

Bridge Aid At Fires

Prevents runs in hose!

Sounds like an advertisement for the prevention of punishment to silk hose, but we're talking about the new and very much improved fire hose bridge that has been adopted by the Company, which device has been the means of maintaining service during fires of close proximity to car lines where fire hose are thrown across the tracks.

The Mechanical Department designed, built and put into operation six sets, two bridges to a set, of these all-steel hose bridges as pictured above. They can be assembled very quickly and not get out of order if left down for a long period of time.

These bridges are so designed as to eliminate the interference of car wheels scraping or binding on the underframe of the type "H" and "K" cars. As will be seen in the picture, the first wheel is on top of the bridge and the second wheel at a pitch or degree that prevents the first wheel from scraping the underframe of the car.

Each bridge is composed of six pieces—four ends and two centers, and will take five lines of three-inch fire hose. The four end pieces weigh about 148 pounds each and the two center pieces about 40 pounds each. Two men can assemble these bridges quite easily.

The length over-all is 21 feet, 7 inches. Height, 4¾ inches.

One set of hose bridge is located at each of the five divisions on the emergency cars, and the sixth set is carried on the emergency truck.

Engineers at Work

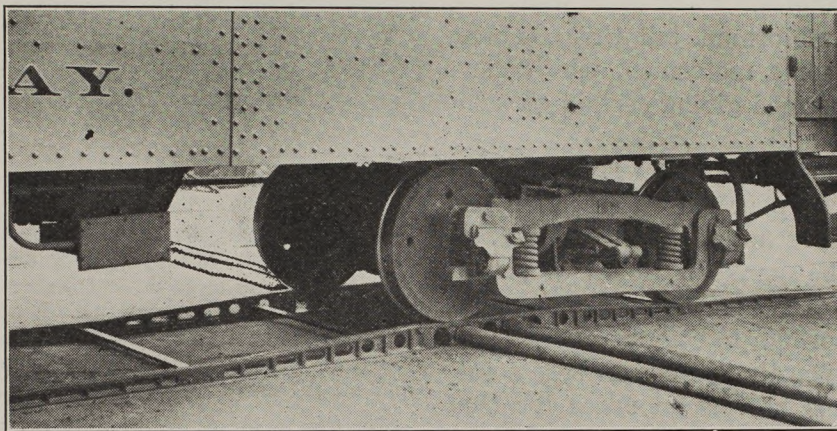
The Pacific Electric Railway engineers are busy on complete reconstruction of joint track on Main Street between 6th and 9th Streets. The 87-pound rail is being replaced with 127-pound girder rail. Asphalt-concrete base and asphalt wearing surface is being used on this job.

The Company's engineers are busy renewing tracks and ties at the curves on Marmion Way, north of Avenue 42.

Manager of Transportation Returns

George Baker Anderson, Manager of Transportation, has just returned from New York City, where he attended a meeting of the Executive Committee of the American Electric Railway Association.

Hose Insures Runs



From The Front End

Motorman Edward J. Roche of Division Two is a reader of Azuride. He has sent in to Mr. Collins, Supervisor of Safety, some pertinent comments on an article called "Dashing By" in a recent issue. Motorman Roche is partly right and partly in error. We quote his letter:

"Many times, every day, autos pass my stopped car when passengers are loading and alighting.

"Frequently my observation mirror shows the rapid approach of an auto from the rear. Often, when danger seems real, I warn my alighting passengers. In the majority of cases the autos stop before reaching motorman's exit door, frequently they stop to rear of conductor's exit door, but alas, often they continue past the car without a stop, sometimes passing within one or two feet of motorman's exit door step.

"By warning my passengers to 'Watch that auto,' I have prevented a number of accidents in the circumstances noted in the foregoing. That passengers generally appreciate the warning has been proven to me by the passengers very frequently turning to say 'thank you' when they realized what a close call they had. I do not take any credit for that warning. That is all in a day's work and part of my duty. But, if the motorists are caused to know the law, there would be less danger of such accidents.

"Of the thousands of passengers we carry every day, many are auto owners, or chauffeurs, who, for one reason or another, ride in our cars at times. Many read Azuride.

