

Upper row, left to right: W. D. Smiley, J. E. Bourland, E. R. Forsythe, Foreman. Front row, left to right: R. L. Wilson, E. G. Swanson, C. H. Engstrum.

According to T. Y. Dickey, the above are the best and also the best looking bunch of switchmen on the Company's payroll.

E. R. Forsythe, Foreman, joined the force November 15, 1900, and has worked more or less steadily ever since.

C. H. Engstrum, also an old-timer, went to work as mechanic, but there wasn't enough work in that so he went to switching.

E. G. Swanson, the Irishman, is noted (or notorious) for his ability to smile rain or shine.

R. L. Wilson is distinguished for his sawing wood and saying nothing.

J. E. Bourland is distinguished for not sawing wood and saying a lot.

The other gentleman, W. D. Smiley, is taking G. W. Coulter's place. Coulter is at present on his vacation. A card was received from him at Washington, D. C., saying he had just arrived there, and nobody appeared to know that he had even left.

Bob Hill Rusticates

R. B. Hill, Superintendent of Operation, is packing his automobile preparatory to a vacation at his Topango Canyon cabin. Bob is a lover of the great outdoors and usually seeks for his vacation some part of the world yet unspoiled by subdividers, but this year he will be within call

Goes East

George Baker Anderson, our Manager of Transportation, starts this week for New York City to attend the Executive Committee meeting of the American Electric Railway Association. From the weather reports coming out of the great eastern metropolis, we are not envying George Baker the trip.

New Viaduct

The Railroad Commission has approved plans for a new viaduct on East First Street over the river. The Engineering Department will soon start building a temporary track to re-route the street cars on State Street, between First and Brooklyn.

Attends Convention

C. M. McRoberts, General Claim Agent, goes to Tacoma, Washington, next week to attend the annual convention of the Pacific Claim Agents Association on July 21, 22 and 23.

Mr. McRoberts is always looked to by the other members of this Association to bring new ideas and suggestions as to better methods, as the Claim Department of this Company has a national record of efficiency.

Ball Game Saturday

L. A. Railway vs. Balmores, Vernon Yards, at 2:30 p. m., July 9th.

Wire Short Burns Pacific Electric Car

On Thursday at 10:06 a. m., Pacific Electric car No. 1138 tore down fifty feet of trolley wire at First and Main Streets. The wire in falling shorted on the steel body of the Pacific Electric car, setting it on fire. Power was ordered cut off while firemen extinguished the flames.

The sections affected by power shut-off were Main Street, between Ninth and First Streets, and Seventh Street, between Spring and Los Angeles Streets, 21 minutes. On First Street, east of Main, 32 minutes were lost.

A Veteran Camper

Lester J. Turley, Electrical Engineer, has just returned from a trip around the borders of California, which he says equals a trip around the world. He struck out across the Mojave Desert, up through Owens Valley and the lake country of the High Sierras, then to Tahoe, Carson City, Lassen, Crater Lake and back over the Redwood Highway—2200 miles in all. Lester cannot tell you a thing about hotel accommodations, as he and Mrs. Turley took their camping equipment and spent the entire trip in the open.

Four Raises Own Ante

The line-up for witnesses per accident is just the same as last month, with every division making a gain over last month, with the exception of Division Three, whose progress was backward. This is how the figures stack up:

Division	Average Witnesses Per Accident
Division Four	7.97
Division Three	6.84
Division Two	6.70
Division Five	6.51
Division One	5.97

Division Four boys cannot help being proud of their June witness average; 7.97 per accident means they were doing their stuff. Several days in June their average soared over 8.00. It was still over 8.00 on the 29th, but luck turned on them the last day. It dropped three points below. And yet it looks like Division Four will beat this new high record.

Visits Offices

Mrs. John S. Roberts, who has been on an indefinite leave of absence on account of ill health, is now almost wholly recovered, and is again her cheerful and pleasant self. Mrs. Roberts paid a visit to the office Thursday, July 7th, and her many friends were delighted to see her back in her usual place in Mr. Kuhrt's office, and we all hope that she will be back permanently soon.

