establish housekeeping, insurance domestic science, provide for a long winter, promote the search of antiques, secure the blessings of matrimony to themselves and the Buick, they announced their marriage on July 23rd.



"Britt," as he is known to the rank and file, started with the Company on July 23rd, 1907, and it is somewhat of a coincidence that he should be married on his 20th anniversary of service with the railway.

In view of the fact that they are spending their honeymoon on his date ranch in Coachella Valley, we are unable to announce the date that they will be home to receive the congratulations of their multitude of friends.



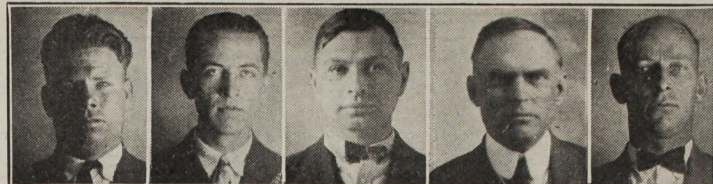
# ~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager  
W. T. Shelford - - - - - Editor

# ~ BOUQUETS ~



Left to right: T. N. Harris, F. J. Donnelly, C. Shatz, T. C. Risk, L. C. James.

## Lifting Logs

In Robert Collier's "Secret of the Ages" is told a story of how two boys, one sixteen and the other eighteen years of age, lifted a huge log and released a brother who was pinned down on account of the log rolling upon him.

On returning to the spot the next day the boys found that although assisted by two able-bodied men they were unable to lift even one end of the log.

He explains their ability to do this by the fact that when confronted by the emergency, they did not stop to question whether or not it **could** be done, but simply **did** it without questioning the fact that they were not provided with proper tools or machinery for moving logs or that they had only eaten a very light breakfast that morning.

We are constantly reminded of this story illustrating the ability of the human mind and body to rise above circumstances and overcome great difficulties, by the number of cases in which pleas are made that accidents occur or bad records are established on account of the mind of the man concerned being on his personal troubles instead of on his work.

If we can come to a realization that the time when our personal affairs seem to be in the worst condition is the time when our sub-conscious minds should impel us to do our best work in order that we may be assured of the means for overcoming these difficulties, we will not have to make the excuse that, "At the time the accident occurred my wife was very sick, and I was thinking about her and my mind was not on my work." It is true that our loved ones should be our first consideration, but if those loved ones are in a condition which makes their welfare dependent on our providing them with the things necessary for their comfort, then we **must** concentrate on the fact that our best work must be done in order to provide those things necessary for their welfare and possible recovery.

Sometimes these pleas take an amusing turn, as in the case of a man who was recently automatically dismissed, principally on account of missing out. On appeal, he stated that all of his friends had automobiles and he wanted one so badly that he would stand looking longingly into the window of an auto sales room and let his car go by without seeing it.

Let's keep our minds on the job, for:

"If you think you are beaten, you are;  
If you think you dare not, you don't;  
If you'd like to win, but you think you can't,  
It's almost a cinch you won't;  
If you think you'll lose, you've lost,  
For out in the world you'll find  
Success begins with a fellow's will—  
It's all in the state of mind."

Mrs. Casey: Me sister writes me that every bottle in that box we sent her was broken. Are ye sure yez printed "This side up! Handle with care," on it?

Casey: Oi am that. An' for fear they shouldn't see it on the top Oi printed it on the bottom, as well.

"Can you tell me why an umbrella is like a jackpot?"

"That's easy. Because it's of no use to anybody until it is opened."

"Yes, and it doesn't necessarily belong to the man who opens it, either."

"Air! Air! Give me air," she cried. The milling crowds gasped and parted with wonderment and a woman in her car triumphantly drove into the filling station with one flat tire.

"Alphonse, yo'all rec'let dem markers ovah dar what de Frenchmen used tuh mark kilometer? What yo' done call 'em—milestones?"

"Milestones in France, man? What's de matter with you? Dem's Gaul stones."

"Ah sho got a problem on ma hans," said Rastus. "Doctah done tell me ah got t' eat lots o' chicken, an' den he says ah dasn' go out no mo' nights."

The man who deals in sunshine  
Is the man who gets the crowds;  
He does a lot more business  
Than the one who peddles clouds—

For the trainman who's a frowner  
Will be beaten by a mile,  
If the man who follows after  
Meets the rider with a smile.

