



Leaders Lose To Larys

Left to right: Supervisors W. R. Terry, A. E. Johnson, M. M. Chamberlain (relief), C. R. Bowe, D. P. Schantz.

Ball Game Saturday

L. A. Railway vs. Santa Fe, 2:30, Elysian Park, Diamond No. 2, June 18th.

How the League Stands

Teams—	Won	Lost	Pct.
Boyle Dayton	9	1	.900
Santa Fe	5	5	.500
L. A. Railway	4	6	.400
Pacific Mutual	2	8	.200

EXTRA! EXTRA!! EXTRA!!!

The Lary nine defeat Boyle Dayton crew to the tune of 18 to 6.

Star twirling by Oscar Lund, Larys' pitcher, completely bewildered Boyle Dayton. Oscar out-threw himself with rainbow curves, fade-outs, drop ball, and every conceivable trick known only to the best of pitchers. And Oscar pitches a hasty pellet.

To completely dishearten the Dayton nine, Sammy Messina batted a three-bagger to start with and the next five men to bat each accounted for a run. Frank Struhs made four hits in four times up and stole five bases.

Boyle Dayton showed they were good sports and took their defeat well. They admitted the Larys were the best opponents they had met.

Now, fans, get busy and try to be on deck for Saturday's game, June 18th, at Elysian Park, Diamond No. 2. The Larys meet Santa Fe and if they can win this game, they will tie for second place. Then they will meet the Pacific Mutual nine, and with a little boosting from the fans, the Larys should easily cinch second place and the money that goes with that position.

Get out and root for the Larys!

Something Ought to Be Done About This

It seems quite commonplace that steps of street cars should be knocked off occasionally and the causes are, of course, quite numerous, but Superintendent Dickey of Division Two cites an instance where a crew report the steps were blown off their car.

According to their report, they came alongside a truck—of the overgrown type—when the engine snorted and back-fired through the muffler. When the din and smoke subsided they found the street car minus its step.

"D'you know," says "T. Y.," looking up from the report, and smiling, "that is the best I've heard in a long time. I guess the boys want to kid me a little."



Supervisors Bus Division

This weeks picture shows the smiling faces of the handsome boys who keep the yellow buses running. They are draped around one of the vehicles on which they won their "spurs."

The work of these men is similar to that of the supervisors of the street car operations, although it covers a little more ground. These five men cover the operations of eighteen bus lines, the extreme limits of which are approximately thirteen miles apart, during approximately twenty hours every day.

Like practically all of the company's employes in supervisory positions, all of these men have been promoted from the ranks, having been bus operators until chosen for promotion.

Supervisor H. C. Lehnhart is on leave of absence and unable to be in the picture.

The Scribes' Dinner

Two Bells celebrated its birthday with the usual annual party to the Scribes and their wives.

The scandal mongers, otherwise Scribes, congregated outside the Hoffman Cafe until the editorial staff of Two Bells arrived to show them where the eats were located.

Everyone ate well with the exception of Elmer Wood of the Bus Division. Elmer couldn't eat very well, so he talked instead.

After that meal your Division Scribe really ought to do better. Try him out.

Dance and Show

Preparations have been made for a good bill of entertainment, which will be followed by dancing at the next Company Dance, to be held in the Foresters' Hall, 955 South Olive Street, Saturday, June 25, according to C. V. Means, General Chairman of the Entertainment Committee.

The shows starts at 8 o'clock. Come early and enjoy the entertainment and stay late enough to dance a few steps to the peppy strains of the orchestra.

Association Meet

The California Electric Railway Association is holding its Annual Convention at the Mayfair Hotel, Los Angeles, on June 20th and 21st.

Talks will be made by representatives of the various electric railway companies of the state.

R. B. Hill, Superintendent of Operation, is Chairman of the Superintendents Committee.

The Los Angeles Railway Orchestra will furnish music at the banquet to be held on the evening of the 20th.

Personal Mention

From the Auditing Department: Miss Ruth Bell is taking two weeks vacation at Catalina.