"My impression of the law is that autos (vehicles of all kinds for that matter) must stop ten feet in rear of a street car that has stopped, or is in

Ball Game Saturday

L. A. Railway vs. D. & B. Pumps, Vernon Yards, July 23rd, 2:30 p. m.

course of stopping, (slowing down for stop at a service, or other stop), except where there is a safety zone, policeman on duty, etc. The exceptions, as I understand it, are quite clearly defined.

"If I am not in error, in my impression of the law, would it not be well to have Azuride publish, in an early issue, the law (or necessary excerpts therefrom) so that at least the many motorists who, at times, use our cars and read Azuride may know exactly what must be done in order that they may avoid becoming law-breakers and probable 'accident breeders.'

"If I am not in error, dashing by a street car that is clearly going to stop, is absolutely against the laws of the City of Los Angeles."

For the benefit of Motorman Roche and the other trainmen, the relevant portion of the Traffic Ordinance is quoted:

"Section 35. It shall be unlawful for the operator of any vehicle, upon overtaking any moving street car, to pass said street when any such street car is within one hundred (100) feet of any street intersection being approached by said vehicle, or to pass any street car which has stopped for the purpose of loading or unloading passengers, until such vehicle has been brought to a complete stop to the rear of the nearest entrance of such street car, said vehicle to remain standing until all doors of said street car are closed or all passengers have boarded or alighted from said car, unless there is in the roadway a marked safety zone, in which case vehicles stopped in compliance with the provisions of this section may proceed with due regard to the safety of pedestrians in the roadway."

Men and Fish Need Schools

"That makes a pretty good fish story," said John Collins, Supervisor of Safety, with a twinkle in his eye, when the Perambulating Editor told him how the seals had followed his boat while trolling for fish off Catalina Island.

"Well, but you see the fish have organized for self-protection," said the scribe.

"Through their schools, I presume," said Collins with a laugh.

Then Johnny became serious. "You know," he said, "we are trying our best to keep men out of trouble, and to keep others out of the hospital.

"We are not fish, but we have to be constantly 'schooled' to keep our minds on what we are doing.

"And trainmen want to remember this," he continued, "that people are sluggish on hot days and some of them act as though they did not care what happened to them. Some may be crazy with the heat, but that is no reason for trainmen to become so affected"

After a few "hot shots" like this, Collins went on: "Upon arriving at a terminal, trainmen should immediately fix the car for the return trip, and three things are important to watch out for. First, see that the air is set to the brakes and that is not in center position; second, that the wheels are over the switch point, and third, that the front trolley is down."

John got up and walked around the office. Gazing out the window, he continued: "Trainmen should not follow the car ahead too close—they should be able to stop several feet away. Caution should be used in easing up to automobiles parked on the track because of traffic signals, and we try to impress on the men to sound the gong in approaching cross streets and to slow down at dangerous or blind streets. And last, but not least," said Collins, as a parting shot, "trainmen should not plan their vacations and try to operate a street car at the same time. There is activity enough upon the street today to require a man's whole attention."

And that's that.

Just a reminder of the Division meetings at which L. A. Recappe, Superintendent of Schedules, and W. B. Adams, Director of Traffic, will give some interesting talks. Here are the dates and where they will be held:

Monday, July 25th.....Division One
 Tuesday, July 26th.....Division Two
 Wednesday, July 27, Division Three
 Thursday, July 28th, Division Four
 Friday, July 29th.....Division Five

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

From The Lookout Post

IN THE days of old, when knights were bold, towermen played a very important role, from their positions in the turrets or lookouts in the castles, in giving warning of approaching danger through attack by enemies.

It's a far cry from those days to the present day towerman in the street car service, but from his vantage point in the tower on the street he is able to see clearly in all directions at the intersection and control street cars in accordance with vehicular traffic and thus prevent traffic jams and tangles.

He tries to co-operate with the motorman, but this co-operation is sometimes misconstrued by some motormen, who believe that partiality is being shown by towermen giving certain cars the right of way over others.

With this belief in mind, many motormen, when given the signal to proceed, will unnecessarily drag over the intersection and slow up the movement of traffic. That's not co-operation, and fellows, the "bird" that does it ought to be spanked. He knows better.

Then again, the towerman will often ring down a motorman, and when he does he wants that motorman to come to the door of his car and see what is wanted. Maybe the towerman sees something wrong with the car, or perhaps he has an order for that trainman from the dispatcher. "If we had some animated pictures to show him this call is responded to," said a towerman, "they would have to be shown on an ultra-slow reel."

