

Commission Recommends One-Man Cars For L. A.

At the recent hearing before the California Railroad Commission of the Los Angeles Railway's application for increased fares, the Chief Engineer of the Commission recommended the operation of one-man cars in Los Angeles as a measure of economy. Several different plans were proposed.

During the hearing representatives of the Railroad Commission used as a model the one-man car operation in Newark, N. J. The railway company wired to the management of the street car company in Newark, N. J., and received a telegram which stated that the average speed maintained under one-man car operation on the entire system in Newark is 8.68 miles per hour. Under the present conditions in Los Angeles, where the traffic is many times heavier than in Newark, the present two-man street cars are making an average speed of 10.06 miles per hour, which is approximately 16% faster movement than in Newark. This would mean that in putting one-man cars on the streets of Los Angeles, movement of street car passengers would be delayed.

One of the biggest causes of delay in the operation of one-man cars is the time consumed in loading and unloading passengers. The motorman-conductor must receive and register cash fares and tickets, made change, give and receive transfers, and at the same time watch the step to close the car in order to move promptly and avoid delay to traffic.

It is interesting to note also that in Newark out of a total of 9.6 passengers per car mile, 9.4 are revenue passengers, without transfer privileges, while in Los Angeles, out of a total of 10.38 passengers per car mile, but 7.63 are revenue passengers, all with transfer privileges. In other words, while in Newark but 2.13 per cent of the passengers receive rides free, in Los Angeles about 37% receive transfers. This means that in this city over sixteen times as many people use transfers as in Newark.

It is physically impossible for one man to operate a street car on the heavily traveled portion of any line without seriously slowing up the transportation of passengers. One man cannot possibly perform the duties referred to and at the same time give proper attention to the boarding and alighting of passengers, especially infirm or elderly people and children, or people with bundles.

The installation of one-man car operation in Los Angeles would not be a measure of economy. There would be:

The additional cost of breaking in, as every man would have to be qualified not only as a conductor but as a motorman as well.

Additional supervisory, instruction and cash receiver forces to handle this work, with resulting heavy increase in payroll.

Difficulties of the operator having to stop to pull switches, plug them and going back to take plug out before proceeding.

Additional hazard at railroad crossings on account of flagging.

Greater delays in the case of accidents or blockades.

An increase in the possibilities of holdups.

Fenders of the present type are too heavy for one man to handle. This type of fender is used on account of a city ordinance and must be changed from one end to the other at every terminal every trip.

Hyde Park News Praises Trainmen

Trainmen on Line "E," here is a carload of bouquets for you.

In commenting on the Company's report, which showed that complaints were considerably less in July as compared with the month of June, the Hyde Park News states:

"The News for the month of July kept a careful check of motormen and conductors on the Hyde Park line and found that courtesy was extended patrons in many instances by employes of the Company. It is felt that Hyde Park patrons of the Yellow line have little, if any, cause for complaint of a lack of courtesy on the part of Yellow line conductors and motormen."

Division One Man Turns Composer

Winding a controller on the front end of a street car isn't the only thing Motorman Nate Robinson is capable of doing satisfactorily, according to reports coming from Division One. He has written a waltz ballad entitled, "On the Shores of the Golden West."

This number is to be played for the first time at the Moose Hall by Leo Wonders and his orchestra on the evening of September 1st. It is also to be rendered as a solo.

Some of you fellows who trip the light fantastic might be interested in hearing the musical efforts of a Division One man.

Moore Brothers At Two



Reading down the family tree, left to right: D. O. Moore, C. E. Moore, W. H. Moore, L. C. Moore and C. A. Moore.

School Days Extra Hazards

John Collins, Supervisor of Safety, says: "To be forewarned is to be forearmed," and with the school vacation period drawing to a close, additional responsibilities will be placed on the trainmen and the transportation departments in general.

"These children," says Collins, "will be more or less wild the first few days—running and jumping on the cars as they pull away from the crowds, and some of them may create a disturbance on the car. Try to be friendly with them, for they will respond to courteous treatment the same as do older people.