Mr. and Mrs. Earl Wilson are vacationing in San Francisco. G. B. Crebasa in Los Angeles and vicinity. Miss Grace Nuckles in Yosemite Valley.

J. G. Richardson, Dispatcher, will go ranching for his vacation, taking care of his cattle on his ranch near San Bernardino.

R. A. Pierson, Supervisor of Merit System, is back on the job. "Bob" was called away to Iowa, and experienced a few bruises when the California Limited, on which he was riding, was wrecked near Flagstaff, Ariz. We are mighty glad to have Bob back with us.

"Lion Tamer" Healy is back in his den in the Instruction Department.

John Knight of the Instruction Department starts on his vacation Mon-

day, and if the old Ford holds up, he expects to make trips to the several beaches near Los Angeles, together with Mrs. Knight, their four boys and two girls. Knight says that all eight in his flivver make it ride like a Packard.

G. D. Wheelock of the Schedule Department will now be seen sporting a new Chrysler sedan.

From the Claim Department: W. D. Phillips is taking a two weeks vacation.

Introducing newcomers: Francis A. Dillon, Court Investigator. E. C. Brown, department staff.

Miss Reta Whitfield is vacationing at Glen Ranch.

Miss Eloise Slocomb, who was with the Claim Department about two years ago, and just recently returned from El Paso, Texas, is helping out the Claim Department during the vacation season.

The Stork Pays Some Visits

George Oliver of the Bus Division is the proud papa of a seven-pound boy, who arrived June 13th. The boys of the garage congratulate Mr. and Mrs. Oliver. Mother and son are doing fine, George reports. But there is no truth in the rumor that the baby has tatoo marks like his father.

The stork made a flying trip to the home of Conductor F. S. Longley of Division Two Wednesday morning. So far we are in the dark as to the outcome.

Conductor R. G. Monahan of Division Three is rejoicing over the arrival of a 7-pound 11 ounce daughter, born Saturday the 11th. Mother and baby doing fine.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

Dead Right

You may be wrong when you are right. Recently, in a convention of street railway men, a speaker referred to a man who "was right, dead right—but he is just as dead as if he were wrong."

The man who was "dead right" interpreted literally the rule governing his work, but he did not "use his head." If he had, he would not have violated the very important rule regarding courtesy to his passenger while he was obeying, very rigidly, the rule that made him "dead right."

A passenger had boarded his car with a wrong transfer. The destination sign was, of course, conspicuously displayed. The conductor told him the transfer was not acceptable on that car, which was "dead right." He followed this by asking in a rude manner, "Can't you read?"—which was "dead wrong." And he failed to offer the passenger directions as to which car would accept the transfer and carry him to his destination, which was also wrong.

And, further, he went out of his way to make an enemy and tarnish his own record.

It does not pay, in handling a customer, to "teach him a lesson."

BOUQUETS



Left to right: H. Gravitt, T. D. Hall, G. R. Perdue, T. C. Risk, E. L. Jandro, J. H. Gillard, J. L. Berry.

Here is a posey which blooms to blush unseen in the bouquet column, as the writer of the commendation failed to get the numbers of two conductors and one motorman on the "E" Line. Mrs. Ellen McSweeney left her purse on an "E" car going to Avenue 45. Happened to catch the car following and explained her predicament. Crew assisted her in locating the car on return trip and also her purse. Mrs. McSweeney says: "Both of these men, and the motorman also, were very sympathetic and kind and I feel that I should have gotten their numbers, but I was excited and forgot to do so, but I would like them to know that their kindness was greatly appreciated."

For Conductor H. Gravitt of Division Two from Mrs. Nettie Stiefel, for his interest and kindness in directing her to her destination.

For Conductors T. D. Hall, G. R. Perdue, T. C. Risk, E. L. Jandro, all of Division Three, from Ella M. Kennedy. Miss Kennedy says: "These gentlemen are always kind and helpful not only to me but to others who need help." She also commends Conductor Jandro for assisting a blind man carefully from the car until he was safely across the street. "Kindness to the afflicted is the truest kindness, for it comes from the heart and should be commended," writes Miss Kennedy.

