

## Bus Fleet Has Fine Shop

The company has just completed a new bus inspection and repair shop for its Bus Division, which is the last word in mechanical equipment for the inspection and repair of its fast growing bus fleet.

The building is 100 feet wide and 310 feet long. It is of brick, steel and concrete construction and is equipped with the "wet pipe" automatic sprinkler system.

A comprehensive study was made by the engineers of the company of the lighting and ventilating of the building, with a view to facilitating the work by providing the best working conditions for the mechanics.

There are three bays to the building and three roofs arranged in saw-tooth fashion, each saw-tooth being equipped with skylights running the entire length of the building.

The windows, situated on the north side of the building, or right side of the picture, run the entire length, each window being twelve feet wide and twenty-four feet high, and so arranged that each bench is provided with an individual window.

Buses gain access through the south side of the building, the floor of the garage being on the same level as the yard. Fifteen pits, running crosswise of the building are capable of accommodating thirty buses at any one time for inspection and repair. Each pit is three feet wide and four feet six inches deep, and is equipped with recesses for tool boxes and electric lights for the mechanics.

The main pit runs lengthwise of the building, on the north side, and the fifteen pits "butt in" to the main pit. In the main pit there are work benches on both sides. On the south side of the main pit are tool cupboards or lockers for each individual mechanic and each one is responsible for tools assigned him. Between these tool lockers there is a series of steps to

the floor level. The mechanics on the floor level also have their individual benches and there is no necessity for a mechanic in the pit to come to the floor level for his tools, or the mechanic on the floor level to go to the pits. All work benches are covered on top with sheet iron to save wear and tear.

Two five-ton electric cranes with the three-motion operation do all the lifting, and are controlled by pull handles which can be operated by the mechanics on the ground floor or from the pit level.

The tool room, battery room, foreman's office and a portion of the store room are situated on the ground floor and showers, washrooms, toilets and lockers for the mechanics are located in the basement at the east end of the building.

The office of the Superintendent of Automotive Equipment and general office of the garage, as well as another storeroom, are situated on a mezzanine floor above the tool and battery rooms.

## Fare Increase Denied

The Railroad Commission has denied the application of the company for an increase of fare to 6 cents pending decision on the application for permanent increase to 6¼ cents on tokens and 7 cents for single cash fare.

The company filed its original application on November 16, 1926. At the hearing on January 13, 1927, the company presented its case and urged a speedy decision. It set forth in detail the imperative need of the company for financial relief and urged such early decision particularly in view of the long, careful and extremely detailed and costly investigation that has been carried on for the four years preceding the application, on the initiation and under the direction of the Railroad Commission.

A further hearing of the company's application for permanent increase will be heard by the Commission on August 9th.

## Larys Defeat Santa Fe

The Larys take the third consecutive ball game!

With the aid of many fans, and a few ball players, the Larys defeated the Santa Fe nine 10 to 6 at the game played in Elysian Park on June 18th last.

Catcher Armstrong of the Larys came up with Struhs and tied him for base hits.

Now the Larys are all "primed up" to meet the Pacific Mutual nine Saturday, June 25th. This game will end the twelve league games and if the Larys win they will be in second place—from the top.

Improvements to the diamond are now under way at Vernon Yards, and bleacher seats for the fans will be erected for future association games.

Come out and boost the Larys!

## Ball Game Saturday

Los Angeles Railway vs. Pacific Mutual, Vernon Yards, June 25th.

## How the League Stands

Teams—	Won	Lost	Pct
Boyle Dayton .....	10	1	.910
Santa Fe .....	5	6	.450
L. A. Railway .....	5	6	.450
Pacific Mutual .....	2	9	.180

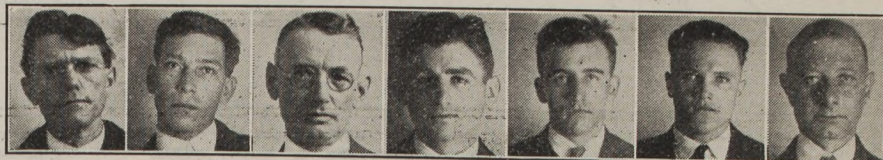
# ~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

# BOUQUETS



Left to right: H. L. Raines, L. Nethersole, W. S. Shields, W. L. Cook, T. C. Cumberland, W. D. Gordon, F. A. Smith.