Missing the Rocks

An old sea captain, when asked by a passenger if he knew where the rocks were in a certain harbor, replied: "No, but I know where they ain't!" was confident in his knowledge. He kept to his course and with his training and experience he realized that confidence was a great thing, but over-confidence was too much confidence and not enough intelligence.

That's the theme of the story Supervisor of Safety John Collins unloaded on the "perambulating editor" on a recent visit.

"The first few days that a man runs a car is the time when he should know the least about it," said Collins. "When he first starts he uses his judgment to the best advantage, but when he gets better acquainted with the cars, lines and men of his division, he becomes over-confident in his ability to handle all the varying situations that arise during the day."

Here are a few of Collins's "broad-sides":

The new man knows that it is dan-

gerous to follow another car too close or at a fast speed.

He knows at about what speed he should approach blind cross streets, pedestrian lanes, or steam road crossings.

He knows the speed he should operate his car down grades and passing standing street cars.

He knows it is dangerous to pass women and children who are near, or about to cross the track ahead of his car, and he knows it is dangerous to run away from people who are making an effort to catch the car.

"All these items," continued Collins, "are well known to the new man, but he becomes over-confident and begins to guess, and the more often he guesses right, the more certain he is riding to a "fall." He is developing confidence in his ability to out-guess the other fellow, and when he fails to guess right, which he is certain to do, an accident is the result, and a type of accident which should not have occurred.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

Seein' Yerself

While engaged in training an "awkward squad" for military duty, an Irish sergeant became discouraged over the progress being made and the inability of the squad to follow his directions, and, after observing the attitude of the various members of the squad, he said: "Be jabers you're a foine bunch, and if you don't belave it, just step out here along o' me and watch yersels for a while."

This story calls to mind the attitude indicated by numerous trainmen who find it necessary to appeal from discipline administered on account of various infractions of the rules. Numbers of these men in appearing on appeal will preface their remarks by saying that they know that the appeal will do no good, as they realize that we invariably accept the report as being 100% correct. However, they feel in their own minds that an injustice has been done them because of the fact that what they did appeared to them in a different light than it did to the observer.

For example, one man whose personal appearance was criticised because he had disregarded the rule prescribing the requirements as to proper uniform, was not permitted to take his run out unless he could appear properly clothed. Because he did not live near enough to his division to enable him to return home, change his clothing and return in time to take out his run, he was advised that this would result in his being penalized for missing out. He stated flatly that he would not pay the penalty for missing out, and as a consequence, left the service. In less than a week he was back making a plea for re-employment and willing to promise that he would conform to this rule in the future. This man had his rule book in his pocket and had he "stepped out and took a look at himself," would have observed the same failure as did his "sergeant."

A large number of conductors are at the present time appealing from demerits or taking exceptions to cautions or instruction given them, based on the improper giving of signal bells. In many cases the criticism is due to the fact that the conductor on hearing a gong sounded, gave his starting bells without making a proper observation of the step and thereby determining whether or not it was safe for the car to proceed. A large number of these men contend that they did make the proper observation and that they knew positively that they could give starting bells at the time and still be complying with the rules.

The trouble with this contention is that while it must be admitted that in a number of these cases the conductor did make a perfectly competent observation of the step condition, the observation was not made plainly enough and in a sufficiently pronounced manner for the observer to be positive that it was made, and therefore the case was reported as "no observation made."

Therefore, let each one of us constitute ourselves a "sergeant" so far as our own work is concerned. In other words, as the sergeant said, "step out and take a look at yourself." Analyze the movements made and look at your operation from the viewpoint of the observer and not from your own as a trainmen, and we can guarantee that the number of unsatisfactory reports now coming in will decrease very materially and efficiency records will not suffer in consequence.

When the colored couple were married and the clergyman read the words, "Love, honor and obey," the bridegroom interrupted. "Read dat agin, parson, read dat oncet mo', so's de young lady kin ketch de full solemnity of de meaning! I'se been married befo'."

A Bad Sign

Irene Thomas, pretty typist,
Really made a hit
With her new boss, Dave A. Meyer.
But she had to quit
When he noticed on each letter
She had signed—DAM-IT.