For Motorman J. H. Gillard of Division One from T. W. Davis, for the careful manner in which he handles his car and for his courtesy in giving information willingly to young and old.

For Conductor J. L. Berry of Division Four from Virginia L. Stone, for special care for the safety of an elderly woman and for his unusual courtesy to all.

Tune Ins

At the request of the Red Cross committee, in conjunction with the Veterans' Hospital at Sawtelle, the Company Orchestra is playing for the "vets" on the 22nd of this month at the hospital. These "vets" of the three wars evidently enjoy the peppy music of the orchestra.

For the week of June 20, the orchestra broadcasts as follows:

- June 22—KHJ, 10 to 11 p. m.
- June 24—KNRC, 9 to 10 p. m.
- June 25—KFQZ, 9 to 11 p. m.

Courtesy pleases the patron. Think a moment and you will remember the time when you walked an extra block to deal with a salesman who had shown you courtesy the last time you were in the store.

Courtesy makes every job more pleasant—every task more worth while.

Advice By Goofy Gus

Two Bells will, with this issue, give to its readers an article by Goofy Gus, dealing with the street railway business.

Mr. Gus, as you know, can tell you anything about this business, with emphasis on the about, and not much on the business. His article this time deals with how to become a trainman.

First you will find it necessary to be born.

It is also necessary to go to school, the longer the better. In some cases you have a look of natural ability, but are forced to use the ideas of others.

Always advance these cracked ideas, and if everyone does not agree with you, pity them and think how it must feel to be so dumb.

If you can answer the following questions there is no doubt you will become a high grade trainman:

1. Are you absentminded. Your answer should be "Yes." This trait is very essential in a motorman, in fact Mr. Gus is known for this failing, but of course, it does not prevent him from judging others, or rather, trying to.
2. When cornered in an argument, always say to the other person, "Oh, you don't understand."
3. Punctuality. This is O. K. in others, but is not intended for you.
4. Always try to intrude where you are not wanted. This gives you a feeling of superiority—it's a good bluff, if it works.

After absorbing the wisdom in the foregoing, you are ready for a tryout

on a car as a motorman. The first step here will be to have your duties explained to you. Always give the Chief Instructor a fish-eyed look as much as to say, "Interesting, if true."

The next step is on a practice car. Remember you are a very great person and much above this work. If you can't see a dozen autos on the track, that's all right, the instructor will stop the car—he has intelligence and horse sense.

Keep telling the Instructor what a good man you are. He may forget it if you don't.

After two or three days of this he will tell you that you are not adapted. Of course, he is wrong and you are right. Even if you do "get by" on the practice car, there is the Line Instructor to pick on. If he doesn't put you out of your misery as he should do, you will be turned in to operate a car.

After a few miss-outs and a couple of accidents a day, keep right on—you didn't miss out, they changed the schedule after you looked at it, and the auto drivers were at fault as they could have prevented the accident had they remained at home.

Violate all the rules you can think of—rules were not made for you anyway.

Three Weeks, and not by Elinor Glyn, is as long as you will last, but it doesn't matter, we are unable to recognize ability when we see it.

Mr. Gus will, in a later issue, give further advice. Watch for it!

LARY LAFFS

A street car inspector was watching the work of the green Irish conductor. "Here, Foley, how is this?" he said. "You have ten passengers and only nine fares are rung up."

"Is that so?" said Foley. Then turning to the passengers he shouted: "There's wan too many av yez on this car. Git out o' here, wan av yez!"

Father: "You kept the car out rath-er late last night, son. What delayed you?"

Son: "Had a blow-out, Dad."
Father: "Huh! Tire or roadhouse?"

Hubby (at the golden wedding): "Well, dear, all the years have fitted by, and I haven't deceived you yet, have I?"

Wife: "No, John; but goodness knows you've tried hard enough."

"My wife writes me that she is all unstrung. What shall I do?"
"Send her a wire."

A Georgia lawyer tells of a darky charged in a town of that state with theft. His lawyer decided to put him in the box in his own behalf. The magistrate, being doubtful if the darky understood the nature of an oath, undertook to examine him on the point. "Henry?" he said, "you know what will happen to you if you tell a lie?"