## A Tale Was Told

Many stories come to us of courteous acts, through other than the regular channel of letters. Although a passenger may receive a courtesy from a trainman, or observe a courteous act toward another, it often either does not occur to him to write the company about it or he will fail to get the number of the trainman involved. Many an act of courtesy, like the rose, is born to blush unseen in the "Bouquet" column, but is never wasted on the desert air.

In the course of a conversation among a group of people the other day, this story was told: After a car had started, a man made a running leap for the steps. He missed them, but in some way twisted his body and caught the rail with his left hand and was thrown very hard, in a semi-sitting position, on the steps. The motorman stopped the car—the conductor leaped out and started to help the man up, with the words, "Oh, I'm so sorry. Are you hurt?" The man got up, smiled, brushed himself off and said, "No, I'm not hurt, it was all my fault." At least twenty passengers besides people in the street saw the accident, and many heard the conversation.

By a simple act of human sympathy and courtesy, the conductor not only made a friend of the man who fell, but also of the many who saw the incident. Then there was the man who told the yarn to a group of people and he did not even know that a Railway scribe was present and was taking a great satisfaction in the tale.

"Smiling when a kick comes in—that's service;  
Shooting trouble with a grin—that's service;  
Letting folks with whom we deal  
In our daily business feel  
That our smiles and grins are real—  
that's service."

For Conductor H. L. Raines of Division Five from Mrs. J. E. Slocum for requesting a mother to take her small child on her lap in order that an elderly woman might have a seat.

For Motorman L. Nethersole of Division One from Jennie L. Jones for stopping his car at pedestrian zone, getting off and assisting a blind man to the opposite side of the street, after he had been frightened back to the curb by the honking of auto horns.

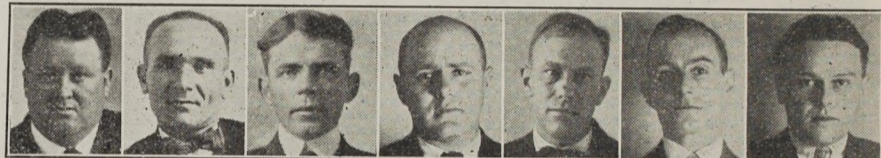
For Conductor W. S. Shields of Division Four from Lillian E. Morris for his kindness in returning a pin lost on his car. Miss Morris was particularly grateful as she was not sure that she had dropped the pin on the car.

For Motorman W. L. Cook of Division Five from Helen Valerius for his courtesy in helping women and children to alight from his car. Miss Valerius says, "I have noticed this many times and feel that he is deserving of commendation."

For Conductor T. C. Cumberland of Division Three from F. H. Carroll for the performance of an extremely courteous and accommodating service which was in no way a requirement of the company rules.

For Conductor W. D. Gordon of Division Two from Mrs. M. Justice for courtesy in lending her car fare. Mrs. Justice appreciated this kindness both for the act itself and that she otherwise would have been late for a business appointment.

For Motorman F. A. Smith of Division One from W. D. Coakley for his thoughtfulness in stopping his car after starting from the corner to let two small school children board.



Left to right: A. T. Munn, P. Scilffo, M. J. Sherman, R. W. Dunn, J. M. Alder, H. G. Hunt, M. N. Andrews.

## Legal Question Box

Q. My father is the owner and entitled to the immediate and exclusive possession of a ranch. He desires to take possession, but the property is unlawfully occupied by a family of Japanese, and they refuse to leave. What action can be taken to get possession of this ranch?

band, so far as concerns personal injuries.

Q. By what laws are the Hawaiian and Philippine Islands governed?

A. By the laws of the Territory, the same as any State, except where these laws conflict with the Federal laws of the United States, then the Federal laws prevail.