—Selected

For Motorman T. N. Harris of Division Three from Miss Ella Kennedy for his thoughtful kindness in taking her beyond the regular stop, when there were no other passengers to alight, so that she might have a shorter distance to walk.

For Conductor F. J. Donnelly of Division Two from Rev. Janis for his

care in assisting an elderly woman to alight from the car, and in helping her to the sidewalk.

For Conductor C. Shatz of Division Three from A. W. Childs for his courtesy in paying his fare when he found himself without funds. Mr. Childs concludes: "He was so nice about it that I feel impelled to bring this matter to your notice."

For Conductor T. C. Risk of Division Three from Nurse Miriam Rollins for his care in helping an elderly woman to leave the car and to the sidewalk.

For Conductor L. C. James of Division Five from L. G. Lovejoy for his courtesy in helping an elderly woman on and off the car, and for his care in securing a seat for her.

## The "Flying Fool"

It may be that before these lines are printed, so rapidly is history being made nowadays, some new feat in aviation shall have startled a world already pop-eyed with astonishment. But nothing ever can detract from the amazing story of Charles Lindbergh of Michigan, Minnesota, Missouri, California, and the country at large. Mature minds go back through American history, but find nothing to equal it, and scarcely anything much in fairy tales.

While experienced aviators backed by great wealth were fussing around in New York over making a flight to Paris, in the midst of squabbles and court injunctions and unkind words and what not, the announcement came out of San Diego that a youth named Lindbergh, 25 years old—they called him the "Flying Fool," would enter the race to France.

That part of the world which had the spare time read the yarn and smiled. No one had ever heard the name. The man had no record in the air, the army or the navy.

The story is old now. It is referred to here for the records only. It will never be forgotten, how this youth descended upon New York, bought two or three sandwiches and some gasoline, and flew away, alone, across the sea; how he landed 33½ hours later, at the famous airport near Paris, opened the door of his cockpit, astonished to see a crowd, and modestly informed the multitude that his name was Lindbergh. He didn't know they expected him.

From obscurity to a place among the immortals of fame, the welcome guest of presidents, kings and queens and princes, turning aside commercial offers worth millions, meeting the world's diplomats gravely and courteously, keeping his head, using the right words at the right time, cement-

ing the vagrant friendships of nations, decorated, petted, applauded, and back to his native land on a warship sent to fetch him, the guest of his own government!

Was ever anything like it?

You get a fine estimate of this young man from the trained mind of Myron Herrick, United States Ambassador to France. Said Mr. Herrick:

"In his simple, straightforward way, this boy, when asked to accept contracts for quick money, replied, 'The expedition was not for profit.'

"And what modesty and thoughtfulness are his!

"He has captivated every individual, every audience with whom he has been in contact. His charming personality has won the hearts of the French people."

They don't call him the "Flying Fool" any longer. He is Colonel Lindbergh of America now.

"Every man's life," said Hans Christian Andersen, "is a fairy tale written by God's fingers."—From article by W. H. Harper in "Transportation."

Giving jazz to England about evened the score. She gave us sparrows.

A negro from "Deep Fifth" was brought before Corporation Judge Lucien Andler charged with vagrancy.

Judge Andler: "What work do you do, Sam?"

Sam: "Ah manages a laundry, suh."

Judge Andler: "What's the name of the laundry?"

Sam: "Well, Judge, dat laundry is mah ol' woman."

Little Boy: Conductor, will you please give me a transfer?

Conductor: Sure. Where to, little man?

Little Boy: Oh! I can't tell you that. It's a surprise party.



# Bulletins

ISSUED AUGUST 15, 1927

## Street Car

### NO. 117—NOTICE TO CONDUCTORS

The following Firemen's Pass Books have been reported lost: No. 34520, issued under date of January 15th, 1927, to Fireman Russell Kirkman; No. 35350, issued under date of March 7th, 1927, to Fireman Wm. T. Nagel; No. 22543, issued under date of January 22nd, 1925, to Fireman Ballard Hutchison.

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

### NO. 118—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 1254, issued to J. O'Connor, Chauffeur, Way and Structures Department; Pass No. 542, issued to Julius Blum, Statistical Clerk.