"Yes, suh," said Henry. "I'll go to hell and burn a long time."
"Quite right," replied the judge.

"And now, you know what will happen if you tell the truth?"

"Yes, suh," said Henry. "We lose the case."

Einstein: "I want some powder."
Salesman: "Scented?"
Einstein: "No, I vill take it mit me."
Salesman: "Mennens?"
Einstein: "No, Vimmen's."

"There are just two things that break up most of the happy homes nowadays."

"What are they?"
"Woman's love for dry goods and man's love for wet goods."

Rastus: "Ah wants a divorce. Dat woman jes' talk, talk, talk, night and day. As cain't get no rest and dat am drivin' me crazy."

Judge: "What does she talk about?"
Rastus: "She doan' say."

During the recent Episcopal Conference in New Orleans, the weather turned out to be much hotter than anticipated by the visiting delegates, resulting in the following telegram sent by a well-known bishop to his wife: S.O.S.P.D.Q.B.V.D.C.O.D.

The bishop informs us it had the desired effect.

Honest Man (in street car): Has anyone dropped a roll of bills with a rubber band around them?

Chorus of voices: Yes, I have.
Honest Man: Well, here's the band.

"Abie, your shirt tail is out."
"Out? Vere iss it out?"
"Out vere the vest begins."

Rastus: "Lady, Ah wants a flesh-colored bathin' suit for mah gal, and Ah don't want no pink one, neither."

Bulletins

ISSUED JUNE 20, 1927

STREET CAR

NO. 90—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 6826, issued to C. A. Thompson, Motorman, Division No. 4.

Pass No. 2117, issued to W. F. Ellis, repairer, Division No. 5, and Pass No. 3732, issued to Margarite Rizzo, dependent wife of Joe Rizzo, scrubber, Mechanical Department.

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

NO. 91—NOTICE TO TRAINMEN

The chewing of tobacco, by trainmen, while on duty, must be discontinued at once.

NO. 92—NOTICE TO CONDUCTORS

Effective Saturday, June 25th, the following walk-over privileges will be granted:

Figueroa Bus tickets, Form S-BU-4, when punched NORTHBOUND, may be honored on Line "D" at 6th and Olive in either direction. Line "D" transfers when presented on the Figueroa Bus at 7th and Olive will be honored.

Mines Avenue Bus Tickets, Form S-BU-10, when punched WESTBOUND and presented on line "B" SOUTHBOUND at 12th and Hooper may be honored for walk-over. Line "B" "out-trip" green transfers when presented on Mines Avenue Bus, EASTBOUND at 9th and Hooper, will be honored for walk-over privilege.

Patrons may be advised accordingly.

P. B. Hill

BUS

No. 43

Effective June 13th (Monday), restriction against use of U. S. Government Ticket Form U. S. 1-50 on Wilshire Blvd., Figueroa St. and Mines Ave.-Whittier Blvd. Lines as shown in (1927) Bus Division instructions to Conductors and Operators, Sec. 2, Item 5, Page 3, is hereby cancelled. The following instructions will govern the honoring of these tickets on the above mentioned lines:

Wilshire Blvd. (east of Fairfax), Figueroa St., and Mines Ave.-Whittier Blvd. Lines will accept two (2) Form U. S. 1-50 tickets in lieu of ten (10) cent cash fare issuing in exchange regular form of bus ticket if requested.

Wilshire Blvd. Line will collect one ticket Form U. S. 1-50 in lieu of five (5) cent cash fare WEST of Fairfax. No transfer issued.

Be governed accordingly.

Shawhanke

More Alvarado Buses

In order to provide ample service for the increase in travel, service will be increased on the Alvarado Bus Line during the evening rush period. From approximately 4:00 to 6:30 p. m., buses will be operated on an eight-minute headway.

Introducing New Men

The following men have been sent to their divisions during the week ending Wednesday, June 15:

To Division Two: Motormen C. L. Nelson, R. A. H. Steele, E. O. Cooper, O. C. Adams. To Division Three: Motormen F. J. Skrehot, J. G. Callio, Conductors S. S. Cisney, J. C. Kingsland. To Division Four: Motorman M. M. Aufderheide, Conductors H. M. Shields and D. D. Rogers.