A. Bring an action in ejectment.

Q. Can a jury be taken out of a courtroom to view a place where crime was committed?

A. It can.

Q. In a legal document, where it reads, "State of California, County of Los Angeles, ss.," what is the meaning of "ss."?

A. The meaning of "ss." is: That is to say, to-wit or namely.

Q. I have a suit now pending in the Superior Court, but am greatly hampered by ignorance of certain facts material to the suit. These facts are well known to Mr. M. and I would like to know if there is any way that I may ascertain these facts.

A. There are three ways by which the evidence may be obtained. First, issue a subpoena for attendance at the trial. Second, if it is your desire to learn these facts prior to the trial, I advise you to take a deposition of the person knowing the facts. Third, if documentary evidence, have the court issue a subpoena "Duces Tecum."

Q. How is the value of property taken for public purposes estimated?

A. By the Superior Court or jury in condemnation proceedings in an action in eminent domain.

Q. May a wife sue her husband for assault and battery?

A. No. The code provisions allowing her to sue and be sued separately have not abrogated the common law rule that a wife may not sue her hus-

## Lary Laffs

Pat and Mike stood before a store window wherein were placed trunks on sale.

Said Pat: "Moike, why dontcha buy a troonk?"

"What for? And pray tell me."

"To put your clothes in, your blitherin' ijit."

"What! And me go naked?"

Motorist: "I'm sorry I ran over your hen. Would a dollar make it right?"

Farmer: "Wal, better make it two. I have a rooster that was mighty fond of that hen and the shock might kill him, too."

He: "I'd like to propose a little toast."

She: "Nothin' doing, kid; I want a regular meal."

An Alabama darcy was telling a friend of a certain church service he had attended.

"De preacher wasn't feelin' so good last Sunday," he said, "an' he made de stove preach de sermon."

"Made de stove preach?"

"Yassuh; made it red hot from top to bottom an' den he tells de sinners to take a good look at it an' go to thinkin'!"

For Motorman A. T. Munn of Division Two from Grace P. Richart for the smooth operation of his car and his unflinching courtesy to all his passengers.

For Motorman P. Scilffo of Division One from John F. Strauhal for the able and courteous manner in which he fulfills his duties.

For Motorman M. J. Sherman of Division Three from Ada Cane for politeness.

For Conductor R. W. Dunn of Division Five from Helen Dorothy Whitney for courtesy shown her when she had lost her way.

For Motorman J. M. Alder of Division Two from Mrs. Nettie Stiefel for his gentlemanly and courteous answer to a question she asked him.

For Conductor H. G. Hunt of Division Two from Dr. David Cohen for lending him car fare when the conductor could not change the twenty dollar bill presented for fare.

For Conductor M. N. Andrews of Division Three from Mrs. Charles McFadden for unusual courtesy extended two elderly women in assisting them from the car and across the street when the traffic officer was not on duty. Mrs. McFadden is a visitor to our city and expressed her appreciation for information given her by Conductor Andrews relative to visiting points of interest.

Conductor M. S. Thomas of Division One and J. C. Phillips of Division Three do not appear in the pictures, but they received the following bouquets:

For Conductor M. S. Thomas of Division One from May C. Ward for his kindness in helping his passengers and for announcing stops.

For Conductor J. C. Phillips of Division Three from Miss Ella M. Kennedy not only for his helpfulness to her, but also his unflinching courtesy to all his passengers.

Small Boy: "Father, how do they catch lunatics?"

Father: "With face powder, beautiful gowns, pretty smiles and soft words, my son."

Circus Manager: So you want a job as a snake charmer? Much experience along that line?

The Girl: Yes, I've vamped a few lounge lizards.

"How do you know it was a stork and not an angel that brought your little brother?"

"Well, I heard daddy complaining about the size of the bill, and angels don't have bills!"

Scotch Lady (to porter): "I understand that under the rules tips are forbidden on this car."

George (himself): "Yassum. So was dem apples in de Garden of Eden."

"I told your sister that I loved her, and we are going to be married next summer."

"July?"

"No, I didn't. I really love her."

Officer (discovering intoxicated gent on front steps fiddling with door knob): "See here, what are you doing there?"