Fellows, take this up with yourselves. You know the rules and its not only a matter of co-operation, but also fair play. Play the game. Put yourself in the towerman's place. If these things happened to you, you would feel justified in kicking out the sides of the tower box.



LARY LAFFS



"So your name is George Washington," mused the old lady.

"Yassum," replied the small colored boy.

"I'll just bet you try hard to be like him, don't you?"

"Lak who?"

"Why, like George Washington, of course."

"Ah kain' help bein' lak Jahge Washintons, cause dat's who I is."

"How's the last batch of stuff you made?"

"The strongest I ever made; a silver dollar will float on top of it."

"That's a good test. I put a silver dollar in mine the other day to see if it would float, but before I could grab it, it had melted."

"And what brought you up here, Pat?" asked the judge.

"Two policemen, sor," said Pat.

"Drunk again, I suppose."

"Yis, sir, both av thim," said Pat.

"I want a brick of ice cream that will serve six people," said the customer. "I like the plain brick and my wife likes the three-flavor kind."

"Yes, which kind will you have?"

"It's a cinch, young feller, that you ain't married!"

Minister: "Come, come, my friend, try to lead a better life. Why, you are continually breaking one of the Commandments."

His Friend: "Nope, parson. I don't have any trouble with a single one of the Commandments. It's the amendments that I simply can't keep."

"Black boy, how did you all get that soot on youah coat?"

"That ain't soot, Carbona, that's dandruff."

Two Scotchmen went bathing:

One said: "I'll bet you sixpence I can stay under water longer than you."

The other said: "All right."

Both submerged. The police are still looking for the bodies.

Customer: "Can I change these pants at this counter?"

Clerk: "Well, I'll tell you, mister, we have quite a few women shoppers, so maybe you'd better go to the dressing room in the rear."

Linn Mendenhall: "Have you heard the new pawnshop song?"

"No."

Lin: "Ve lent cha."



Left to right: W. S. Shields, V. G. Miller, G. A. Doughty, W. H. Laing, J. Stanton, H. M. Pankey, G. L. Kromer.



Left to right: A. Biederman, W. A. Walsh, O. L. Bessire, J. W. Epp, Jr., H. F. Henley.

"TAIN'T"

Tain't what we have,
But what we give;
Tain't where we are,
But how we live;
Tain't what we do,
But how we do it—
That make this life
Worth goin' through it.

—Selected.

For Conductor W. S. Shields and Motorman V. G. Miller, both of Division Four, from Mrs. H. F. Quinn for stopping their car and waiting for her after they had left the terminal, and for their kindness in helping her on and off the car with her baby.

For Conductor G. A. Doughty of Division Three, also from Mrs. H. F. Quinn for his courtesy in helping her on and off the car with her baby and for his interest in securing her a seat.

For Conductor W. H. Laing of Division Two from Adelia M. Bealey for his unflinching courtesy to his patrons. Miss Bealey says: "I realize your men meet with trying circumstances and to remain ever considerate is commendable."

For Conductor J. Stanton and Motorman H. M. Pankey, both of Division Two, from Mrs. Iva Frey for their kindness in waiting for them to board the car after making a transfer late in the evening. This courtesy saved them a wait of about twenty minutes for the next car.

For Motorman G. L. Kromer of Division Three from Mrs. J. E. Collins for the consideration and thoughtful courtesy he shows all his passengers. Mrs. Collins concludes with: "So I'm glad we have No. 1541 and fellows like him."

For Motorman A. Biederman of Division Five, while acting as conductor, from Mrs. Effie McGrew for his patience and courtesy in preventing a woman from jumping off a moving car.

For Conductor W. A. Walsh of Division Five from Margaret Gowie for

going into the middle section of the car and asking a woman to take her small child on her lap so that she might have a seat. Miss Gowie states that three such instances occurred during the one trip, and says: "This is not an agreeable duty for a conductor to perform and he is to be commended for so doing." Having her attention drawn to him for his courteous act in her behalf, Miss Gowie states that she noticed his uniform courtesy to all his passengers, particularly in helping small children and elderly people on and off the car.