S. T. Cooper



Another of the "toppinest" men—this time from Division Four.

The above engraving is a true likeness of Conductor S. T. Cooper, who is one of the contributory sources to the joys of Superintendent Wimberly.

Cooper was born in London, England, but feeling the urge to travel, sailed for the U. S. A. when a young fellow. Worked as bookkeeper, clerk and served during the war prior to entering the employ of the Los Angeles Railway in June, 1920.

He tried out as Supervisor for a while, but returned to the platform service and has not received a demerit since the inception of the Merit System. He received second money in the special award in 1924 and first money in 1925 and 1926.

Cooper has been Line Instructor for some time now, and "Wim" says that in this capacity "he cannot be beat."

Division Four is also proud of Cooper as a thrifty member of its personnel. Since starting to work for the company, he has bought and now owns his own home.

Our Ad Column

Some inquiries have been received on the proper method of replying to ads in the "For Sale" column in Two Bells. All that is necessary is to reply to the number, such as "B-69," or whatever the number may be, as follows:

B-69, Two Bells
Room 601, L. A. Railway Bldg.

Your letter is not opened, but is forwarded to the advertiser for his reply.

FOR SALE

Savage Automatic Pistol, 32 caliber. B-70.

Banana Tree Sprouts, 75c to to \$1.25 each. B-71.

Life Membership, Deauville Beach Club. B-72.

Baby Bed and Mattress, almost new; cost \$20; will sell for \$6. B-73.

Baby Buggy; cost \$50 new, for \$12. B-74.

FOR RENT

Five-room modern cottage, furnished, garage, party going to beach for summer; \$35 a month; might consider a little less to responsible person. Vacant July 1st, 3922 Hubbard Street, one block north of Whittier Boulevard. B-75.

The Perambulating Editor

He Visits Bodley

It being the first Wednesday in the week, and for no good reason at all, Two Bells scribe called on J. A. Bodley, chief dispatcher, and found "Jim" pacing the floor muttering, "Same old excuse, 'I didn't understand—I didn't understand!'"

Asking Jim to squat in his chair and cool his feet by putting them up on the desk, he unloads the following:

"I'm trying to get over to the fellows," said Jim, "that when they receive an order to be sure they understand it and carry it out. The right or wrong of it is up to the man who issues it—not the man who receives it. Failure to execute an order will generally spoil what otherwise might be a perfect rendering of service.

"Quite frequently," continued Jim, "it is necessary for the dispatcher to issue an order for a turn-back which will cause the second car in a blockade to transfer its passengers to the first car. The first car to operate through to the terminal, the second car to turn on the first car's time."

The scribe thought instructions of this kind seem simple and would appear to be easily understood. "But here is what happens," said Jim, "the passengers are transferred, but the turn-back is not executed—both cars operating through to the terminal, and the idea, that of covering a delay, is lost and the excuse given is, 'I didn't understand.'"

"Then we have the man who calls over a private phone to report an accident," continued Jim. "He usually is anxious to get help and makes his call before he has the necessary details. After giving all the information he has, he is instructed to get the names of witnesses, clear the blockade if possible and call the dispatcher on arriving at the terminal. This sounds simple," and Jim pounded the table, "but 70% don't do it—they didn't understand."

"Failure to execute orders is not willful," Jim concluded, "but if a fellow's understanding is not clear, let him say so. The man giving him the order will gladly repeat it. Better to ask and be sure than have a vague idea and spoil what might be perfect service."

The scribe, after enduring this oratory and leaving Jim's office, wondered why trainmen "don't understand," when its theirs "for the asking," but gave it up.

He Visits Collins

He decided he would call in on John Collins, supervisor of safety, and see what "Johnny" had on his chest. John's chest was loaded all right. Hoping the scribe might relieve him, this is what he got:

"During the month of April, all outside men were observing the operation of the bell signals and found that the trainmen understood the rule and were observing it—no violations were found—but during the month of May," said Collins, "the trainmen began to drift. On one day one man found six violations, and each violation is a cause for demerits."