BOUQUETS



Left to right: C. L. Walinder, E. L. Jandro, W. J. Mahood, A. L. Reaugh, W. L. Smith, Thomas Thoreson, P. L. Vanzandt.

When a bit of sunshine hits ye,
After passing of a cloud,
When a fit of laughter gits ye,
And yer spine is feelin' proud,
Don't forget to up and fling it
At a soul that's feelin' blue,
For the minute that ye sling it
It's a boomerang to you.

—Capt. Jack Crawford.

For Conductor C. L. Walinder of Division Two from F. W. Kringel for his quick and effective clearing of the aisle so that passengers might move forward in the car.

For Conductor E. L. Jandro of Division Three from R. Glazer for his courtesy in answering questions and his interest in giving his patrons correct information. Mr. Glazer states: "It will interest you to know that I make note of such incidents and am only too glad to report them to the company."

For Motorman W. J. Mahood of Division Three from Miss Della Moorhead for his kindness in holding his car for her and her aunt to board. Miss Moorhead says: "Yours in sincere appreciation of Motorman 1169."

For Conductor A. L. Reaugh of Division Two from Mrs. Beatrice Gibson for his courteousness to all passengers.

For Motorman W. L. Smith of Division Five from Frances C. Nunan for his promptness in turning in her purse, which she had dropped when getting off the car. Miss Nunan says: "His quick action saved me much anxiety and trouble."

For Conductor Thomas Thoreson of Division Three from Mrs. J. T. Johnston for his kindness and patience in helping an elderly woman off the car and safely to the sidewalk.

For Conductor P. L. Vanzandt of Division Three from Mrs. Elizabeth B. Stratton for his all-around efficiency and pleasant and courteous manner to all who ride his car.



Left to right: J. J. Gilmore, L. T. Campbell, B. S. Moore, T. G. Henry, A. Valenzano, H. Watson.

For Conductor J. J. Gilmore of Division One from R. A. Goodhue for returning change to a woman who had already entered the car and was unaware of her error.

For Conductor L. T. Campbell of Division Five from F. F. Griffin for his courtesy in getting off the car to assist an elderly woman who is crippled to alight.

For Conductor B. S. Moore of Division Four from Blanche Milne for his never-failing courtesy.

For Conductor T. G. Henry of Division Three from Mrs. A. K. Beltzhoover. Mrs. Beltzhoover states that she has been lame for some time and

that she wishes to express her gratitude to many of the conductors with whom she has ridden and who have showed her consideration, and particularly to Conductor Henry for his thoughtfulness in helping her board a crowded car, steadying her while he placed his stool for her and later helping her to alight.

For Conductor A. Valenzano of Division Three from Mrs. Stanley for politeness.

For Conductor H. Watson of Division One from Mrs. Olga Mark for his kindness in stopping his car and running back with her purse when he discovered she had left it on the car.

LARY LAFFS

"Well," said the husband, "have you found out anything about the social standing of the new folks across the street?"

"Not yet," was the reply. "They have no car."

"No?"

"Yes, and they have no pom, no phonograph, no radio, and not even a grand piano. I can't imagine what they have got."

"Humph!" remarked friend husband, "perhaps they have a bank account."

"Feyther," said little Mickey, "wasn't it Patrick Henry that said, 'Let us have peace?'"

"Niver," said old Mickey. "Nobody by the name of Patrick iver said anything like thot."

Lost—Fountain pen, by a man half full of ink.

Found—A watch, by a man with a cracked face.

For Sale—A folding bed by a lady that doubles up and looks like a piano.

Wanted—Man to milk and drive a Ford.

Doctor: "Congratulations! You are the father of triplets!"

Dyer (who married a telephone operator): "Just my luck! She always gives me the wrong number."

Little Jewish Boy to Grocer: I want a pound of animal crackers without the pigs.

Bulletins

ISSUED JULY 11, 1927

STREET CAR

NO. 98—NOTICE TO TRAINMEN ON LINES "D" AND "U"

When approaching Fifth and Los Angeles Streets, trainmen will call "Union Stage Depot." Some trainmen are calling this as "Union Depot" only, which is sometimes confused with Central Station.