For Conductor O. L. Bessire of Division Three from S. B. Keenan, who says: "I wish to commend Conductor No. 1038 for unusual courtesy to his passengers, although it was at a rush hour when he was very busy in the performance of necessary duties."

For Conductor J. W. Epp, Jr., of Division One from Mrs. C. Burt for his courtesy in paying her fare when he could not change the ten dollar bill presented for payment.

For Conductor H. F. Henley of Division Two from S. F. Roberts for his kindness and courtesy in lending him car fare. Mr. Roberts feels particularly grateful as he had already made several unsuccessful attempts to obtain car fare. While having checks and identification in his pockets, Mr. Roberts was unable to obtain money at a bank and appreciated Conductor Henley's help in an embarrassing situation.

It was not possible to obtain a picture of Conductor M. S. Thomas of Division One, but he received a commendation from Miss Minerva M. Greene for his courtesy not only to herself but to his other patrons. Miss Greene was grateful for his thoughtfulness to her as she is sometimes unable to move rapidly up and down the steps, due to a stiffness in her knee.

Square and Compass Doings

At the last regular meeting of the Square and Compass Club, held in the Masonic Temple on July 16th, several initiates for membership in the Club qualified as members before a critical and sedate gathering. Refreshments were enjoyed after the initiation.

On account of a great number of members being away on vacation, it has been considered advisable not to hold the regular meeting for the month of August.

Did'ya Get The Wrong Hat?

Did you pick up a pretty good Stetson hat at the last meeting of the Square and Compass Club, held in the Masonic Temple on the 16th of this month? If so, J. T. Stocks of South Park Shops is looking for it.

Stocks says the hat he took by mistake has the address 4551 Whittier Boulevard on the inside band. If the owner of this hat will get in touch with J. T. Stocks, whose address is 3643 Avalon Boulevard, arrangements will be made for the exchange.

Bulletins

ISSUED JULY 25, 1927
STREET CAR

NO. 105—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 1103, issued to J. H. Craig, Chauffeur, Way and Structures Department.

Pass No. 515, issued to Florence Bennett, Register and Tabulating Clerk, Auditing Department.

Pass No. 4731, issued to Conductor R. M. Garner, Division No. 4.

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

NO 106—NOTICE TO CONDUCTORS

Employes' Ticket Book, issued to bearer, Legal Department, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 107—NOTICE TO CONDUCTORS

Pass No. 4142, issued in favor of Motorman A. Biederman, Division No. 5, which was reported lost in Bulletin No. 102, has been recovered.

NO. 108—NOTICE TO TRAINMEN

At all points, where arbitrary "Stop" signs are displayed, stop must be made at the proper place, whether the Boulevard, Steam Crossing, Street Car Crossing or Intersection, Grade Stop or other arbitrary stop is handled by automatic signals or police officers, or not.

The only exception to this is provided for in Rule No. 66, on Page 28, of the Operating Rules.

R. B. Hill

BUS No. 50

Bus Operators when making a left hand turn at street intersections where there is a street railway safety zone to be passed immediately before making the turn, must come up to the intersection on the street car tracks, discharge and pick up passengers from the safety zone. This in order to comply with traffic ordinance which requires being on inside line of traffic when making a left hand turn.

Stauhancken

Out Fishing

To the tune of "High, High, High Up in the Hills," whimsical Superintendent E. R. Dye of Division Five packs his pack, cleans up the rod, untangles the fish line, sorts out the hooks, gets the bait ready, and says he is ready for the tall hills and cool streams, where he is out for the poor fish who may perchance "fall for his line"—in other words, he's on his vacation in the mountains.

Remember, Ernie, nothing but the truth about some of those catches.

FOR SALE

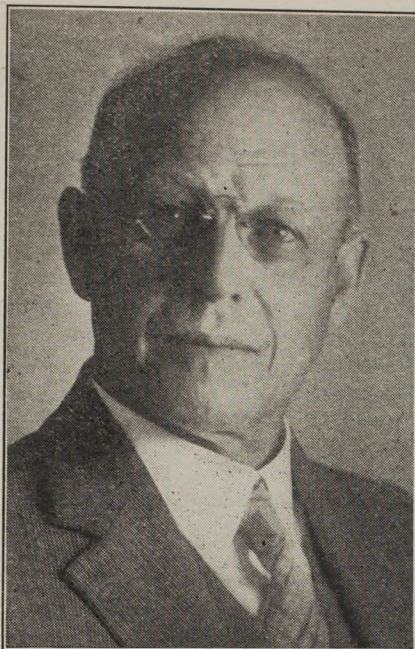
Four-room House, modern, a steal. Corner lot 50x85. Two-room house or garage in rear, northeast corner Rowan and Blanchard. Must sacrifice equity for anything I can get. B-90.

