



Plea Made For Carefulness

At well attended division meetings, held during the past week, the trainmen had an opportunity to be on the receiving end of some interesting topics relative to the nature of accidents and the problems confronting the Claim Department in handling settlements. C. M. McRoberts, General Claim Agent, who made a few introductory remarks, turned the meetings over to G. W. Neely, Chief Investigator.

Mr. Neely said it was a pleasure to come to the meetings and that the Claim Department had not come to criticise, that they were not there to find fault or tell the trainmen how to do their work, but believed that the exchange of ideas or suggestions might be beneficial to both trainmen and the Claim Department. Kindly suggestions come to our notice, he said, and they might be helpful to trainmen in preventing some accidents and saving injuries to passengers. And also, he pointed out, the fewer accidents trainmen have, the fewer number of reports have to be made out.

Under the different classifications of accidents, alphabetically arranged, the following were discussed:

Altercations and Ejections

Neely asked that trainmen use force as seldom as possible and to try to keep their tempers even if a passenger seems unreasonable. He urged trainmen to keep out of trouble and be diplomatic. In extreme cases he said it was better to turn a boisterous passenger over to a police officer, if possible.

Alighting Accidents

When cars are standing still there is scarcely any liability on the part of the Company, unless the steps are over police buttons, holes or other depressions in the street. Neely urged trainmen to watch carefully for safety zone buttons, or when a bad spot in the road is noticed, speak a word of warning to passengers alighting, and many an accident will be saved.

In the attempt of passengers to alight from a car while it is in motion, Neely said the day is usually saved when a conductor will grasp the arm of the person and, with polite admonition, prevent what might be a serious accident. "You are more or less the protector of your passengers," he said.

Boarding Accidents

The same remarks as apply to alighting accidents also apply under this heading. Courtesy and kindness extended to patrons, especially women getting on or off, pointing out danger of improper boarding or alighting,

Switchmen Division Five



quick action on part of motorman or conductor in seeing the peril of passengers will often cut down the number of these cases.

Collision of Cars

On the prevention of this class of accident, Neely stated he believed Mr. Hill would be better able to instruct the men. These are our most vicious cases to handle, he said, and when passengers are hurt between our cars it is a matter of just "how little can we settle for."

Collisions With Autos

"With the ever-increasing number of automobiles, we do not see how you get away with so few accidents," he said. Neely said if trainmen can only curtail the present number of accidents, they will be doing all they can. It is a matter of "outguessing the other fellow," as Mr. McRoberts says, remarked Neely.

"The kind of accident that is avoidable," he says, "is where a street car plows into the rear end of a standing auto. The Claim Department believes the trainmen can avoid this type of accident, unless there is some mechanical defect to the car."

Collisions With Other Vehicles

"We have had three or four cases," said Neely, "where horses were involved," and he pointed out that he believed this type of accident could be avoided through vigilance on the part of trainmen.

Collisions With Pedestrians

Jaywalkers contribute largely to this class of accidents. Old people and

(Continued on page 2)

Seated, from left to right, we have Jake Sawyer, young Bill Stoll and Ed Kasal.

Standing, from left to right: Leo Heinzman, C. A. DeGuire and Otto Schoff.

These comprise the switching force of Division Five. Jake Sawyer is the high mogul of the night shift and greets all the boys pulling in in the evening and packs 'em in. Young Bill Stoll is the high mogul on the day shift and starts the boys out on the right foot in the morning. Bill looks more like a banker than a switchman, with his new suit and nice Panama hat, but he had a heavy date right after the picture was taken, hence the swell toggery. Ed Kasal buzzes around on the night shift and can easily be picked out in the dark by the red lantern hanging on his watch chain. "Heine" used to work regular in the yard, but he answered the call of the open road and is now running between Hawthorne and Eagle Rock City. He pinch hits when any of the boys lay off. C. A. DeGuire is a recent acquisition to the switching force and is also a pinch hitter. Otto Schoff works the day shift. The best way to distinguish him when he's doing his stuff in the yards is to look for a large straw hat and something small moving around underneath it. That's Otto. Charlie Worley (Jerry on the Job) arrived too late to get in on the picture. Those who know Charlie say that he heard that a search was being made for a double for Bull Montana and that he didn't want to stop the search. He works on the night shift, too.

Essay Contest Winners

It has been proved by the results of the Essay Contest, which closed on September 27th, that trainmen are not only skilled in the art of manipulating controller handles, air brakes, making change and giving passengers correct information, but have demonstrated their abilities as writers.

To the question, "What Service Do We Owe a Passenger for His Fare?" some very good essays were received. Conductor John Turvey of Division Five captured the first prize of \$10. His essay was well written and embodied the salient points in duties of the Company to its patrons and the courteous execution of these duties by the trainmen.