NO. 99—NOTICE TO CONDUCTORS

Pass No. 1137, issued to R. Barrett and Men, Foreman Way and Structures Department, has been lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 100—NOTICE TO CONDUCTORS

Firemen's Pass Book No. 32569, issued to Fireman Daniel W. Stagg, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 101—NOTICE TO CONDUCTORS

Complaint is made that some conductors are issuing transfers to the York Boulevard and Eagle Rock bus lines on Sundays. This must be discontinued at once, as these lines are not in operation on Sunday.

R. B. Hill

BUS

NO. 48

With the installation of shuttle service on La Brea Avenue, Line No. 19, Sunday, July 3rd, 1927, the following instructions will govern the collection of fares and issuing and accepting of bus tickets between this line and the Wilshire Boulevard Line.

Fare five (5) cents one way, NO TRANSFER, between La Brea and Wilshire and La Brea and Redondo, via Edgewood Place, or five (5) cents one way, NO TRANSFER between La Brea and Country Club Drive and Wilshire and La Brea via Edgewood Place.

Fare ten (10) cents one way between La Brea and Country Club Drive and La Brea and Wilshire via Edgewood Place, which includes transfer to and from Wilshire Boulevard Line, thence to connecting L. A. Ry. Lines or L. A. Motor Bus Company Lines exactly the same as if passenger originated on the Wilshire Boulevard Line.

Operators assigned to the La Brea Ave. Shuttle Line will carry supply of L. A. Ry. Bus Division ten cent bus tickets S. Bu. 7, which will be issued on ten (10) cent cash fare punched "Line 19" "OUT." When presented to Wilshire Blvd. Line at La Brea and Wilshire, it will be honored west to Fairfax Ave., conductor lifting entire ticket. If presented on east-bound bus and passenger desires further transfer, conductor will validate coupon with one punch mark in the words "Main Line" returning entire ticket to passenger, after which it will be honored on connecting lines in exactly the same manner as Wilshire Blvd. Ticket S. Bu 9.

Operators on La Brea Ave. Shuttle Line No. 19 will accept the following tickets:

Wilshire Blvd. ticket S. Bu 9 with coupon attached.

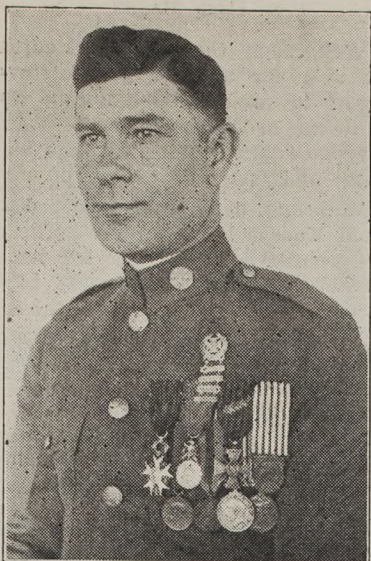
Bus Transfer punched "Wilshire Blvd." "Line 3"

L. A. Ry. Bus Ticket S. Bu 8, contract only.

L. A. Ry. (Bus Div.) S. Bu 7, contract only (unless punched Line 19).

These tickets will be honored to points around the Edgewood Place loop to La Brea Ave. and Redondo Blvd. only.

Stan Frankel



Gawd bless the Irish! Be it a fight or a frolic, they are always rarin' to go, and if the subject of this story is not Irish, then the writer can be truly classed as an Eskimo.

Earl Richard Foley first saw the light of day in Danville, Ill., April 20, 1892, but his thirty-five years of existence—especially that period from 1907 to 1925—have been crowded with things that only a real he-man can live through and tell the tale.

Foley entered the United States Army in January, 1907, and from that time until July, 1914, served Uncle Sam with honor in Cuba, the Philippines and Mexico. Sometime in August, 1914, Foley, like all true soldiers of that period, took on a load of "Oh, be joyful," and while under its influence meandered onto Canadian soil—A. W. O. L., of course—and when he woke up he was a full fledged soldier in His Majesty's service.