Baby's Bed and Mattress, in good condition, cost \$20, for \$6; also Portable Victrola and 30 records, like new. Cost \$50, for \$10. B-91.

TO LOAN

\$1500 to loan on first mortgage. B-92.

John H. Sheridan



Although he is getting fairly well up into the class commonly known as "old heads," he is in reality a dashing, debonair sheik. Introducing, if it's necessary, John H. Sheridan, better known as "Jack," Investigator and Special Representative of the Employment Department.

Jack entered the service of this Company in 1916 as Investigator and Adjuster in the Claim Department, and transferred to the Employment Department in 1921.

Prior to entering the service of the company, Jack had many long years of steam railroad experience. In the early 80's he bid farewell to the little vine-covered farm house tucked away in the tall timbers on the north slope of the Adirondack Mountains and migrated to the village of Trout River, N. Y., where his first job was clerk in a country tavern. It was here that Jack's foundation of railroad experience started, when he took up telegraphy. Becoming more experienced in this line of endeavor, Jack moved to Boston, where he worked for the Boston and Maine Railroad.

Jack was seized with "Western fever" and made a "bee line" for the Western Coast. He secured a job with the Southern Pacific and worked his way up to Chief Dispatcher of the San Joaquin Division. After nearly a quarter of a century in their employ, he resigned to take a trip back to his old "stamping ground." However, the old place did not look the same. He returned to Los Angeles and worked for the Santa Fe as train dispatcher, but finally concluded to try out with the Los Angeles Railway.

Jack also holds a few Masonic titles. He is three times Past Master of Te-hachapi Lodge; three times Past Master of Henry S. Orme Lodge; Past High Priest and Inspector of Signet Chapter, No. 57, Royal Arch Masons; Deputy Grand Lecturer 20th District of Grand Chapter; Past Illustrious Master of Los Angeles Council No. 11; Captain-General of Los Angeles Commandery No. 9, Knights Templars; Past Monarch of the Grotto; 32° Scottish Rite Mason; member of Al Malakah Shrine; member of L. A. Masonic Club, and Captain of Degree Team of the Los Angeles Railway Square and Compass Club.

Legal Question Box

Q. Is it legal to sign a contract for someone else at their request?
N. V.

A. Yes, it is legal to sign for someone else at their request and in their presence.

Q. I bought a lot from a corporation and would like to know how a corporation issues a deed. J. B.

A. Ordinarily by signing the name of the corporation by the President and Secretary, with the corporate seal affixed, although the Board of Directors have the power to authorize any other members to execute the same.

Q. For how long a time is a contract made in writing good in this state when made in the state? How long is a written contract good when made outside of this state? H. C.

A. Four years in either case.

Q. What is an attorney in fact?
E. G. W.

A. It is a private attorney authorized by another to act in his place and stead, either for some particular purpose or for the transaction of business in general, not of a legal character.

Q. What is the meaning of the term jointly and severally liable? J. T.

A. Jointly and severally on a note means that the person holding the note may sue one, any or all.

Q. If a man sues severally on a note and receives a judgment, can he

enforce said judgment as to one?
W. S.

A. Yes.
Q. Is an order overruling demurrer appealable?
J. B. M.

A. No, you must raise objection to the order by appeal from the judgment.

Q. Can a firm sue when they are doing business under a fictitious name and have failed to file a copy of their articles in the county in which they are doing business?
T. D.

A. Yes; the case will go through all right unless the defendant raises the statute of plea in abatement.

Q. If I wish to attach property which has a chattel mortgage on it, what can I do?
B. W.

A. If you wish to attach property which has a chattel mortgage on it, which mortgage has been duly recorded, you must first pay off the mortgage. If the chattel mortgage is not of record, it is void and you can attach.