"Sh-h-h! Trying to get KFI."

# Bulletins

ISSUED JUNE 27, 1927  
STREET CAR

## NO. 93—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 3174, issued to Mary L. Kimble, and Pass No. 2662, issued to A. L. Wolpers, Repairer, Division No. 3.

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

## NO. 94—NOTICE TO TRAINMEN

The new Police Station, extending from Georgia Street to De Long, between Pico and Venice Boulevard, is expected to be in use by Saturday, June 25th, although the official opening will not be until several days later.

Police machines and Receiving Hospital ambulances will make use of the intersections of Georgia Street and De Long Street on both Pico and Venice Boulevards, and cars must be operated in such a manner at these intersections and also when passing the station on Georgia Street, as to avoid any possibility of an accident or interference with the operation of the Police Department vehicles.

*P. B. Hill*

## BUS

NO. 44

Effective July 1st, 1927, Identification Cards will be used in the place of Badges now in the hands of employees of the Bus Division. All Badges must be promptly turned in and Identification Cards taken out. All those not turning in their badges will be charged the regulation price of \$2.50 for those lost and \$2.50 will also be charged for the loss of Identification Cards. Employees losing an Identification Card must immediately report it in writing to the Division Foreman in order that proper bulletin may be issued to recover it if possible.

NO. 45

Effective Saturday, June 25th, the following walk-over privilege will be allowed between the Mines Avenue - Whittier Boulevard Bus Line, No. 18, and the Los Angeles Railway "B" Line, between 9th and 12th Streets, at Hooper Avenue.

1. Eastbound Mines Avenue-Whittier Blvd. Bus Operators will honor Bus Ticket S. B. U. 8 at 9th and Hooper when punched "B" line "OUT."

2. Conductors on southbound "B" Line cars at 12th and Hooper will honor Bus Division Bus Ticket S. B. U. 7 when punched "Line 18"—"IN."

Be governed accordingly.

*Stawhankew*

## Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, June 22nd:

To Division One: Conductors R. W. Craver, E. Shaw, C. M. Mitchell. To Division Two: Motorman C. Steele, Conductors C. B. Robbins, J. H. Lawrence, J. C. Lewis, C. J. Spath, L. L. Pittinger. To Division Three: Motorman W. P. Brewington, H. L. Zimmerman, R. W. Carter, J. L. West, M. J. Dwyer. To Division Four: Motormen A. Argue, H. L. Whitt, Conductors R. B. Howell, R. G. Teel, G. F. Young, J. G. Stegmair, J. T. Grove. To Division Five: Motormen W. P. Irysh, W. T. Gillaspay, J. W. Richter, Conductors B. V. Harrel, W. S. Douglas, R. S. Wilson.

The Manchester Line buses will leave the termini at five and thirty-five minutes past the hour instead of on the even hour and half hour.

## Wedding Bells

C. P. Carter, Clerk, Auditing Department, deserted the Order of Bachelorhood last Thursday, June 23rd, and was quietly married to Miss Dorothy H. Fuller. They are spending their honeymoon in Carmel, Calif. Congratulations.

A very pretty wedding was solemnized at the Little Church of the Flowers in Glendale on June 20th, when Miss Florence Tower, daughter of Elmer Tower of the Schedule Department, was united in marriage to Mr. Robert C. Temple. Little Marceline Tuttle, daughter of Restaurant Manager Harry Tuttle, was flower girl. Several co-workers and friends of Mr. Tower helped fill the little church to capacity.

And this comes from Division Five: Saturday, pay-day, June 25th, at 6:30 p. m., Conductor J. H. Field left the bachelor ranks and was wedded to Miss Ethel Downham. The ceremony took place at the home of Conductor Field, 916 Inglewood Avenue, Inglewood, and was performed by the chaplain of Lodge No. 420, Independent Order of Odd Fellows, Inglewood, of which Conductor Field is a member. All members of this lodge were present.

This rather looks as though Field is trying to work the "I'm going to lodge" alibi right from the start. Well, good luck to you Field, old boy, both in your married life and in your alibis.