From that time until July, 1919, he served with honor in France, Belgium and England, and the medals that adorn his chest bear evidence to the fact that Foley "did his stuff" while over there.

He went into action on Vimy Ridge, April, 1917. He admits that he was far from being full of courage—and when things had quieted down, Foley marched back to the rear, ranking officer, with only ninety-five men left out of fourteen hundred. His rank at that time was corporal. For this he received his commission as an officer and also the French Legion of Honor and Distinguished Service Medal from England.

The boy has so many medals for his brilliant performance that should he elect to wear what are rightly his, he would soon be made round shouldered from the additional weight.

When hostilities ceased he returned as a major, but, with all these honors, he could wish but for one thing—his honorable re-instatement into the good graces of Uncle Sam. This was granted and the Distinguished Service Medal of the good old U. S. A. went with it.

In 1925 he decided that as long as the fighting was over, he might as well settle down and wait for the next one, and he received his discharge and took unto himself a wife. Today, Foley is kept busy grabbing nickels instead of trying to keep away from bayonets, etc., and while he is conforming in every way to the Volstead Act, his record at Division Three bears out the fact that he is still entitled to honorable mention.

Legal Question Box

Q. Is it possible to raise the statute of frauds by demurrer? J. J.

A. Yes, in one case only. When it affirmatively appears on the face of the complaint that the instrument should have been in writing and it also affirmatively appears it is oral.

Q. Please give the remedy for negative pregnant. J. M.

A. Motion to strike or motion for judgment on the pleadings.

Q. I am a mere subscriber for a certain amount of stock in a California Corporation. Have not paid any money down. Am I liable for statutory liability? M. J.

A. Yes, subscriber is liable.

Q. (a) Suppose I voluntarily pay a stranger's debt. Can I collect from said debtor?

(b) Also, suppose I guarantee his debt without his knowledge and consent and then pay it. Can I go against the stranger and recover? F. S. L.

A. (a) No. (b) No.

Q. Suppose a husband gives away

community personal property without his wife's consent, can he sue to recover? W. P.

A. No, but the wife can.

Q. A resident of this city died leaving property in California to a relative in Canada. This relative, without consideration, assigned all her interest as "heir at law." Is the assignment good? J. B.

A. Yes, the assignment vests in the assignee all the interest the devisee had and makes the assignee a person interested in the will.

Q. In a case where I give a mortgage and a mortgage note and I have a friend sign said note with me, can the man holding the mortgage disregard said mortgage and sue the man who signed the note for me? H. L.

A. Yes, when he put his name to the mortgage note he became surety and the holder of the mortgage can disregard the mortgage and sue him on the note.

Square and Compass Doings

The monthly entertainment of the Square and Compass Club will be held in the Blue Room of the Masonic Temple, Pico and Figueroa Streets, Saturday, July 16th, at 8:00 p. m.

A large class will join the club on that evening and new and interesting features will be added to the "initiation ceremonies" so much enjoyed at previous entertainments. All members are urged to be present.

Commendations Gain

Commendations made a gain for the month of June of 53 for June over 46 in May.

While complaints showed an increase over those of the month of May of 125 for June as against 119 for May, a cut was made in the complaints for starting too soon of two for June against 10 for May. Miscellaneous complaints also showed a cut of 13 for June against 15 for May.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, July 6th:

To Division One: Motormen C. J. Kroening, J. A. Delaney, J. A. Cook, Conductor H. L. E. Roberts.

To Division Two: Motormen L. Liff, I. McBroom, F. O. Roberts, C. K. Lee.

To Division Three: Motormen H. W. Bruner, B. E. Johnson, F. T. Wicks, A. R. Peterson, Conductors D. D. Carr, R. H. Mead, I. Lee, C. E. Van Loan, L. E. Hovenkamp.

To Division Four: Safety Operators S. W. Farrow, L. R. Smemoe.

To Division Five: Motorman M. N. Wingard, Conductors D. H. Johnson, F. N. Ransom.