The scribe sat down and Collins went on.

"Upon the trainmen's strict observance of the bell service depends the keeping down of the number of step accidents. Step accidents are always bad, and there is no excuse for starting the car while people are boarding or alighting, or for allowing people to alight from moving cars. If a woman attempts to alight while the car is in motion she should be warned to wait until the car stops and the conductor should see that she stays on the car until it stops.

"And yet, in spite of all," continued Collins, "there is about five per cent of the trainmen who seem determined to do things contrary to the rules, thereby creating a condition which makes the step accident possible."

Collins took a turn around the room.

"Falling from a standing car is quite often caused by high heels, and, of course, there are many other reasons, but care on the part of the motorman will prevent many of the boarding car accidents. A conductor who is on the job can avoid many of such accidents. There is but one right way of doing things and any number of wrong ways. The rules are meant to make the wrong way as hard to follow as possible and the right way as easy as possible."

Fellows, it's up to you to keep hammering away at yourself and drive this signal bell rule in. It's easier than securing witnesses and making out reports. You may occasionally make a mistake—you're human—and you have in all probability missed the head of the nail you were driving and hit your finger nail—they're both nails—but they're different, and you won't keep on hitting the wrong nail.

Legal Question Box

Q. What are the different modes of taking testimony? F. C.

A. By affidavit, by deposition and by oral examination.

Q. How soon must an action be brought for the recovery of real property? R. D.

A. Within five years after the plaintiff was seized and possessed of the property.

Q. For how long after the sale of a homestead are the proceeds exempt from execution? J. H.

A. Six months.

Q. How do you go about contesting the validity of a last will and testament? H. E.

A. By filing written grounds of opposition to the probating, and serving a copy on petitioner and other residents of the county who are interested in the estate, setting forth any facts substantially affecting the validity of the will.

Q. What is the object of a summons? F. B.

A. It is the notification to the defendant informing him of the pendency of an action and requiring him to appear and answer the complaint within a specified time.

Q. Suppose a court refused to go on with a case, what can be done? C. B.

A. Apply for writ of mandate.



At Lake Henshaw, Division Four's foremost rod and reel enthusiasts pitched tent and succeeded in hooking some two hundred perch. This beautiful spot is located forty miles northeast of San Diego. In the picture from left to right is Division Foreman B. B. Boyd, Motorman T. L. Roberts, Conductor J. A. Weathers and Conductor J. A. Saunders. Motorman Freddie Cunningham took the picture.

DIVISION FOUR

C. J. KNITTLE

Conductor George Mayhew has received a ninety-day leave and is on the way to Goodwell, Okla., to help his father farm.

We hope we are not nose, but we would like to know who the good looking lady is that Motorman Deutcher danced with in the Venice Ballroom last Sunday afternoon.

Motorman Z. P. Dempsey is taking an eight-day rest.

Conductor Duke Lowen is spending thirty days in Yosemite.

Conductor C. R. Clarke was branded last Tuesday night by the "565" Club. Did you see his brand?

Mrs. Layton, wife of Conductor A. L. Layton, has sufficiently recovered from a recent illness to be able to make an extensive auto trip with friends. She expects to visit relatives in Kansas, Oklahoma and Texas.

"I suffer with hallucinations," remarked one extra man to another last Wednesday.

"Have you tried listerine?" asked the other, wisely.

Motorman F. M. Loftus is taking a thirty-day vacation.

DIVISION FIVE

FRED MASON

Here's more than half of the month of June gone and only one wedding. Who's holding out on us?

Motorman Harry Mounger is back on the job again after a couple of weeks in San Francisco, where he reports he had a very good time.

Switchman Ed Kasal, the boy with two prominent teeth, is off for two weeks and doing his stuff at Wheeler Hot Springs.

Conductor Floyd Smith is off for ten days just resting up at home.

Glad to see Conductor John H. Maxwell back on the back end again, having fully recovered from his long illness.

Boys, bring in those pictures of the kiddies. Also your homes.