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

*R. B. Hill*

## Bus

### NO. 52

On Sunday, August 14th, 1927, new form of ten (10) cent bus ticket, S. B. U. 11, will be placed in use on the following Bus Division Lines:

Beverly Boulevard Line No. 5, Melrose Avenue Line No. 7, La Brea Avenue Line No. 19, instead of regular form of Bus Ticket Form S. B. U. 7, which has heretofore been used on these lines:

Space is provided on contract of the new ticket for punching out line from which issued, and particular attention is called to Beverly Boulevard Line No. 5. When issued from this line care must be used to punch out either "EAST" or "WEST" of Larchmont, according to point where passenger boarded bus.

This ticket will not be honored on Figueroa Street Line No. 8 or Mines Avenue-Whittier Boulevard Line No. 18 if punched as issued from Melrose Avenue Line 7, La Brea Line 19 or "West of Larchmont Boulevard" Beverly Boulevard Line 5. However, it will be honored on Lines 8 and 18 if punched "East of Larchmont" Beverly Boulevard Line 5.

With the exception of the above restrictions, this form of ticket will be accepted exactly the same as the regular forms of bus tickets.

Sample of ticket will be found in ticket case at 16th Street Terminal.

*S. W. Hanken*

## For Sale

Baby Carriage—Heywood, Wakefield make; color, midnight blue; A-1 condition. Cost \$25, for \$12. B-105.

One Full-Sized Bed and One Single Bed, both complete with springs and new mattresses. \$5 each; both for \$9. B-106.

Sewing Machine, 50-lb. Refrigerator, Twin Beds, Dining Room Table, Dodge Touring Car. B-107.

Large Hillside Lot—65-foot frontage, 117 feet long and 50 feet wide in back. Located in "City Terrace," one block from Gage Street car. \$580; easy terms, or will take good closed car as down payment. B-108.

1921 Ford Sedan—Motor and tires perfect, \$75 cash. Might make some terms. B-109.

Equity in House—Four rooms and bath, lot 50x148, Company property, at end of "P" line, 3711 Dozier Avenue. Will sell or exchange for acreage. B-110.



"As a boatman he makes a fine conductor," says Superintendent Dye, referring to the splendid record of Conductor George Ray Boatman of Division Five.

During the World War, Boatman served as a marine from 1917 to 1919, and returned with honorable discharge to his home in South Dakota when hostilities ceased.

He took up farming in South Dakota, but the urge to "Go West Young Man" was too strong, and he finally started with the Company in April, 1921.

Since that time he has never had a miss-out and has only been off four days since October, 1925. During the year 1926 he worked full time, 365 days, and received first money in the bonus race.

His record is pleasing to the eye. From October, 1925, up to the present time, he has an absolutely clear record—not a red mark against him.

Superintendent Dye is proud of Boatman and says "he is one of the finest fellows we've got."

Keep up the good work, Boatman!



Folks, this is little Jackie Allen, five-year-old son of Motorman T. W. Allen of Division Three.

This clever little lad is attending the Egan Dramatic School, where he is studying dramatic expression. He has appeared in motion pictures on several occasions.

## Legal Question Box

Q. Where a lease ends at a definite time, is it necessary to notify the tenant when his time is up?

C. B. H.

A. No three-day notice is necessary because the natural termination of the lease is itself notice to the tenant that his tenancy is over.

Q. I leased a store building under a written contract at \$75 per month. Business got poor after a few months and I made an oral agreement with the landlord that I would only have to pay \$50 per month until business picked up. In six months I started paying \$75 again. Now the landlord claims he can collect the \$25 per month extra for the six months I only paid \$50. Is he right?

W. P.

A. Yes, you were legally bound to pay \$75 per month; the oral agreement did not alter the lease, which was in writing.

Q. Can an affidavit be used as evidence in court?

J. B.

A. No. Deposition can be used.

Q. After making a voluntary petition in bankruptcy, can a man accumulate other property, such as an auto or bank account, before the case is disposed of and hold the same?

T. E. S.

A. Yes.

Q. A bankrupt, claiming exemption of his home as a homestead and failing to have his wife sign the same, can the homestead be taken from them?

T. E. S.

A. No.

Q. Can a person testify to his own age?

G. B. N.

A. Yes, though it hearsay.

Q. Is property acquired by a husband after an interlocutory decree has been granted and before the final decree has been signed, community property?

J. S.

A. Yes, it is community property until the decree becomes final, as they are still married. His earnings are also community property.

Q. A son is supporting his mother and is the head of a family and entitled to a \$5000 homestead. Later, his mother dies. Is the homestead automatically cut down to \$1000?