FOR SALE

Auto Kitchenette, with stove attached. Bargain. B-84.
Eastman Pocket Kodak, 1½x2½-inch size pictures. Good condition. \$3.00. B-85.
Steinway Piano—Good condition. B-86.

Starts Big Job

One of the biggest jobs in the program of the Company on track reconstruction has just been started by the Engineering Department. The yellow car tracks on San Pedro Street, from 9th Street to 36th Street, will be taken up and the old sixty-pound six-inch rail replaced with 116-pound girder rail. The roadbed will be rock ballasted, with drain tile on both sides and eight-inch concrete paving with asphalt surface.

The cost of this job approximates \$200,000.

Vacationing

Joe Finn, Chief Clerk, Operating Department, leaves today on his vacation. He is going to Socorro, N. M., and before his return will also visit the Grand Canyon, coming back by way of Elephant Butte Dam and San Diego.

Mrs. Yoeman, Stenographer, Operating Department, will spend one week in Long Beach.

From the Schedule Department: John C. Sleeper is taking a thirty-day leave of absence. Charles F. Egan, Schedule Clerk, nearby beaches.

From the Claim Department: Mr. L. T. Sayers, Investigator, whereabouts unknown.

From the Auditing Department: Miss Pearl Gorsline, at home.

From the Paymaster's Office: F. P. Snyder, Pasadena and way points.

From the Engineering Department: T. J. Menard, to Seattle and Canada; Claude Campbell of the Bonding Department, to Seattle.

From the Traffic Department: Supervisors Floyd Monnier, W. P. Perry, George Pratley, N. L. Goddard, C. Hogan and O. D. Sutton.

From the Instruction Department: L. F. Crandell, who keeps the watch inspection records for the trainmen, expects to spend his time at home painting his house.

And last, but not least, W. T. Sheldford, our Perambulating Editor, joined the vacationists July 5th. When an effort was made to pin him down as to how and where he would spend his vacation, his replies were very evasive, so the best that can be offered is that you draw your own conclusions.

DIVISION FOUR

C. J. KNITTLE

Hoosier sweetheart? That is what we would like to know when a popular lad like Safety Operator Y. W. Waldrop trots off and gets hitched. However, as it is quite probable we were not acquainted with the fortunate young lady, we will just say the event occurred June 24, and a brief honeymoon was spent at Catalina. Our best wishes? Yes, indeed.

"Bennie," our ex-stenographer, dropped in last Tuesday, looking well and still imbued with the spirit of adventure. The United States is not big enough for Bennie. He is going to take a position as stenographer for a mining company in Mexico.

Motorman C. H. Thomas and wife are bubbling with joy over the birth of a granddaughter. From Mr. Thomas's unconcealed pride, one readily concludes this is his initial entry to "grandparenthood." The baby was born to their daughter, Mrs. Irma Baker, June 29, (a day too late for last issue). It tipped the scales at seven pounds, said "What do you think of that?" and was named Charlotte June.

"C" Line lacked some of its weight and dignity last Saturday evening. Motorman L. B. Dundas laid off to be present at the wedding of his son,

Loren. The ceremony took place in the Dundas home. Loren is the eldest of four children and naturally the first to bestow on "pa" and "ma" the empowering title of "in-laws." The bride was Miss Jessie Smith, a native Angeleno, and pretty. Of course!

Motorman B. H. Hellman has taken his family to the High Sierras for a forty-day vacation.

Conductor W. Jolley is spending a thirty-day leave around town.

Motorman L. W. Fry is taking a thirty-day vacation. We regret to report that the day before Fry's leave took effect, his newly purchased Chrysler coupe was badly damaged in a collision with another machine.

Conductor A. B. Chambers is spending a forty-day leave at Hermosa Beach.

Motorman J. B. Selby took a thirty-day leave, but did not state where he was going.

Conductor J. E. Dyer is taking a fifteen-day rest.

Motorman E. A. Fuller is spending sixty days some place.

Conductor P. J. Chesnut is on a fourteen-day leave to settle local business.

DIVISION TWO

E. A. MOXLEY

Last week a little daughter arrived at the home of Conductor C. P. Rutledge. Mother and baby are doing fine. Thanks for the cigars, Rutledge.