Conductor C. S. Webster of Division Two made a flying trip to San Diego on the fifteenth and was secretly married. Here's wishing you all kinds of luck, Webster, and thanks for the cigars you so generously left for the boys.

## Hollywood Bowl Concerts

Hollywood Bowl summer concerts start on Tuesday night, July 5th, at 8:30.

During the season, celebrated symphony orchestra leaders from England, France, Germany, Italy, Austria, Russia and America will conduct concerts.

The price of Bowl tickets is the same this year as last—\$10 for a 40-ticket book, making each admission only 25 cents. This 40-ticket book can be used by any member of your family. Individual tickets bought at the gate are 50 cents each. Ticket books may be obtained by mail from the Hollywood Bowl Association, 7046 Hollywood Boulevard, Hollywood.

## TRADE

Refrigerator and Six White Leghorn Hens, value \$30; will trade for Rhode Island Red laying pullets. B-76.

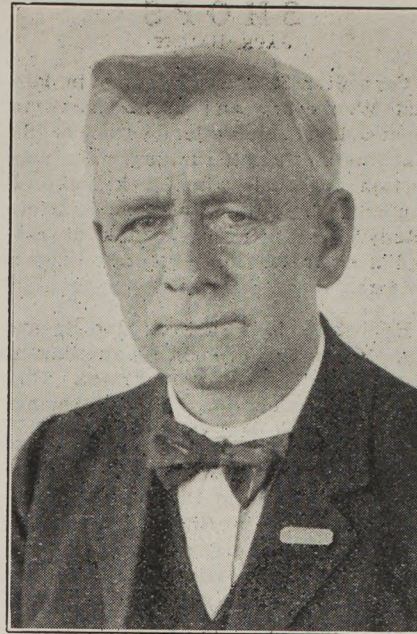
## FOR SALE

"Thor" Electric Washing Machine, 8 months old, A-1 condition; cost \$205; will sell for \$100; terms. B-77.

## FOR RENT

Large Front Room for two gentlemen, twin beds, garage or parking space; near 16th and Georgia Sts. B-78.

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-78.



An old timer and one of the top men of Division One. That's Conductor Jasper H. Stanley.

Stanley came to Los Angeles from Walton, Kan., leaving the prairie gophers to take care of themselves, and we have to take you 'way back to September 8th, 1903, the date he started with the Los Angeles Railway, when Division One was the only division of the system.

Closing in on twenty-four years of service, Stanley has never had a single miss-out. He has been commended several times for courtesy to patrons riding his line; has received special award money three times, and if it were not for the fact that Stanley feels it necessary to take a leave of absence once in a while, there seems to be no doubt but that he would participate in the special award each year.

Stanley is at present working on the "J" Line. For a number of years he was on the "R" Line. Superintendent Williams points to Stanley's clear record with a great deal of pride and dubs him "Sir Knight of the Signal Bell."

## On Vacation

Miss Ethel Layton, Information Clerk, is in San Antonio, Texas, visiting relatives.

N. R. Wilson, Investigator, Claim Department, is touring Southern California with relatives from St. Louis, Mo.

S. C. Haygood, Auditing Department, is vacationing in Yosemite Valley and from there he will go to Oregon.

From the Traffic Department: Supervisors H. S. Atchison, P. J. Bowlsby, H. M. Farr, W. J. Millican and T. C. Clark. We don't know where they are going, but we hope they have a good time.

## TUNE INS

On the evening of June 27th, the Company Orchestra will play at a banquet of the American Electric Railway Superintendents' Association at the Chamber of Commerce Building.

They will broadcast over radio during the week as follows:

June 28—KMIC, 8:30 to 10 p. m.

June 29—KHJ, 10 to 11 p. m.

June 30—KNRC, 10 to 12 p. m.

Complete reconstruction of track is under way on the northbound track on Main Street between First and Market Streets.

## "They Also Get Theirs"

Officials of the company sometimes are considered as being quite ready to caution or discipline conductors for making errors on the trip sheets, mileage cards, etc., and this tendency on the part of the officials would seem to indicate that they don't make mistakes themselves.