W. McK.

A. No, it retains its \$5000 character.

## Here and There With the Stork

J. R. Goff of the Co-operative Association had a hard time keeping buttons on his vest last week, as he became the proud father of a nine-pound boy. Both mother and son are doing well. Jim says he is glad his son is a native of California instead of New Mexico. Mr. and Mrs. Goff recently returned from a trip to New Mexico. Congratulations are in order.

From Division Two comes the news that a seven and one-half-pound girl arrived at the home of Conductor D. A. Tierney. Congratulations.

From the Bus Division: Operator E. W. Thompson takes pride in telling the boys about the arrival of a seven and one-quarter-pound girl, August the 8th. Mother and daughter are doing well, he reports. The boys of the Division extend their congratulations to Mr. and Mrs. Thompson.



This smiling little tot does not speak very good English, but he rules the home of Safety Operator A. G. Nelson of Division Four. Richard (that's it) is now nine months old.

## Travelog From Two

By H. F. Nelson  
Division Two

A few SOMMERS ago I left this NATION and made a trip to HOLLAND and BIRMINGHAM, ENGLAND, and while there I took part in a FOX CHASE. Riding up HILL, over BARRIERS, through WOODS, down the GLENN and over dusty RHODES ALLDAY was a STRAIN on a SHORT man and I was very tired. We finally brought up in front of the STEELE GATE in front of the HOUSE I was using. I invited my friends in for a drink of CROW and some GINGER ale that I had in the CELLER. I had to REAM out my LITTLE CANNON and put it in the GARRETT for the time being. Feeling very GANT from such a hard day I busied myself with dinner while my friends sat on the DAVENPORT and looked at a PAGE or two in my BROWN album, which I had filled with the aid of my EASTMAN kodak.

After a hearty dinner of LAMM, HAM, BACON, GREEN BELL peppers, HERRING, corn on the COBB and some FRENCH wine we felt quite GAY, so I brought out my HARP and we had a great time. My friends left EARLY, and shortly after I became very sick, could not DODGE the SHARP PAINE that would PIERCE my stomach occasionally, so took a drink of BONDED stuff the WELCH BREWER had left me, which helped me. I then put on some water to BOYLE and washed every CUPP and SAUSSER I could find with WHITE KING soap, leaving a BUNCH of POTTS and pans for the next day. Put some COLE on the fire and started for bed, but had to SLAUGHTER a ROCHE or two, which made me MADIGAN.

Save some MUNN and when you get the PRICE take a trip like this. But be sure you are old enough to VOGT or you will have to LEGGETT for home.

### Appreciation

Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated.

Annie Jones,  
Ella M. Smith,  
Sue Travis,

Sisters of the late R. F. Frazier.



## Division One

H. N. COLE

"Of all sad words and so forth," the saddest are these: "Mr. Tinsley, this dollar is counterfeit. Just slip me another and I will turn this one in to the proper authorities."

Boys, if you are wondering where our good natured Supervisor of the "J" line is, don't worry. He is taking a vacation, and no doubt he needs it, as he has a bad lot of guys to contend with.

According to information received from Conductor M. H. Boswell, he must be hitting the high spots only on his auto trip all over the country. Motorman M. M. Spence received a card from him mailed at some point in Kentucky and the next day Motorman C. L. Bond got one mailed in Ontario, Canada.

A card from Conductor W. A. Lear, who is vacationing at Shreveport, La., informs us that he is having the time of his life. He says hunting and fishing are splendid down there, but it is so hot that the fish are cooked and ready for eating when you catch them.

Motorman H. A. O'Neil has gone to San Francisco for a short vacation.

Conductor H. J. Klingsiek has taken two weeks off to see the sights of the greatest city in Southern California.

Chief Clerk Roy Ruggles leaves Sunday to tour and detour that section of the country between here and the Canadian border. It seems that it is his intention to head north and drive for a week and then turn and drive south for a week.

Conductor P. H. Cross is taking a thirty days' leave and will visit San Francisco.

Conductor O. W. O'Neil is resting up for a period of thirty days.

Motorman H. Rippengale has been called to Victoria, B. C., and will be away for a month and a half.

Motorman N. J. Tiss has taken sixty days off and is on his way back to Idaho.

## Division Five

FRED MASON

Motorman "Smiler" Gillen cops the spotlight this week. For unflinching nerve, this boy's an Iron Horse. He can drive up to a service station in his 1921 flivver, get the attendant to put in water, air, dust off the fenders and body, thoroughly wash his windshield, and then order ONE gallon of gas.