Conductor B. M. Deane was called suddenly to Texas, where his mother is in very poor health and not expected to live.

W. A. Pilon has been granted sixty days leave, which he is going to spend in British Columbia. He will drive up and back, take things easy both ways and get a good rest while he is gone.

E. G. Smith visited the division the first part of the week. He has been very sick for several weeks and is recuperating on a ranch up in the foothills back of Pasadena. He is getting along very nicely now and expects to be back on the job in a few more weeks.

E. V. Saylor left the first part of the week for Montana on a combined business and pleasure trip.

A. L. Fritzler and family are on their way to Yellowstone Park, where they expect to spend several weeks before returning home via Utah, Colorado, Nevada and Arizona.

W. A. Cobb is home resting up from a nervous breakdown. Take things easy for a while, Cobb, and you will be O. K. again.

J. I. Webb has been off sick for several days, suffering from neuritis in his shoulder and neck.

J. M. Alder found it hard to work without his regular conductor, J. Rose, who is on leave and enjoying himself in New York, so he secured a sixty-day leave and left for Washington and Oregon, where he hopes to keep cool for a couple of months.

The pinochle crowd is badly damaged, due to the absence of Motorman Billips, who at present is sojourning in Frisco, and when he tires of that city he will try St. Louis for the balance of his sixty days.

M. Taylor, the little fellow who played the drums in the Company Orchestra, finds it hard to get back in the harness again and to work a full run every day after being on trippers so long. But cheer up, Taylor, they say the first few years are the hardest.

Last minute news! Baby boby arrived at the home of Conductor J. B. Dennis, July 5th. Mother and babe are getting along fine. Of course, he passed the cigars.

SHOPS

JACK BAILEY

Jack Bickford, Transfer Table Operator, motored to Big Bear and spent an enjoyable vacation in the big open space.

Joe Schnell, H. J. Dyer, A. Canales, T. Ormston and better halves spent the Fourth at Catalina. You know that fish food story? All these boys hail from the Winding Room.

George Lambert, Machinist, and Ben Bradfield, Store Room Foreman, also took their rest at Catalina over the holidays.

Steve Hickson, "the old accordion man" of the Winding Room, did his turn at the Irish picnic this week-end.

Mill Foreman F. W. Buswell was painfully injured last week when a heavy piece of wood fell on his foot.

Edward Frymute, middleweight amateur Carpenter, was one of the 5000 who celebrated July 4th at Luna Park. Ed is great on outdoor picnics, shade trees and all that "sort of rot."

"Red" Schofield, Trimmer, took a holiday trip to Cedar Pines Park. He reports miles of wild mountain curves, wild waitresses in San Bernardino, and a wild ride down hill with no brakes. We hope he don't feel hurt.

W. Jones of the Winding Room and his family sojourned out over the deep brine to Catalina for the week-end vacation, by boat, of course.

DIVISION FIVE

FRED MASON

Well, boys, the Glorious Fourth is all over for another year. Haven't heard of anyone complaining about sunburns or fire burns, so it is to be presumed that everybody stayed at home and just talked about it.

Motorman R. R. Riggen arrived back from Kansas last Tuesday. The flivver rendered signal service on the whole round trip, regardless of the fact that when putting up for the night at Flagstaff, Ariz., he forgot to drain his radiator and had to break the ice before breakfast.

We are glad to see Motorman L. L. Blackburn back on the job again after being off sick for a couple of months.

An embarrassing moment for Conductor V. M. Muckenthaler was when at Second and Spring Street the other day unloading passengers, a colored lady with her two small children alighted with several others passengers. Muck waved his hand at one of the little kids after they had gotten off and the kid hollered back, "Good-bye, daddy."

Motorman C. A. DeGuire starts out today for Yosemite. He'll be gone for a couple of weeks.

Red Wicker still has his Dodge and he still wants to sell it. Step right up, folks.