Q. How soon must an action be brought for the specific recovery of personal property?
F. H.

A. Within three years.

Q. Is community property liable for the wife's debts after marriage?
T. C.

A. No; unless secured by pledge or mortgage thereof executed by the husband.

On Vacation

From the Instruction Department: G. L. Musselwhite, Instructor, starts his vacation and will camp at one of the local beaches.

From the Auditing Department: Al Broughton is vacationing at Catalina Island. William Vershoor will shoot golf at Griffith Park and try to improve his stroke and average. Miss Marion Castor is doing relief work in the department during the vacations.

From the Traffic Department: Supervisors W. H. Morgan, Jesse Drayer, A. E. Seyers, C. E. Bates, O. W. Marden and L. P. Bean. G. T. Wurtz is helping out in the office of the Director of Traffic during the vacation periods.

W. W. Stewart, Gateman of the Garage, is on a 90-day leave to visit relatives in Vermont.

A. W. MacFarland, Flagman, is on a 90-day leave touring Western Canada.

W. F. Abernathy, Flagman, is on a 30-day leave and will take short trips in his car.

E. C. Spruill is holding down A. W. McBain's desk, while "Mac" holds down Joe Finn's desk until Joe gets back from New Mexico.

G. W. Armstrong of the Publicity Department is vacationing at Catalina.

Harold Petrie of the Drafting Room is on vacation in Monterey and San Francisco.

H. D. Ramer, Dispatcher, is taking short trips in his car.

From the Claim Department: U. Robertson, Investigator, whereabouts unknown. Miss Helen Hughes is going to Portland, Ore., by steamer.

Harry Nordmark, Bus Division office, is in Portland, Ore., visiting friends and relations, and writes of having a wonderful time. Harry drove up all by himself after trying for a week to find someone to go with him for company.

Introducing New Men

The following men have been sent to their divisions during the week ending Wednesday, July 20th:

To Division One: Motormen L. H. Smith, R. L. Heaton, D. G. Hunsaker, Conductors F. D. Hyde, J. M. McIntyre, M. H. Stuller, L. C. Davidson, W. P. Hughes. To Division Two: Motormen R. S. Blackmer, S. R. Harrington, Conductor E. H. Vaden. To Division Three: Motorman T. N. Harris, Conductors H. D. Cline, L. B. Blackmer, J. E. Robertson. To Division Four: Motormen R. M. Bowman, O. R. Adams, J. C. Walters. To Division Five: Motorman P. N. Stewart.

Library in Room 602

For the benefit of those who may think the Library has disappeared, we wish to inform you that it is now located in Room 602, and access is gained to it through Room 601.

There is a large assortment of technical books, and also a number of leading magazines for those who may wish to "browse."

Show and Dance

The usual good vaudeville show has been arranged which will be followed by dancing at the regular monthly entertainment and dance to be held in the Foresters Hall, 950 South Olive Street, Saturday, July 30th. The show starts promptly at 8 o'clock, according to notices sent out by C. V. Means, General Chairman of the Entertainment Committee.

Mr. Means also advises that due to the fact so many employes will be away on vacations, there will be no entertainment or dance during the month of August.

Division Two

E. A. MOXLEY

Motorman W. W. Jones returned the fore part of the week from a three months honeymoon spent traveling over several states. Had no trouble with his car and everything went fine. From snow-capped mountains to Needles in three days was the worst part of the trip. He was reminded about the cigars and passed them out.

The Skinner boys, cash car crew, took off several days which they intend to make good use of. Their parents are here from Canada on a visit and the boys are going to show them some of the country around here.

G. H. Foster was secretly married in San Diego on the 16th. Congratulations Foster, and thanks for the smokes.

B. M. Deane returned from Texas with the news that his mother was getting along fine. Had a very serious operation, but there was no danger when he left.

Don't forget, boys, that the new runs go into effect SUNDAY, JULY 24th.

Division Five

FRED MASON

Conductor L. V. Hoffmeister is acting stenographer and scribe this week while our sunny dispositioned stenographer is spending a week on a whaling trip around Catalina Island.

Motorman W. T. Miller, who has been on the sick list for the past two months, has returned to duty.

Motorman O. Burgess is off for 30 days, all of which he is going to spend on a ranch in Montana.

Conductors H. E. Tetreault and R. Gilbert are taking about ten days off in order to see the sights of the city.