Motorman E. C. Higgins writes from Glendale, Ariz., and says he is getting along alright and hopes to be back with the boys pretty soon. He wishes to be remembered to everybody.

Motorman J. W. Cowden and wife are vacationing at Seattle, Wash.

Conductor R. I. Burton is off on vacation for two weeks, the first two days of which he spent around the barns watching the boys pull in and out.

Motorman M. McConnell is off for forty days. He and the family are motoring to Spokane, Wash., and environs.

Conductor August W. Berlin is off for sixty days and is now in Chapman, Neb. August will be back in September.

Motorman "Red" Wicker is looking forward to a trip to Yosemite in his Dodge. He's also looking for somebody to go with him. Page Colonel Lindbergh.

Conductor Fred Skarda stepped out last Wednesday to Lewistown, Mont. He'll be gone for thirty days.

## Shops

JACK BAILEY

Mr. E. L. Stephens was given a birthday luncheon at noon, August 5th. The Master Mechanic's office force filed in around his desk while a huge watermelon was placed before him and he was commanded to count noses and serve the big cucumber in honor of his 68th birthday. Mr. Stephens swung a wicked knife and all went well until Mr. Boyce was hit on the nose with a seed, which started a riot and everyone got all wet.

On August 13, Ben Jenkins, Watchman, will boast of his 78th birthday. Ben was born in 1849, back in old Kentucky. He is just a big boy to us and we wish him many more birthdays.

J. H. Oven of the Master Mechanic's office is on the sick list.

Mr. and Mrs. W. T. Reynolds of the Store Department are spending their vacation at Balboa. They report an enjoyable time there, but would much rather be at Isle of Wight?

A card from Wm. Pattinson, Carpenter and Shop poet, reads:

"This little card from Paso Robles Comes from one of the Lary hobo-los So tell the gang, Bert and Joe, That I'm half way up to Lake Tahoe."

Carpenter Shop Bulletin, August 4: "Earthquake this morning at 4:24 a. m. Everyone one time except Joe Cuevas."

## Division Three

L. VOLNER

After a delightful vacation spent in a beautiful natural forest, Conductor Harry A. Beals has returned to duty. Harry says there were no streams in this forest, but if he had had his fishing tackle along he would have tried fishing in the fog.

Our Superintendent, Mr. Ferguson, is now on his vacation, which will be spent in and around the city. During his absence J. G. Owens is filling that office.

G. S. Wheeler is on a fifteen days' vacation, which he is spending in Yosemite.

Conductor H. Newell is also going to spend his fifteen days' vacation in Yosemite.

A. H. Ford's fifteen days' vacation is to be spent in Bishop, Calif.

W. A. Clark will spend nine days' vacation in Long Beach.

F. E. Fawcett has secured eleven days' vacation, which he will spend at Big Bear.

J. W. Reynolds is going on a ten-day trip to Bakersfield.

Eight days will be spent at Venice by W. P. Leggett.

E. Rittershaus has secured a fifteen days' vacation, which he will spend around the city.

C. R. Shafer is going to Fairfield, Iowa, on a sixty days' vacation.

For seventeen days M. S. Harrington will vacation at Balboa Beach.

M. S. Fury is going on a fourteen days' fishing trip to Bishop, Calif.

A. Johnson will spend seven days in Big Bear.

C. Lange will take fifteen days to rest.

C. V. Judd must have worked a little harder, as he will rest for ten days.

A. Benson will go to San Diego for seven days.

I. E. Gott is going to spend twelve days fishing at Bishop.

Two cards from Maurice Wassell of the Carpenter Department tells us that he has passed through Salinas, Calif., and is now at Clear Lake Auto Camp having a hot time.

The following changes in the Store Department personnel went into effect August 1st:

W. T. Reynolds was appointed Chief Clerk succeeding H. F. Barnum; Ben Bradfield to General Foreman, succeeding Mr. Reynolds; O. P. Armstrong to Section No. 2 Storekeeper, succeeding M. H. Greenwood. M. H. Greenwood was appointed utility Relief Storekeeper, Stock and Tracing Clerk. Mr. Barnum has been placed in charge of the Store Room at 16th Street upon the passing of Storekeeper R. E. Emerson.

John Gudeman, machinist, is on the sick list. John reported last week, but only got as far as the Shop door.