"Recognize the lawful speed passing school grounds, and be careful in approaching streets that lead to schools. Observe the rules governing school crossings and make it a point to take no chances whatever of injuring a child."

Collins points out that a number of the students drive their automobiles to school and a large number walk. This adds to the hazard of the street, especially where the youngsters walk along the private right-of-way. These young people are men and women of tomorrow and the responsibility of safeguarding them now is squarely up to the trainmen.

"Now is the time to prepare to accept this great responsibility and when

Superintendent Dickey of Division Two never need worry about running short of men at his division so long as he has the Moore family to fall back on.

In the above picture you see D. O. Moore, on the left, who is a motorman. His four brothers are back-seat drivers, or conductors—streetcarally speaking.

D. O. Moore saw three years' overseas service during the World War with the 7th Battalion from Winnipeg, Canada, and W. H. Moore was with the Fort Garry Horse during the fracas and saw two years' overseas service. Both of the boys were badly wounded.

All of the brothers were born near Winnipeg, Canada. C. A. is the baby of the street car family, but he's learning fast and hopes to establish a good record along with his older brothers.

school opens we will be found ready," says Collins.

An intensive campaign is being launched over the entire state by several organizations for the prevention of traffic accidents, especially for the month of September, when hundreds of thousands of children will be returning to their school duties. A special effort will be made to minimize accidents during this month, which as a rule is especially trying to children after the freedom they have enjoyed during the long vacation. Every effort is to be made to materially reduce the heavy toll of life and limb exacted by the ever increasing traffic.

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

Leaders Are Trained

Last week's issue of Two Bells contained an editorial abstract of a summary of attributes possessed by successful leaders of men. The term "leaders" includes managers, superintendents and others exercising executive authority in any branch of business. In the Los Angeles Railway's organization there are, therefore, a number of persons who may properly be called leaders.

Why are these persons leaders? How did they become leaders?

A careful survey will show that while all do not measure up 100 per cent to the definition of what constitutes a successful leader, as outlined by the committee of the Federal Board for Vocational Education, all possess some, a few many, of the qualifications set forth in the report.

Leaders are not always just born, as has thoughtlessly been said of some. In nearly every instance they have been trained in both the school of experience and at the feet of educators of one type or another. Napoleon Bonaparte gained his training through experience, and the disastrous final experience of that famous warrior appears to have been an effective lesson to most of his successors in the art of warfare. The World War developed one leader to whom the experience of Napoleon taught little—which means that while learning in the school of our own experience we must profit by the experience of others as well as our own.

No matter how great inherited or "natural" attainments may be ours, they will be enhanced and made more valuable by careful training, just as any other bearer of fruit is brought up to a higher standard by cultivation, which as here used is another word for training.

The job of leadership tests the best natural ability and demands real generalship. It is a job with which the best trained intellect may be employed.

The art and practice of exercising, learning and making appeals to men do not alone constitute successful leadership. The intelligent performance of the day's task which brings the leader in friendly, helpful contact with his fellows, teaches him to follow as well as to lead, and gives him mastery over and confidence in himself as well as others, are essentials to success.

No man can succeed as a leader of men for long unless he can put himself in the place of each of the men who, though officially his subordinates, are in other respects his fellows or associates. When this is not done, successful permanent leadership cannot be attained. The man who temporarily is vested with authority may not be a leader under these definitions.

The successful leader is one whose followers cheerfully follow to the end.

Throughout the world there are many more "jobs" for real leaders than there are leaders.

A TOONERVILLE ECHO

The other day I stepped into an elevator in a Broadway office building. I was the only passenger.

"Nine," I announced as the operator closed the door.

He stopped at the seventh floor, ejaculating "Seven!"

"Nine," I repeated.

He stopped at the tenth.

I dare not finish this short story.

What a wonderful conductor on the Toonerville Trolley car he would make.

We know a man who took things seriously and got in jail over it.

Custom official at the Canadian border (producing bottle): "I thought you said there was nothing in your bag but wearing apparel. What's this?"