However, Bulletin No. 92, regarding the walk-over privileges between the Figueroa Street and Mines Avenue Bus Lines and Lines "D" and "B" is a case where some official should have about 50 demerits coming to him, due to the fact that the bulletin was made to read that transfers from Lines "D" and "B" would be honored for walk-over privilege to the Figueroa or Mines Avenue Bus Lines, although Los Angeles Railway local transfers are not accepted on either of those lines.

This was immediately corrected by notices posted at the divisions, but it does not relieve the official at fault from having to stand for considerable "ragging" from, so far, about 1200 or 1500 other members of the Los Angeles Railway family.

## Old Timers Wish to Be Remembered

Here are six old timers who have been on the sick list for some little time. They are coming along nicely and wish to be remembered to the "boys."

F. E. Dennison is ranching at Twin Oaks, Encino, Los Angeles County. W. G. Ferguson has a ranch at Zelzah. L. C. Morton is farming at Reseda, and they all live within seven miles of each other.

William Elliott of Division Three is living in San Pedro and S. F. Dunn of Division One is living in Long Beach.

These men would appreciate visits from their friends and co-workers.

## Visiting Us

Mr. W. E. Gardiner, Schedule Supervisor of the Key System Transit Company of Oakland, Calif., was a visitor last week.

Mr. Gardiner attended the convention of the California Electric Railway Association, held in Los Angeles recently, and is looking over the company's system before returning to Oakland.



A coupla tough guys. On the left is O. P. Armstrong, Store Department, being convinced at the business end of the "gat" that C. Lock of the Machine Shop, on the right, actually holds five aces.

The peaceful setting for the hard-boiled foreground is Cedar Pine Park.

**BUS DIVISION**

ELMER WOOD

All the bus drivers that have their heads clipped can enjoy washing them now and have the cool breezes from the engine whistle by their ears. But it is working a hardship on some of the boys, because they are afraid to step out in public as an officer might take them in as ex-convicts by mistake.

By the way, while we are on the subject, Operator C. W. Bridger has resigned and bought himself a barber shop at 9th and Hoover, which he is now operating, and would appreciate a visit from some of his many friends. Bridger was the thirteenth man on the seniority list.

Operator A. L. Irwin has been granted a 60-day leave of absence.

Supervisor H. C. Lehnhart sent a post card from Decatur, Ind., last week stating he had a wonderful trip and things looked about the same around home, also that he was leaving for Los Angeles and bringing his sister along.

It takes 1650 nuts to hold a bus together and one nut can smash it to pieces.

**GARAGE NEWS**

All telephones at the 16th Street Yard will be controlled by the new switchboard now being installed in the garage office, which takes in the Line Department, Bus Division and Garage. The boys are wondering if the telephone operator will be made to look at or for work.

The following mechanics have changed over from the night and afternoon shifts to the day shift: I. E. Church, R. S. Wilding, H. E. Lee, R. N. Hester.

The following men have entered the service in the past ninety days: A. J. Jackson, R. R. Brown, W. W. Craig, D. G. Cutlip, W. Powell, H. Gilfillan, H. F. Lamb, J. H. Jones, T. Shelley, H. F. Babb, L. E. Chiaro, H. E. Roberts, G. W. Baker, J. A. Rowen, E. L. Herbel, A. Degelia, J. W. Bruner and R. H. Rout.

**DIVISION TWO**

E. A. MOXLEY

Foreman Jim Madigan seems to have quite a bit of trouble on his little ranch on San Pedro Street. Last fall he thought it would be very nice to have some roses in the front yard, so planted a small slip that one of his neighbors gave him. Now he has some of the nicest raspberries grown in the city. Easter someone made him a present of a nice fat duck, then he drove out the next Sunday and bought another so he would have a pair. The last few days he has been getting two big duck eggs.

We regret very much to hear of the death of Conductor Robinson's wife, who passed away on Tuesday after a short illness. The boys of the Division offer their heartfelt sympathy.