A. Berg, painter, has left the service. Doctors order him back to Norway for his health.

Alva L. Williams of the Fender Department is in the General Hospital, Ward 200. He is coming along fine, but would like to see some of his friends. He rings the bedpost with his drinking cups to keep in form for the horseshoe games.

F. M. Andrus, son of Fred Andrus, is a new man in the Winding Room.

## Division Four

C. J. KNITTLE

The questionnaires for the ninety-day examination are in the hands of the first group of motormen, conductors and safety operators to take the test and are causing much concern, not only among this first class, but all trainmen. The old timers are prone to worry about it. The newer men seem little interested. The line instructors waiting confidently and patiently for their turn found out they would not have to take it.

Clerk W. A. Driggs is on his annual two weeks' vacation and is spending several days at Santa Monica. Extra Clerk A. Vejar, who was pinch hitting for Night Clerk E. E. Roffee up to last Sunday night, is taking Driggs' place. Extra Clerk Greenwood will work Roffee's shift until he returns.

Paul Tromblay, Traffic Man, on leave to Chicago, but soon due back, writes from Kinsley, Kan., stating that heavy rains have made the roads in in that section impassable. Thirty-one autos are stalled between there and Dodge City, a distance of forty miles. Paul says he will be glad to get away from the dirt roads and auto camp life.

Motorman Z. P. Dempsey is on a sixty-day leave to Elgin, Texas.

Safety Operator L. M. Chapman, who went on a ninety-day leave July 23rd, to build a home, has already returned. L. M. probably found that building a house is not as joyful as a bootleggers' picnic.

Conductor George Memmers is taking a fourteen-day rest.

Motorman P. McGrory is taking a fifteen days' rest and Safety Operator C. W. Allen is taking seven.

Motorman C. Roach has been called to Muskogee, Okla., on account of the serious illness of his mother.

## Bus Division

ELMER WOOD

Operator H. M. Williams is on a sixty-day leave of absence, during which he and the wife will drive to Minneapolis, Minn., where they will visit friends and relations.

Supervisor Dave Schantz has returned from his two weeks' vacationing at Lake Arrowhead and Big Bear. Dave reports that he caught a lot of fish at Lake Arrowhead and for the boys not to be discouraged, because he left some there.

Operator R. K. Platt will drive to San Francisco on his twenty-one days' leave of absence. Platt also intends to take up aviation while he is away.

L. C. Clark, who resigned about a month ago, has taken a half interest in "Ye Old Dine Inn," at Washington Boulevard and Huntley Drive. They serve chicken dinners, barbecued meat, etc. Louie says that if any of the boys are in Culver City to drop in and he will treat them right.

The Associated Aero Club has started to build an airship in its new quarters at 783 East 17th Street. The membership is now open to all employees of the Los Angeles Railway. So anyone interested in aviation write to the above address.

Operator W. E. Curtis has been on the sick list for the past three weeks.

Night Clerk L. W. Slocum was off for six days, but says he feels much better now.

Operator L. W. Walters was also off last week for about ten days. Walters suffered a sprained wrist, received when the steering wheel twisted his arm as the front wheel hit a hole in the pavement.

### GARAGE NEWS

J. W. Murray of the office returns today from his two weeks' vacation. The first week Jimmie and Ye Scribe spent at Yosemite where "nature is great." The scenery is beautiful, including the mountains, etc. Murray then spent a few days at Rosenbaum's ranch and a few days at Coronado.

Horace Franklin, head washer, attended the Knights of Pythias Convention at Riverside from the 24th to the 28th of July and reports a wonderful time.

Charley Hodges, auto washer, is spending two weeks at San Diego and Tia Juana.

## Division Two

E. A. MOXLEY

Scribe Moxley left for parts unknown early Thursday morning with several friends. They hope to bag a buck or two before they return. H. F. Nelson is substituting for him on the Two Bells work and Jim Goff will take care of the sick for him.

B. I. Derry, Clerk on the afternoon shift, left Sunday morning with wife and son for Yosemite Park. He was all decked out in green knickers, etc. Hope he has a good time on the golf course up there, although we've never heard of one.

Several of the married men have a bone to pick with Conductor J. Rose, who just returned from a trip East. He sent several of the boys cards and signed them "Rose," and they had a great time trying to convince the wives that Rose is a Conductor.

Motormen I. McBroom and J. Shaw resigned during the week to try other work in Oakland.