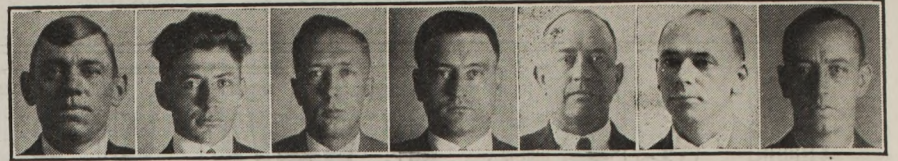
The Mrs: "Oh—er—that's my husband's night cap!"

Visiting minister: "Ah, my dear unfortunate friend, this world is full of trials."

Hard-Boiled Harry: "It ain't the trials that worry me, sir, it's the verdicts."

"Is yo' got yo' program filled, Liza?"
"G'wan, man, you-all know dis is ma fust dish ob ice cream."

BOUQUETS



Left to right: J. H. Martin, G. R. Crawford, E. W. Swaby, J. J. McFarlane, W. Jennings, N. W. Wagner, R. Meggison.

For Conductors J. H. Martin and G. R. Crawford, both of Division One, from F. J. Mieding, who states that in all his twenty-one years of street car riding he has never met a more pleasant and even-tempered set of conductors than those on the "R" La Brea Avenue cars, and he particularly commends Conductors Martin and Crawford for their kindness and attention to all passengers, their willingness to answer questions, their thoughtfulness in assisting elderly people and children on and off the cars and their careful and painstaking manner of calling streets and giving explicit directions to passengers. Mr. Mieding concludes: "It certainly gives me pleasure to be able to register a 'boost' once in a while where it is deserved."

For Safety Operator E. W. Swaby of Division Four a bouquet comes from Mrs. S. M. Swenson, New Sheffield, Pennsylvania. Mrs. Swenson made a note of the kindly courtesy with which Operator Swaby helped an elderly couple off the car, Sunday, July 10th. Since that time she has returned to Pennsylvania and her letter crossed the continent to commend an act of kindly thoughtfulness.

For Conductor J. J. McFarland of Division Four from C. W. Brown, who says that he has used the street cars of this city for many years and has found but one other conductor as gen-

tlemanly as "3170." Mr. Brown writes: "It is a great pleasure to meet a man who gives information so willingly and pleasantly."

For Conductor W. Jennings of Division Three from Miss Theora Jones, who says she has had occasion to note his particular efficiency and courtesy. Miss Jones appreciated his kindly patience with a man who was unable to speak English and his efforts to make the passengers understand his directions regarding taking the proper car to reach his destination. She further states that she has observed his care and courtesy in assisting elderly people and children, and last, but not least, his never failing "good morning" to his regular passengers. Miss Jones says, in part: "I think men like Number 338 help make our cars the best to be found anywhere, and think few people really understand the many trials with which our street car conductors have to contend."

For Conductor N. W. Wagner of Division Two from Mrs. Catherine Van Vleet for helping her off the car with a very heavy package. Mrs. Van Vleet concludes: "He did this so graciously that it left a happy memory."

For Conductor R. Meggison of Division Five from Katherine Bedwell for the courtesy of paying her fare when he could not change the bill presented.

LARY LAFFS

Operator Cook of the Bus Division springs this one:

"Why do the girls on the Mines Avenue Bus call the Birneys 'spearmint'?"
"Because they are so 'Wrigley'!"

"So you wouldn't start a journey on Friday?"

"Not I."

"I can't understand how you can have faith in such silly superstition."
"No superstition about it. Saturday is my pay day."

A colored "gent" took out a marriage license. A few days later he asked the clerk to substitute another woman's name for the one on the license, as he had changed his mind. He was told it would cost him another dollar and a half.

"You mean I got to get a new license?"

"Yes," said the clerk.

The applicant replied with an air of determination. "Never mind, boss. this ol' one will do. Dar ain't no dollah an' a half difference 'tween dem two nohow."

"There's one thing I certainly do like about my girl," says Mike Corcoran.

"And prithe, what's that?" asks Flynn.

"The fellow she goes with," answers Mike, and all is comparatively silent again.