The many friends of Motorman H. R. Chubb and Mrs. Chubb will be glad to know that Mr. Chubb is making rapid recovery from his recent accident. Mr. Chubb was able to be brought home from the hospital June 4th. Mr. and Mrs. Chubb wish to thank all the trainmen and office staff of Division Two for their many kindnesses and sympathy during the past weeks.

**SHOPS**

JACK BAILEY

Carpenter R. Mircsov came in late last Wednesday and in his haste to meet obligations, he jumped out of his machine and left it running. The correction was made when Jack Bickford came by the yards some hours later. "Rudy" was just out a tank of gas and a cigar for Jack. Moral: Don't be late.

English as it is spoken. Joe Spearling, Carpenter Foreman, is running a "Jew-ott" all the way to Frisco. Oh, yes, it's a vacation. Mrs. Spearling holds the back seat license.

After having been assured of fair weather by Marshal Bradley, prognosticator of the Paint Shop, George Clelland, Trimmer Foreman, is now taking two weeks vacation. Ray Weatherby, who also has great faith in our weather man, is holding down the responsibilities in Mr. Clelland's stead.

Mr. and Mrs. Ted Ormston have returned from a motor trip to the Diamond Match Lumber camp near Sterling City. A little fishing, swimming, and to the extreme, a little snow.

R. Sloan, Electric Repair Department, is in Yosemite Valley. M. Well-er of the same department is also on his vacation.

J. Blum is a new man in the Truck Shop.

J. DeLaTorre has returned after being on the Truck Shop sick list three weeks. R. Baxter took his place on the list. We hope for his recovery.

George Mishehens, pattern maker, was painfully, but not seriously, injured while on duty this week.

George N. Redd, Foreman of the Sheet Metal Department, is on the sick list.

**DIVISION THREE**

L. VOLNER

Every Friday night, Motorman A. E. Tuffing drives to his rabbit farm at Sparland. Last Friday he picked up a pedestrian, gave him a twenty-mile ride, had a nice visit, when his newly made friend shoved a big gun into his face, making him drive down a side street, where Mr. Tuffing said goodbye to twenty-three dollars. Mr. Tuffing says from now on they all walk.

Next Monday, Motorman F. L. Leadbetter starts on his vacation, which will be spent in the mountains, and most of the time Mr. Leadbetter will be fishing. It is his intention to be gone until September 1st.

Our clerk, Mr. Daniel Hanley, is back on the job after two weeks vacation. Dan says he will work another year and then go again.

Conductor W. C. Simonite has resigned to go to Canada. His wife's sister is in very poor health and they want to be near her.

Conductor R. E. Emerson could not get his wife and daughter to come to California, so he has resigned to be with them back in Texas.

After running around in nearly all the western states, D. J. Weeks has returned and is breaking in as motorman again.

Clerk H. W. Gilmore and Switchman A. Walker are not the only ones around the office who are sporting new cars. Clerk R. W. Reid has a new Oakland landau and S. H. Deane a Special "6" Studebaker touring.

**DIVISION FOUR**

C. J. KNITTLE

Human nature sometimes makes us laugh at other folks' misfortunes, and when a conductor finds in figuring up his trip sheet that he owes the company thirty-four thousand dollars, but has only a couple handfuls of nickels to settle with, a flock of giggles are in order. That was the fix Conductor A. MacKenzie found himself in last Monday. The only thing left to do was to find the car and check up his readings. For forty minutes he waited, but he found the mistake. He had put down an automobile number in place of his final register reading.

Conductor Duke Lowen is back already from his thirty-day leave, which he intended to spend in Yosemite. Ten days was enough. The hotels were crowded and when he found it would cost ten or twelve dollars a day for accommodations, he decided it was no place for a street car man.

Motorman Fred Cunningham and Conductor A. J. Weathers are up in Forest Hills, Calif., hunting, fishing and prospecting. They were granted ninety-day leaves.

Safety Operator J. P. Benedict and Motorman M. F. Lourdou spent last Monday fishing off Long Beach. They brought back forty good sized fish, mostly barracuda, and passed them out to the trainmen and clerks.