DIVISION ONE

H. N. COLE

Motorman A. J. Koltenbaugh claims that he has the only watch in captivity trained to observe the Fourth of July. On the stroke of 12 o'clock, Sunday night, this educated watch ceased to function normally (a trait inherited from its owner perhaps) and began to hit it up at the rate of three hundred and sixty minutes an hour. It gained fifty-five minutes every hour till the stroke of twelve Monday night, when it resumed its normal habits once more, and is keeping perfect time as usual.

Conductor W. G. Gerrie, during the week-end, acquired an enviable coat of tan. He was quite proud of it till Tuesday, when he suddenly changed his mind in regard to it, and this is the reason: While loading passengers at the Santa Fe station, a lady said to him: "Porter, how do I get to the Pacific Electric Station?" A better look disclosed to the lady that she was mistaken and she hastened to apologize.

Motorman A. Mariscal was distributing smiles and cigars last week. It is a fine eight and one-half pound boy and he has strong lungs and a fine voice. Mother and boy doing well.

Motorman A. L. Tucker is pinch hitting for the office force. He will probably be in the office for several weeks, taking turns in relieving different clerks while they are taking their vacation.

Motorman John Wilson and Switchman W. E. Flower are taking time off to nurse a fully developed case of sunburn. They contracted the malady, it is reported, at Venice during the beauty parade last Monday.

Motorman A. L. Chilson has returned from an automobile trip to Chicago, St. Paul and Minneapolis. He reports a fine time, but is glad to be back home again.

Conductor W. A. Lear left last Friday for a ninety days visit to his old home at Shreveport, La. He drove a Nash roadster and his sister is accompanying him. He expects to make the trip in about six days.

DIVISION THREE

L. VOLNER

Conductor P. A. Bryan has bought a place in Wilmar, joining the bunch which Conductor E. C. Croughan has located there. Six men working out of this division now live in that growing settlement.

Conductor A. Rogers writes from La Follette, Tenn., about one great time he is having, but will be glad to get back to work again. His trip is being made in a Ford.

"Oh, what a dirty dobber," was the half mumbled words a certain fellow told me he heard Mr. Ferguson, our Division Superintendent, say while thinking he was alone. On being asked what all the fuss was about, "Oh, nothing much," said our boss, "only just the other day I was complaining to some of the boys of how flies bothered the top of my head and someone suggested the painting of a large spider, but after one day's trial a D— dirty dirt dobber forced me to erase my paint."

L. C. Boggs has gone on a two months leave to Mexico.

Conductor J. E. Lewellen will take it easy for the next fifteen days.

For the next month W. J. Cripps will visit in Frisco.

T. D. McBride has gone east on a two months vacation.

BUS DIVISION

ELMER WOOD

The quarterly shake-up took effect July 3rd, and most of the boys will have a new environment now for another three months. Mr. C. O. Morse takes pleasure in announcing that there were no miss-outs on July 3rd or 4th, which is a record never before attained under the conditions and on such holidays.

Supervisor H. C. Lehnhart and Operator J. H. Schmitt have returned from the visit to their home towns in the eastern states. Lehnhart did bring his sister back with him instead of a wife, as was rumored.

Operator H. E. Sweet is on a sixty-day leave of absence, during which he will go east on a visit.

Operator S. D. Hubbel is on a sick leave.

Boys, you don't realize what a dangerous position you occupy. Operator E. Lindell does, as he was nearly taken to jail by an officer when a woman declared he was her husband and the father of three children, whom he deserted over two years ago. Supervisor A. E. Johnson appeared on the scene and upon demanding that the lady identify her husband, found the only thing that saved Lindell was he had no tattoo marks on his arms. So the lady then declared that Lindell was her husband's double.

Garage News

W. B. Decker, Chief Clerk in the office, is taking fourteen days to rest up at Gilman Hot Springs and he will also spend a few days at Catalina.

L. R. Drake, Second Shift Foreman, is on his two weeks vacation, during which he and his wife will tour Northern California, taking in Lake Tahoe and the Big Basin.

R. E. Kanka of the Store Room is on a sick leave due to eye trouble. Kanka was working under an automobile when some oil dropped in his eye, over a year ago. He was off for more than two months at the time. Now the same trouble has come back to him.