Around The Camp Fire

"Did you ever watch the camp fire

When the wood has fallen low?
And the ashes start to whiten
'Round the embers' crimson glow?

With the night sounds all around you

Making silence doubly sweet,
And a full moon high above you
That the spell may be complete.
Tell me, were you ever nearer
To the land of heart's desire
Than when you sat there thinking

With your feet before the fire?"

—Unknown.

Lady: "You say your father was injured in an explosion. How did it happen?"

Child: "Well, mother said it was too much yeast, but father said it was too much sugar."

Jemima at the zoo saw a zebra for the first time. "Rastus," she said, "what kind uv a animal am dat?"

Rastus also gazed in much perplexity and awe. He had never seen one before, either. "Why, Jem, dat ere are a sport model jackass!"

Bulletins

ISSUED AUGUST 29, 1927

Street Car

NO. 122—NOTICE TO TRAINMEN

Some Safety Operators are removing the replacing irons from the place provided for them under the seat and using them for foot rests.

This must be discontinued, and if these irons are used for any purpose, or accidentally displaced, they must be returned to their proper position.

NO. 123—NOTICE TO CONDUCTORS

The following passes reported lost or stolen since May 30th, 1927, have not been recovered:

515	2662	5680
542	2734	6634
1103	2982	6712
1142	3294	6826
1154	3468	6885
1254	3521	6995
1736	3677	7037
1930	3732	7065
2117	4268	7044
2607	4731	7085
2660	5552	7191

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

NO. 124—NOTICE TO CONDUCTORS

Pass No. 1137, issued to R. Barrett and men, Foreman, Way and Structures Dept., which was published in Bulletin No. 99 as lost, has been recovered.

P. B. Hill

Bus

NO. 53

Attention of employes is directed to the first paragraph of Rule No. 42, on Page 15, Book of Rules, and attention is particularly directed that under no circumstances must any defects of a bus or the brakes be told to passengers or any other persons outside of such employes as should be given the information.

Stan Hanken

On Vacation

Frank Shaw, Engineering Department, will tour the coast from San Diego to Canada.

From the Schedule Department: E. L. Dandurand and G. J. Carstensen, checkers, whereabouts unknown.

B. T. Fedoroff is making a round trip to Chicago by way of New Orleans and return by way of St. Louis, Kansas City, Denver, Salt Lake City and San Francisco—also a short stop-over at Mexicali.

Appreciation

We wish to express our heartfelt thanks for the many acts of kindness tendered to us during the time of sickness and death of our husband and father, A. K. Plummer.

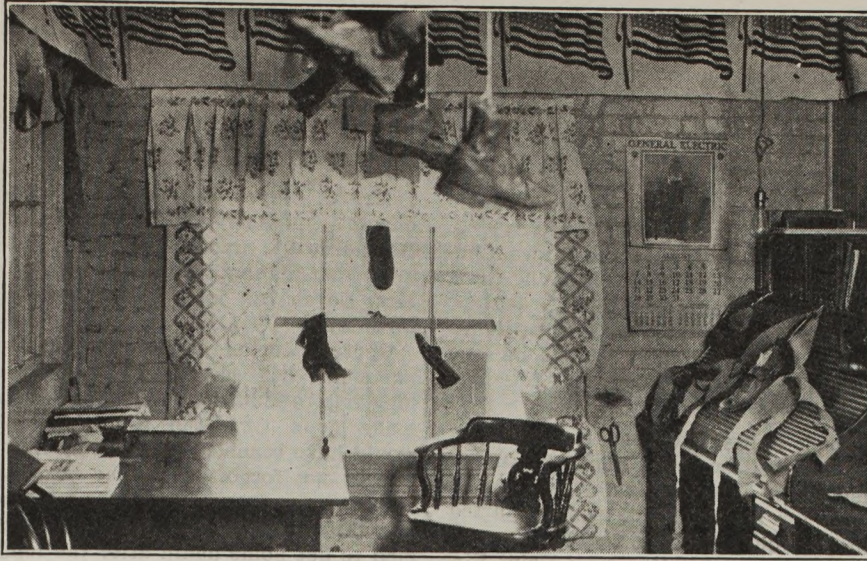
We assure you that your kindnesses will never be forgotten.