Conductor Turvey divided his essay into the different classes of service with relative importance under the following headings: Safe Service, Courteous Service, Good Service, Friendly Service, and summed up these points with Unfailing Service. As space will not permit publishing the whole essay, the gist of it is covered in a paragraph which we quote: We should give ALL the service . . . and though fatigued with a trying day's work, our patron, too, may be the same way. Thus we shall make our work complete . . ."

Conductor W. N. Cline of Division Four won the second prize of \$5, and Conductor C. J. Knittle, also of Division Four, won third prize of \$5.

The balance of the awards were as follows: Conductor L. E. Adkins, Division One, \$3; Motorman H. A. Reeves, Division Five, \$3; Conductor F. R. Howard, Division Two, \$3; Conductor C. C. Clark, Division Five, \$1.50; Conductor S. E. Goslee, Division One, \$1.50; Motorman H. T. Hansen, Division Two, \$1.25; Motorman M. B. Boyd, Division Four, \$1.25; Conductor C. Walinder, Division Two, \$1.25; Motorman E. J. Roche, Division Two, \$1; Conductor F. U. England, Division Four, \$1; Conductor L. Volner, Division Three, \$1, and Motorman A. F. Cole, Division Three, \$1.

Supervisors Promoted

The following trainmen have made good during the ninety-day term as extra and temporary supervisors and have qualified as permanent supervisors: Supervisor F. R. Baldwin, formerly a motorman of Division One; Supervisor F. S. Dill, formerly conductor of Division Five; Supervisor R. K. Dowell, formerly motorman, Division Four, and Supervisor G. W. Hargrove, formerly conductor of Division One.

~ TWO BELLS ~

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A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager
W. T. Shelford - - - - - Editor

No Mystery

In a recent issue of Two Bells this statement was attributed to John D. Rockefeller: "There is no mystery about business." The editor of a paper in which the statement was published commented tersely if not wisely: "We don't believe him."

Two Bells thinks John D. was right and the editor wrong—as editors are, on occasion. Even the editor of Two Bells has been wrong once or twice since childhood, which proves the fallibility of writers pent in a santum sanctorum.

Business is a plain, common-sense institution—if honest. Business is mysterious, to a degree, if it is not honest.

Honest business is conducted in the open. Secrecy would injure if not kill it. No matter what the character of the business, the same principles underlie—honesty, frankness, truth—no stealth, no cupidity. The latter may bring money to a man, but suppose in gaining wealth a man lose the respect of his fellows! That's about the worst kind of business, with the most disastrous result, that one can contemplate.

A man who accepts money without scruple regarding the "for value received" is engaged in the mysterious (psychologically mysterious, at least) business of participating in the breakdown of his character and the erection to his memory of a mentally pictorial monument of infamy.

BOUQUETS



Left to right: W. P. Durbin, L. C. Goodwin, W. A. Stebbins, F. Buckingham, P. A. Beaufoy, J. W. Martin.

For Conductor W. P. Durbin of Division Five and Conductor L. C. Goodwin of Division Three from Mrs. Catherine Van Vleet for their courtesy to passengers. Conductor Durbin helped an elderly woman off the car at the Inglewood Cemetery. She and her husband were laden with flowers and Conductor Durbin took pains to see that they alighted safely. Conductor Goodwin cheerfully gave a woman passenger careful and complete directions for making a transfer.

For Motorman W. A. Stebbins of Division Three from Mr. and Mrs. Glynn for the safe and efficient manner in which he operates his car.

For Motorman F. Buckingham of Division One for his thoughtful kindness in stopping his car for a blind man and leading him across the street to the sidewalk.

For Conductor P. A. Beaufoy of Division One from Mrs. Ethel Nokes for his care in assisting an aged blind man off the car and to the curb.

For Conductor J. W. Martin of Division Five from Nurse Miriam Jean Rollins for his courtesy in helping her on and off the car with a heavy package. Nurse Rollins particularly appreciated his help as she was suffering from a severe fall she had recently had.

L-I-N-D-Y

By Conductor L. C. Price

Division One

I saw a lad the other day,
Who measures up true blue,
He staked his all, he faced grim death,
To make his dream come true.
Now I'm not much on spelling,
But I'll do my very best,
To spell to you, the name of him,
Who stood the supreme test.

L is for the Landing that he made there;
I is for his Ir-radiating smile;
N is for the Norseman blood within him;
D is for his Daring deed worth while;
Y means that he's Youngest of our heroes;
He did it with his silver monoplane,
Put them all together they spell L-I-N-D-Y,
The lad who set the world afame.