Conductor George Baltas returned from a business trip to San Francisco. Because it is a joy to live if only for a few days, and having taken no overcoat with him, he decided to return pronto to the City of Angels rather than stay and freeze to death.

Switchman W. E. Stoll: "The greatest thing in the world is service and economy must be our motto; we are gathered here today in the interests of hominy, it is a day when personal animosities should be laid to one side and all Switchmen congregate, assemble for this is a sufficient, ample, safe, secure, convenient edifice. We will clean the outside and paint the inside now the Biltmore has got nothing on us."

Heinie: "This is evolution, for I am the pinch-hitter."

Have you had your watch inspected this month?

Switchman Charley Worley and family are spending a couple of weeks visiting the Yosemite Park, San Francisco and way points.

This week Division Five has gone 72 hours, or three days, without a car change. This certainly is a fine record for you boys to make and is highly commendable. Incidentally, we got a very urgent call from the Claim Department the first thing Monday morning, asking us where our accidents were for Sunday, and it did not take long to inform them that we had no accidents Sunday. Why not have some more No Accident Days? It can be done.

But even with our good record of no car changes for 72 hours and our no accident day we are still falling down on securing witnesses. Let's get more WITNESSES.

Division Three

L. VOLNER

Conductor E. E. Fort has joined the bunch who are sporting new cars. He has a Buick coupe.

S. O. Huddleston and A. E. Chauvet, who left on a trip to Texas, have decided to remain and have sent in their resignations.

Foreman J. G. Owens has been off duty on the sick list for a few days.

The big shake-up came off smoothly last Tuesday night, each one getting the run he wanted. The occasion afforded the old-timers an opportunity to have a regular "family reunion."

Motorman J. W. Stewart has stayed off the cars as long as he could. He is returning to his former position.

Conductor A. P. Keran, who has been flagging while his hand was healing, is now able to return to his former place on Line "W."

At last the secret is out. Each one has been wondering why all the smiles on the janitor's face. Charles Wagner is the proud father of an 8½-pound baby girl.

Conductor F. M. Brown has written from Phoenix, Ariz., sending in his resignation. He reports that the health of his little daughter was much improved and for that reason he had decided to remain.

W. H. Meloy and C. L. Westenburg report a catch of twenty-seven barracuda off Hermosa Beach several days ago.

Division One

H. N. COLE

Motorman Joe Henschall, who has been working the "R" owl ever since the oldest inhabitant can remember, for some reason got a daylight in the recent line shakeup. Since then he has been suffering with a severe headache and several other complaints due to the sudden change from darkness to light. Motorman Huffman says it is a case of moon eyes. He has seen a good many cases of the kind down in Texas, and it will take several days to recover.

Foreman J. B. Lair is holding down Superintendent Williams's chair while the latter is vacationing somewhere in the wide open spaces. Clerk Roy Rugles is batting for Mr. Lair.

Yes, we had a general shake-up.

Motorman Enos paid the Division a visit last Wednesday. He has been on the sick list for several months, but seems greatly improved, and hopes to be ready for duty by the first of the month.

Conductor G. R. Evans has taken a three weeks leave, which he will spend at Balboa Beach fishing, bathing and having a good time in general.

Conductor J. H. Stanley has been granted a sixty-day leave. He will go to Big Bear Lake and interview the big bears up in that vicinity.

Conductor E. P. Hodge is spending ten days in Fresno, where the weather is nice and warm.

Conductor W. F. Alder is taking about two weeks to see the sights of Los Angeles.

Conductor G. E. Robinson is spending a dozen days basking in the sunshine of Huntington Beach.

Motorman C. G. Whitney took fifteen days off to get acquainted with the city and surroundings.

Division Four

C. J. KNITTLE

Student Motorman L. J. Burke received a big surprise recently when after satisfactorily completing his course of training he was given cap badges No. 1.

Safety Operator R. C. Cook slipped up to his cabin in Santa Susanna Canyon last Monday with the intention of laying around a little, but the ranger drafted him to fight forest fires. He was still battling valiantly Tuesday.

Conductor D. A. Mitchell has transferred to Division One. Conductor J. M. Walker comes to Four.

Conductor P. W. Fretz has been granted thirty days leave to visit in Frisco and vicinity.

Safety Operator A. H. Parrott was given ten days leave to visit in San Diego.