Mrs. Angie Plummer,
L. K. Plummer,
A. G. Plummer,
J. D. Plummer,
C. M. Plummer.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, August 24th:

To Division Two: Conductors F. J. Whelan, L. Newton. To Division Three: Conductor C. W. Morris, Motorman C. F. Gadberry. To Division Five, G. C. Fox.



After the cameraman shut his eyes, pulled the flash and the smoke had subsided, the above is what was revealed. You may call it what you wish. J. R. Brittain did. The first few days it was hard to tell whether he was using his office for specializing in horticultural specimens, culinary classes, bazaar or a shoe factory.

Well, anyway, the smokes and candy were good and his many friends and co-workers wish "Brit" and his bride many long years of happiness.

Fire Demonstration at Shops

Last Wednesday afternoon, August 24th, a demonstration in fire-fighting was given at the Shops by J. J. Johnson, Foreman of Electrical Construction, who has supervision of the fire apparatus on the Company's properties.

Foremen of the different departments, along with picked men as "fire-eaters," witnessed the effectiveness of extinguishers of the "Foam" type and those equipped with carbon-tetrachloride in fighting gasoline fires.

Sawdust and soda thrown on a gasoline blaze proved very effective. A pit was dug in the yards and a fire started. With a few handfuls of this soda-treated sawdust, the flames were very quickly extinguished.

"Doc" Stork Busy

A young stranger arrived at the home of E. J. McMullin, Court Investigator, of the Claim Department. He is E. J., Jr., seven and one-quarter pounds. Congratulations!

A news bulletin from Division One: Motorman J. B. Gasio has a new baby boy at his home, born August 22nd, weight, eleven pounds. Thanks for the splendid cigars.

Conductor A. G. Plummer of Division Three announces the arrival of a baby girl, weight seven and one-half pounds, on August 23rd. Mother and baby are doing nicely.

And now Conductor O. S. Briley of Division Five will render "Rockabye Baby Blues." It's a girl, and mother and daughter are doing fine. Congratulations, Mr. and Mrs. Briley.

For Rent

Four-room House, furnished, and radio. 371 East 57th St. B-116.

Trade

Will trade 1923 Special Six Studebaker, in good condition, for a lighter car; roadster or coupe preferred. B-117.

Larys Lose To P. E.

The baseball game played between the Larys and the Pacific Electric nine ended in a 12 to 2 victory for the visitors.

It was a hard-fought battle, Army's home run with Palmer on first was the counting scores for the Larys.

There will be no game on Saturday, August 27th.

Legal Questions

Q. I gave my landlord a month's notice of my intention to vacate and when the month was up found it impossible to move for several days. I have offered to pay him for this extra time at the same rate I have been paying, and he refused to accept it. How much can be collect? C. L. M.

A. Landlord can collect rent at treble the rate you were paying for every day you continued in possession after your month's notice was up.

Q. I offered to sell a lot for \$1500. Mr. G. stated that he would buy it and asked me to send a contract by mail for him to sign, which I did. He signed same and mailed it to me, but before it reached me he changed his mind and called me by telephone and said to cancel the contract, as he had decided not to buy. Can he back out this way or can I force him to go through with the sale? J. C.

A. When acceptance of an offer is put in course of transmission by mail or otherwise, it is a binding contract and he can't revoke it without the consent of the offerer. Also, offerer can't revoke offer after the acceptance is mailed.

Q. If a lady agrees to marry me is it necessary to have a written agreement? We don't expect to be married for about two years. W. B.

A. Any contract or agreement, to be binding for a period of more than one year, must be in writing and applies to a contract to marry the same as any other kind of contract.

Q. Can you hold a minor for the reasonable value of necessaries furnished him? F. J. S.

A. Yes.

Q. If I loan a minor an amount of money can I collect from him? T. S.

A. A loan of money is not the necessities under the statutes.

Q. Suppose a wife wills her separate property to her brother. Can the husband have it set aside as a homestead? C. S.

A. Yes, the husband can set it aside as a probate homestead.

Know Your Stuff For Quiz

Are you familiar with the whys and wherefores of your particular job, and how?