Motorman Rufus Farmer is looking forward to his auto trip to Wichita, Kan. Incidentally, he'll be looking for a lot of gas stations, too, as he's using the same old Cadillac. Rufus said he don't care how much gas he burns as long as he gets there.

SHOPS

JACK BAILEY

F. J. Rappe, Air Man, offers a new bat to the man who makes the most hits during the month of June. Adkins, star first baseman, took last month's bat. Struhs, painter and third baseman has the lead on hits so far. Just two more games, boys.

A card from Tom Maguire of the Upholster Department was received by Maurice Wassell. Tom is at Balboa, Panama, and says he is having a great time. Tom is on a health cruise and vacation.

H. P. Koster, Painter Foreman, is vacationing at his ranch at Lanker-shim. Two weeks among the chickens.

F. M. Riedl, carpenter helper, has undergone a minor operation and reports he is coming fine. He will leave the Pacific Hospital this week, but will be confined to his home for some time.

C. Schneider, painter, and R. Weatherly, trimmer, left the 16th for Lake Mona to hunt jack rabbits. J. Foote, painter, has just returned from a two weeks vacation, sick.

No one calls "Red" Catherman, "paint shop clerk," by his first name any more. He sent in time cards and requisitions with no mistakes on the 13th.

A. M. Canales of the Winding Room is contemplating a vacation soon. He got a ticket to tell it to the judge for smoking in Las Flores Canyon. We hope he don't feel hurt.

John Hayes is back with the Winding Room after two weeks spent around home.

The Machine Shop has a foreman with big feet, and a clerk with the big head. As were, Mr. Hathaway was painfully injured last week when part of a street car fell on his foot. The other victim, Clerk F. A. Frazier, is suffering an infection set up in his ear.

A new face is seen in the Truck Shop. Introducing Mr. C. Johnson.

Our sympathy goes to H. Heuer and wife, who sustained the loss of Mrs. Heuer's father last month.

DIVISION ONE

H. N. COLE

Conductor D. A. VanDyke is undergoing a most trying ordeal these days. He is trying to obtain a divorce from his life-long enemy, the cigarette. He says it is quite easy to cut them out, but it is so very easy to begin again. As a substitute he is chewing gum.

Those who frequent the highways this summer will see at least three perfectly new automobiles in addition to the usual number. Cash Receiver Harry Coles has a new Ford, Stenographer D. B. Kohl has a new Chevrolet sedan and Supervisor F. R. Baldwin, formerly of Division One, has a beautiful new Buick coupe. Save your money, boys, while you are young, just as these men did, and you will be able to do the same thing.

Conductor W. E. Laber, who left the city about a month ago to drive to New Hampshire, recently wrote to his Motorman, L. E. Mills, that he had arrived all right and had practically no trouble on the way, except he was compelled to buy six new tires.

It was reported that Conductor Charlie Rogers laid off last Sunday, and when interviewed by a representative of this paper, acknowledged that such was a fact, but he regretted it very much, and would see to it that in the future as in the past he would stick to business and work three hun-

DIVISION TWO

E. A. MOXLEY

Conductor C. Gutnecht and wife left Los Angeles by auto the first part of the week for Fort Dodge, Iowa, to visit his mother, who has been in poor health for several months. They expect to be gone about three months.

Switchman G. W. Coulter and wife are motoring to Bloomington, Ill., to visit friends and relatives.

Far be it from us to try to steal any of Division Three's thunder or try to flatter Ed Molster, but still we are compelled to remark that Ed got his training at Division Two. Anyway, we are glad that he hasn't "back slid" since going to Division Three.

If anyone should see a Trainman trying to pull up a traffic button by the roots it's Motorman J. F. Kirk of Division Two. Several days ago, while making a run on line U, he passed a certain corner and there was a button in the center of the street. After enjoying his lay-over at the terminal he started back. When he came to this corner the button was about four inches from the rail. Thinking that it might derail some car, he decided to move it over to the curb and report to the Police Department so they could fasten it down when their truck happened to be out that way. The truck had been there and moved it while he was at the terminal, and it was fastened down very solid with four bolts instead of just sliding around loose as he thought. He meant very well, but it's too good a joke to keep.