Conductor A. MacKenzie and Safety Operator A. Vejar also fished off Redondo last Monday, but had no luck at all. "Mac" stopped at a meat market on the way home, purchased a good sized yellowtail and asked the butcher to throw it to him.

"What do you want him to do that for?" asked Vejar.

"So I can tell the boys I caught it," replied Mac.

Tuesday, Conductor Lowen and Conductor Whitehead tried their luck off Redondo with good results. Many trainmen shared the catch.

Conductor C. R. Clark and A. J. Bowen, Uniform Inspector, gave the members of the Los Angeles Railway Square and Compass Club a fine entertainment last Saturday night.

Conductor C. A. Ermann has been granted fourteen days leave to try out the position of ambulance driver for the Olive View Sanatorium in San Fernando Valley.

Motorman E. D. Leichter is touring in the middle west. He has written to Foreman Boyd from Salt Lake City.

Conductor C. H. Horn has been granted thirty days leave to return to Canada to get papers permitting him to remain in the states. Horn came here on tourist papers, which only allow him to stay six months. He must appear in person to secure the papers which will permit him to make permanent residence here.

Motorman R. F. Ostrander and his conductor, A. S. Martin, are on a ninety-day leave. It is reported they are traveling east with no particular destination in mind, but rather to see how far their last two pays will carry them.

We love the rosy month of June,  
Not 'cause of the roses,  
We love the rosy month of June,  
'Cause that's the month school closes.

**DIVISION FIVE**

FRED MASON

Motorman W. E. Chilcoat gets a great kick out of Conductor J. E. Raski lowering the windows on the "H" type cars. It appears that Raski always forgets to keep his foot clear of the bottom slot, resulting in the windows falling hard on his corns.

Cashier Roy Banks is back on the job after a couple of weeks vacation at Gilman Hot Springs. Roy's complexion is a little darker, so we presume he had quite a few mud baths.

Motorman Charlie Spurlock got back from his trip to Yosemite, where he spent a very nice vacation. "Coming back was the worst part," said Charlie.

Switchman Ed Kasal, who is away on a couple of weeks vacation, dropped in the other day and high-hatted us with a brand new Chrysler 50 roadster. He started out with a little old Chevy, so I'll bet all the tea in China he did go to Tijuana. They usually walk back from there. I know it.

Today's the day our old friend, Motorman Rufus Farmer, starts out for Wichita, Kan., and a word of cheer would be in order.

Even though your gas gets lower and lower,

And your bank roll even lower than your gas,  
Just think, a horse you only have to whoa 'er,

But a '19 Cad, it takes a lot of cash.  
Anyway, Rufus, old boy, what you take away from Marco Hellman will go direct to John D. Rockefeller, so what's the difference.

Our register clerk, Bill Bird, is back on the job again after two weeks of honeymooning in the Yosemite Valley. He can't work morning trippers any more, but has to beat it right home to breakfast. His wife gave him a rough idea of how she made pastries by dropping the rolling pin on his foot.

**DIVISION ONE**

H. N. COLE

Motorman W. Brownbridge said it with cigars. It is a fine baby girl. Arrived June 14th. Mother and baby doing well and Brownbridge is happy.

Motorman J. H. Schrader took a four days trip to Sequoia Park, returning last Monday. He reports a fine drive and a beautiful trip.

Motormen J. E. Fagin and A. L. Goodrich and Clerk Charlie Farrah, with their families, drove to San Bernardino last Sunday. They also report a grand and glorious time.

Conductor L. Rasmussen has sold his home on the east side and is building a beautiful house in Walnut Park. He expects to move about the first of July.

Conductor H. I. Frey has returned to work after being off for several days nursing a stiff knee.

Conductor G. W. Wagner is taking a forty-day vacation, which he will spend in San Diego.

Motorman W. O'Hern will spend the next ten days seeing the sights of the city.

Conductor L. D. Cannon, who has been with the company eight years, resigned last Monday. Cannon is a lawyer by profession, but it is not known whether he will resume the practice of law or not.

Conductor Clarence Tucker is keeping batch these days while his wife and little girl are visiting back East.