If you have forgotten any part of it you are to have your memory refreshed, according to the Instruction Department, which is conducting a series of oral examinations for trainmen every Monday, Wednesday and Friday, commencing August 22nd.

To clear up any misunderstandings, Dan Healy, Chief Instructor, makes the following announcement:

All men will take this examination except those who have already taken it. Past or present line instructors need not take it. This examination is oral and will start promptly at 10:00 a. m. of the day on which you are notified to appear. It will take about three hours. All men must answer at least 80% of the questions, the same as is required of 90-day men.

Sufficient question folders have not been received from the printer to supply all the trainmen. As soon as received, every man will be given a folder.

In reply to the question whether men at any division who do not choose to operate multiple unit cars will be asked questions on this equipment, Healy says they will be, for the reason that a man may choose a run on these cars at any time if they run out of a certain division. If multiple-unit cars are not on any line of your division, men will not be expected to answer questions about them.

Also the safety cars and magnetic cars are operated by a separate list of men, therefore men on the regular type cars need not concern themselves about this equipment.

Conductors will be expected to know their own division lines and bus connections as well as be able to direct passengers to other lines or buses of the system as on the question list. In this connection Healy states that he finds many conductors who are not familiar with the numbers of the various bus lines. He suggests that both the name and the number of the line be learned, as the bus tickets when issued from these lines bear the number of such line. This is at variance with the Form S-Bu-8, which bears the line letter of the issuing line, and unless the conductor is familiar with the bus line numbers, he will be unable to say from which line the ticket was issued.

In addition to the oral questions asked of motormen, they are taken to the yards and asked to explain the functions of the apparatus on the different types of cars and what they would do in emergencies.

Bands For Bamboos

For the trainmen who feel that the cool wafting zephyrs are a little too cool for the pate with little or no vegetation, when wearing the bamboo cap, Dick Windsor, Manager of the Uniform Department, comes to the rescue. He has a device—a crown protector—which can be easily removed and replaced as the need arises. It is a small felt band that fits snugly inside the bamboo and protects the head from rain and wind during the winter months.

The Uniform Department has them for 20c each, and Dick Windsor believes that this device will prevent the necessity of trainmen buying a winter cap.



Division One

H. N. COLE

Conductor M. H. Boswell has written to Superintendent Williams from Plymouth, Mass. He says he has driven over eight thousand miles and his Buick is still going strong.

Conductor W. A. Lear has returned from a sixty days' trip through desert, mountains and floods to Louisiana. He says: "Don't ever try to bump a cow off the road unless you have a steam roller." He tried it with his machine and it cost him two days' delay and thirty-five dollars to have a new radiator installed, and it was not a flivver, either.

Conductor L. Rasmussen is a very accommodating individual when it comes to a test, and it seems that his attitude in that direction must be well known. An only passenger was waiting for him at Seventh and Union. When the car stopped to pick him up, the man asked for the time, thanked him and went his way, leaving Rasmussen with a feeling of satisfaction as the result of having done his "daily good deed."

Conductor L. E. Atkins has returned from a vacation of several weeks, and has stepped back into the harness with vim and vigor.

Conductor J. H. Stanley also is back on the job after vacationing for a few weeks and is looking fine.

L. G. Lane, formerly a motorman out of this division, was around greeting old friends this week. Lane has been back East for several years, but like many others, he just couldn't stay away.



Division Two

E. A. MOXLEY

Conductor F. W. Godel was in Monday morning with a load of good peaches, which he sold to the boys at a reduced price. Fifty lugs were carried away and we will all be eating peach jam this winter. F. W. is feeling ship-shape again and will be back on the job in a few days.

Motorman W. A. Cobb writes from Gerber, Calif., that he is picking fruit and that the exercise and fresh air is doing him a lot of good and he hopes to be back with us in the near future.

Conductor F. W. Bray has been granted ten days to make a business trip to Winslow, Ariz.