Motorman A. L. Henderson is taking a ten-day rest.

DON'T FORGET THE MEETINGS NEXT THURSDAY.

Conductor J. H. Pace has taken a 26-day leave to tour the state.

Doctors in the Sutter Hospital, Sacramento, found it necessary to remove Motorman Freddie Cunningham's injured eye last Monday. The accident occurred while Freddie was vacationing in Sacramento Valley.

Conductor C. D. Sayers is spending a 90-day leave at his home in Texas.

Safety Operator R. A. Clapp is taking a 30-day rest and Conductor C. W. Stevenson is taking ten.

Shops

JACK BAILEY

J. T. Watts, Electrical Wiring Foreman, is back with the boys after a two weeks vacation spent at random.

S. Messina of the Curtain Department has been given thirty days to rest up. He will spend these leisure hours on a relative's farm up north.

Are you interested in tobacco? Is it culture, storage, for curing, eating or smoking? Ask me another. We have a fellow employe in the Carpenter Shop, a proud possessor of the world's most oscillating mustachio, who will from his remarkable store of nicotine knowledge give advice free gratis to all. If you cannot place this well informed neophyte at the shrine of the smoke gods, just see Frank Day, he will spill the beans.

A. Gollmer of the Winding Room is on leave of absence. When we are reading this he will be having a barrel of fun near San Diego.

R. Sloan of the Winding Room has just returned from his vacation at Yosemite.

John Schultz, Painter, will start his Yosemite vacation on the 25th. George Cleland wishes him luck.

Now that we have all the boys going and coming, I'll ask another. Who ruined the cat? That's easy. Mrs. Kearns sat down on it. Caused quite a cat-astrophe.

A. M. Reid, "The Laird of Moscoy," for some seasons past the stepfather of the Carpenter Shop, has recently acquired a domain or parcel of ground situated at or near the city of San Berdo. It must have looked good to this genial Scot, and here's hoping the investment is good.

H. Stockman of the Drafting Room is vacationing at Vancouver. This came in late, but Stockie will find time to get a red nose from his barrel of fun.



To substantiate the fish story, Motorman George Kleinschmidt of Division Three has Mrs. Kleinschmidt hold the heavy end of the story. He writes that they are having a wonderful time in Oregon.

Bus Division

ELMER WOOD

F. Van Vranken, Manager of the L. A. Railway and L. A. Motor Bus Companies, and F. C. Patton, Assistant to the Manager for the L. A. Motor Bus Company, gave interesting talks on accident prevention at joint division meetings last Tuesday. The meetings were not only beneficial to the new men, but gave the old-timers a few helpful hints on safety.

Operator H. C. Pierson is on a 14-day leave of absence, part of which he is spending at Catalina Island.

Operator L. K. Newton is on the sick list for a few weeks because of trouble with his footies.

Operator R. Hansen is taking off 14 days to go to San Francisco.

Operator R. F. Purpus is on a 30-day leave of absence, and will drive to Oregon on a visit.

The boys of the division are organizing an aviation club, called the "Associated Aero Club, Incorporated." Membership in this club gives you full instruction in flying, navigating and in the building of airships. It also provides a plane for members to use at their leisure. Operator J. O. Todd, who is organizing the club, has successfully promoted two other clubs and with his seven years of experience with air planes there should be no fear as to the success of this club. Charter membership will cost \$25, payable in terms. There will only be 25 charter members admitted at the above price, and the club is only open for six more members. The fee will then be raised. So anyone interested see Operators J. O. Todd or J. L. Reidinger at once for details and sign up, because "It won't be long now."

Garage News

Miss Dorothea Rankin is the new telephone operator in the office, replacing Mrs. Nolf, who started three weeks ago, but was unable to continue because of illness.

W. B. Decker, Chief Clerk in the office, returned to his desk after resting up for ten days at the Gilman Hot Springs and a few days at Catalina Island.

L. R. Drake, Second Shift Foreman, has returned from a 14-day camping trip to Lake Tahoe, in which he covered 1700 miles. Drake says he feels like resting up now. W. T. Hambly, a mechanic on the same shift, reports following Drake for a few miles on his way up north, and noticed Drake losing his potatoes and tried for two miles to flag him down and tell him about it before he succeeded. So we are wondering if Drake had potatoes to eat on his vacation.