H. J. Flaherty has been granted thirty days leave. He is going to spend the time up in the mountains resting up.

Several of the boys have received cards from Conductor J. Rose, who at present is taking in the sights in New York City. He says he is having a great time and is in a great hurry to get back to work.

All of the pool sharks are busy practicing for the big tournament. All figure they can make good use of the new car that Al Setzer is giving away to the man making the highest score.

dred and sixty-five days a year. If he is trying to beat McMullin to it, he might as well stop, because it can't be done.

Conductor M. S. Thomas, who rides in to work on the Glendale car, rises to remark that while the red car demands an extra cent from its passengers, if they were to continue their journey east on the "J" line they would get a "scent" back, thereby breaking even.

Conductor P. Awrey, who has been on the sick list for about two months, is still confined to his home, but hopes to be out at an early date.

Motorman A. A. Whitaker has taken ninety days off to visit Fort Worth, Texas.

Conductor P. E. Holt is on the sick list. Also Motormen H. C. Fowler and J. G. Cassara. Conductor O. Arguello returned to duty last Monday after several weeks illness.

The following are on leaves of absence: Conductor Ben Loar, fourteen days; Motorman H. S. Haag, ten days; Conductor W. Watson, ten days; Motorman H. W. Brown, thirty days; A. L. Chilson is off for sixty days and will visit Minneapolis, Minn.

Conductor F. R. Holmquist is taking thirty days to visit Senter, S. D.

BUS DIVISION

ELMER WOOD

Some time ago, it is rumored, an operator on the Melrose line was presented with a street car transfer and upon refusal the passenger gave the operator a one dollar bill, at which he put the transfer in his pocket and threw the dollar bill out the window. Anyway, it is said that Operator A. L. Irwin was a dollar short that night when he turned in.

Operator A. C. Lucas returned early from his 30-day leave of absence. He spent 21 days visiting friends and relations in Palo Alto, California.

Operator F. C. Smith has been called to the bedside of his mother, who is very ill in Kansas City, and was granted a 30-day leave of absence.

"Coming Events"—Operator B. B. Towsley will discontinue the life of a bachelor and take unto himself a bride. The wedding bells will ring the latter part of this week, so see next week's issue for the particulars.

Operator W. F. Foster reported for work last week after spending about seven days on the sick list.

Operator W. T. Crawford has been granted a 30-day leave of absence to show some relations around California.

Introducing New Men—The following operators have entered the service in the past 30 days: W. A. Russell, C. Lyles, L. J. Searcy, H. G. Cornthwaite, A. F. Munsell, G. W. Horne, R. W. Cade, W. E. Curtis, F. H. Cox, W. F. Weber and Conductors S. M. Wilker, J. C. Simmons, O. H. Frost, C. D. Walters, H. P. Speck and L. A. Martin.

GARAGE NEWS

Clarence Marine of the office has returned from his two weeks vacation, spent visiting friends and relations in Indiana.

DIVISION THREE

L. VOLNER

Motorman R. L. Savage, accompanied by his wife and Conductor W. C. Love and daughter, are to start on an overland trip to their former home, Fort Smith, Ark. Mr. Savage has a 60-day leave of absence and will spend most of the time visiting various places.

Motorman W. A. Hubbard has a week's leave of absence, which he is going to spend at home.

We have not heard from Clerk Dan Hanley since he left on his vacation, but feel sure he is putting in long hours training for his famous swim.

Motorman C. T. Morgan has been granted a ten-day vacation, during which time he wants to try out a truck driving job. We expect to see him back in a few days.

The Maintenance of Way Department has made us a nice oiled park in the front yard after filling in the old duck pond.

The conductors of the "B" line are eagerly waiting for the time when Hooper Avenue will be paved. The dust is so deep at present that much time is lost waiting for the dust kicked up by the car to settle down before they can see if all the passengers are safely on or off.

Only one way to get on top—GET MORE WITNESSES.

Motorman R. Romani writes from Rome, Italy, sending his best wishes to all the boys and states that he is having a very pleasant time visiting with his relatives.