Several have inquired why it seems so quiet around the Division. The reason is that C. E. McClain is away on a ten days' vacation.

A rookie is a motorman who stops his Ford at an electric switch or at an arbitrary stop sign, and throws out his clutch to coast under a breaker sign.

Conductor J. R. Hanna expects to be back to work soon. He has been on the sick list for about five weeks, but is improving after a good rest.

Motorman E. G. Smith called at the Division Monday. Said he was getting along fine and was anxious to be back at work again.

Cards received from G. A. Frost, who is vacationing at Lake Ontario, Canada, report everything fine there and that he is having a good time.

Conductors E. E. Sanders, M. Fornator, F. R. Conkling and R. L. Gearhart have been granted leaves during the week to rest up, take auto trips, etc.



Shops

JACK BAILEY

Henry Stockman of the M. E. Office has just returned from Vancouver, B. C., where he attended the International Song Fest of the Germania Club. He is the proud possessor of a leather loving cup presented as first prize for his parody on "The Watch on the Rhine," entitled, "Adrift in Los Angeles River."

Jack Bailey had been reading a lot of advertisements about Catalina Island, so after buying a new set of tires for his trackless trolley, started for Avalon, but being unable to locate the bridge to Catalina from Point Firmin, he took passage on the good ship Catalina. After arriving on the island and partaking of abalone steaks at Boos Bros. emporium, he started to explore the wild pastures of the interiors. After about an hour's hard climbing he reached the snow-capped Orizaba Summit, which he states is 14,000 feet elevation. While there he spent considerable time and energy trying to catch the wild goats, which he thought were Wrigley jackrabbits. This exertion so fatigued the lad that he slept all the way home and could not participate in the free dancing on board the boat, much to the anger of the "Sweet Sheba." Nevertheless, Jack agrees that "In all the world no trip like this" for \$2.65.—Anonymous.



Bus Division

ELMER WOOD

Operator P. F. Murray and wife returned last week from a ninety-day leave of absence, most of which was spent in Seattle, Wash. On their way home, this side of Yoncalla, the stage in which they were riding ran into a ditch and turned over, injuring almost everyone in the bus. Mrs. Murray was among the injured and was laid up in a hospital at Roseburg for a week. But outside of the accident they had a very pleasant trip and visit with their friends and relatives.

Former Operator R. H. Billings, who resigned last May, has returned to the fold again. Billings toured all of the middle states and then visited his relatives in Michigan, as he hadn't seen them for thirteen years. He wrecked his Ford in South Dakota, and so finished his trip by train. He says he is sure glad to be back in "God's Country" again and among the boys.

Word has been received from Operator A. W. Warnick in Tucson, Ariz., stating that he is feeling much better.

Operator F. X. Kramer has returned from being on the sick list seventeen days with the grippe.

Conductor Pat McKay was also laid up for several days.

Garage News

Walter Dewhirst, Machine Shop Foreman, will return this week from his fourteen-day vacation, spent touring Southern California.

Ben Sjoboen, former mechanic on the first shift, writes from Seattle, Wash., stating that he is still a bachelor, despite the fact that he left Los Angeles to become a groom. Ben also says that working conditions are very poor up there.

Wm. Wilson, F. J. Clark and L. H. Bellinger are new men in the Garage.

Mr. C. Boyce of the Master Mechanic's Office left the twenty-third for Rockford, Ill., upon receiving a telegram that his mother was seriously ill. Mrs. Boyce has just passed her 90th birthday.

George Morton of the Curtain Department, has just returned from a long trip to Huntington Beach. George made good time the first day and would have reached Compton by night had he not forgotten the ice box and returned for it. George enjoyed seeing the beautiful oil wells, but was glad to get home again after the long, tiresome drive.

H. C. Smith, Winding Room Foreman, and family are vacationing at Seeley's Camp.

Steve Hickson of the Winding Room is back from hither and yon and acts as if he had been on a vacation.

N. Van Sooy is on the Electrical Department's sick list.

Andy Horn, Truckman, was reported seriously ill this week.

Fred Schall and A. O. Smith, Carpenters, attended their annual German picnic last Sunday and had a wonderful excursion, refreshments by the gallon and a real German "shin-dig." Dot's goot.

Bob Adams, Buffer, is in 'Frisco for a week.



Division Four

C. J. KNITTLE

An enthusiastic group of sportsmen left Division Four for Sacramento Valley last Wednesday. It was composed of Foreman B. B. Boyd, Motorman Tom Speed and Conductor Jim Saunders. They will be gone two weeks. Fishing and deer hunting will be their chief pastime. Freddie Cunningham, who has been visiting us since recovering from the accident which cost him an eye, returned to the valley with the gang to join his partner, Conductor J. A. Weathers, on their claim.

Motorman M. B. Madden and his Conductor, Hughie O'Neill, are taking ten-day vacations.

Safety Operator J. P. Benedict has resigned to take care of a grocery business which he recently purchased in the west end.

Conductor A. A. Bradley returned from a five days' vacation last Monday.

Conductor C. A. Parham and Conductor R. J. Deshields, buddies, are on fifteen-day leaves to entertain Parham's father, who arrived here recently from Oklahoma.

Conductor C. J. King is taking a fifteen days' vacation. It is understood he is making a short trip north.

Conductor A. L. Layton is spending a twenty-one days' leave around town.

Safety Operator W. J. Stewart has resigned to work for the Pacific Electric.

Motorman C. W. Whitney also resigned during the past week.

Conductor R. F. Griffin went on an eight days' leave last Monday. He is spending the week-end with his family in San Diego.

Conductor C. D. Sayers returned from his home town in Texas last Tuesday. He was gone several weeks.



Division Five

FRED MASON

You've all heard about the guy who got up at 2 a. m. to go for a horse-back ride, but you haven't heard of the motorman who laid off at 11 a. m. in order to get to the fights at 8:30 p. m. Motorman Jack York, bow to the folks. Jack's run gets in at 5:30 p. m., but that would only give him three hours to swallow his limberger cheese sandwich and hot milk, so he laid off the last part in order to be sure to be there. He arrived thirty minutes late.

Conductor Frank Adams was there in plenty of time and was sitting right next to the timekeeper. Frank was seen whispering something to the timekeeper and we presume he was asking him for his check. However, he didn't get it until the 25th. TIME!

No word has been received from Foreman A. F. Grant since he went on his vacation. He must be in Vancouver, B. C.

Conductors D. L. Gragg and Ed Link were driving back from San Francisco last Monday when they ran into a flock of sheep. Ed said to Gragg, "Gee, look at all the turkeys." Thanksgiving only coming once a year is the cause of that feathered error.

A card has been received from Motorman J. E. "Pop" Croff, who is motoring back from Niagara Falls, saying that he is held up at Council Grove, Kansas, on account of the flood. "Pop" will appreciate a view of the Los Angeles River when he gets back.

Friday, August 26th, young "Dad" Fisher beat the three-score years and ten mark by celebrating his 71st birthday, and he's still going strong. Congratulations, "Dad," old kid.

Conductor J. A. Bonty is off for a couple of weeks' vacation and is motoring up to San Francisco.

A card has been received from Motorman M. McConnell from Spokane, Wash., and he is now on his way to Seattle and then to Vancouver, B. C.

Four more days for the witnesses and three for the watches. Watch out for the witnesses and watch in for inspection.



Division Three

L. VOLNER

G. M. Nankervis writes from Stockton, Calif., where he is spending the time while on a sick leave, stating that he is much better.

Motorman H. E. Neal has returned from a trip to Oregon and way points. If the salmon are as large as Neal says they are, they are some salmon.

After a two weeks' delightful vacation, spent in and around the city, our Superintendent, Mr. George E. Ferguson, has returned to duty.

Clerk Harry Gilmore is off duty on the sick list. During his absence, Mr. Dan Hanley is working his shift.

Just a few more days to get your watch inspected—Hurry!

THAT'S US!

First Correspondent: "Is the editor a hardboiled guy?"

Second Correspondent: "Is he? Say, he's so grouchy that he gets sore if you put a period upside down."