(Continued from page 1)

children add to the number. "Children will dart across tracks for a ball or top and they do not realize the danger as do you trainmen," said Neely. "With old people, their thoughts are not centered on their actions," he said. Continuing, he said: "Another item is to see that the rear overhang of your car does not knock anyone down. Many people are hemmed in between your car and autos. If necessary," Neely advised, "trainmen should wait a second or so to let people get away." He also advised trainmen to watch out for patrons standing too close to the street car in safety zones.

Clothing Damage

The Claim Department has recently handled several cases where patrons' clothing had been smeared with grease; clothing torn by splinters, screws, etc. Neely cited a case where a passenger received a severe injury to one of his eyes through a spring clip, holding an advertisement in the car, springing out of place and bounding across the car. Some of these items are for the Mechanical Department, but a little vigilance on the part of trainmen will often avert a claim.

Employes Injured on Duty

This classification embodies accidents to trainmen struck by autos while flagging crossings or changing ends at terminals. Neely begged trainmen to get witnesses to accidents of this nature and procure license number of auto.

Falling in Cars

These cases are difficult to defend. People claim that a terrific jerk in starting the car threw them against a seat or to the floor, or they were on the step and the car started too soon, throwing them in the car. Neely urged trainmen to watch out for these types of accidents and believed a little easier start will help considerably to reduce these claims.

Falling From Cars

There is very little likelihood of persons falling from cars while standing still claiming damages, but sometimes people may be pushed off or may fall off while car is rounding a curve.

Miscellaneous

Cases have come before the Claim Department, according to Neely, where people have been injured by loose and broken bottoms of seats; patrons falling over wire mats which they claimed were buckled up, or for receiving mashed fingers in doors. Neely cited a case where a woman passenger was injured by a signal bell falling and striking her head. The crew knew the bell had been loose for some time, but did not report it. These are very difficult cases to defend, said Neely, and he pleaded with the trainmen to make regular inspections to details on their cars.

He also urged trainmen to make reports on accidents, no matter how trivial they may seem, and requested trainmen to get all the witnesses possible to accidents. "The more witnesses the better," he said. He also requested that witness cards accompany the accident report and for trainmen to see that the date and time of accident is placed on each card. This is important, he said, as a great number of witnesses fail to do it, and if trainmen will take care of this item it will greatly facilitate matters for the Claim Department.

When an accident happens, such as an automobile striking a street car, the person involved is not in a very pleasant frame of mind. Polite atti-

Not So Long Ago

At a housing conference in London, Dame Beatrix Lyall quoted the following from a gossip sheet of the time of good Queen Elizabeth:

"The Queen hath built herself a bath, where she doth bathe herself once a month, whether she require it or no."

Amazing at the first gasp to us, remarks Mary A. Clarke in the Trained Nurse and Hospital Review, but on second thought not so very surprising, when we consider that the first bathtub in the United States was built in Cincinnati in 1842. It was made of mahogany, lined with sheet lead, and was exhibited at a Christmas party. The next day the local papers denounced it as "a luxurious and undemocratic vanity." Then the medical men took the matter up and pronounced this bathtub a menace to health.

In 1843, Philadelphia undertook by ordinance to prohibit all bathing between November 1 and March 15. Two years later Boston made bathing unlawful except when prescribed by a physician, and in Virginia about this time bathtubs were taxed \$30 a year.

—The Bulletin.

Lary Laffs

Abe: Dot hat iss nize fit, aindt it?
Customer: "Yes, but suppose my ears get tired?"

"You say," quizzed the lawyer, "that the defendant fired three shots at you in rapid succession? Now, how far were you from him when he fired?"

"The fust or the last one, sah?"
"Why? What difference does that make?"

"'Bout a quatah ob a mile, sah."

Professor: "What is the formula AS₂O₃?"

Student: "I have it on the tip of my tongue, sir, but . . ."

Professor: "You had better spit it right out; it's arsenic."

Teacher: "Joseph, what are you going to give your little sister for a birthday present?"

Joseph: "I dunno; last year I gave her the chickenpox."

Husband: I just paid the doctor some more money on our bill.

Wife: Oh, goody! Two more payments and the baby's ours.

By the way—did you ever hear of the Scotchman who was so tight he paid for the drinks?

tude on the part of trainmen will materially help matters where a "bawling out" will immediately create enmity and ill feeling toward the Company.

Neely concluded his talk in commending the trainmen in the manner they have co-operated with the Claim Department in the past, and expressed the hope for a continuance of pleasant relations.

R. B. Hill, Superintendent of Operation, spoke for a few minutes, commenting in a general way on the classes of accidents as itemized by Mr. Neely. Hill stressed the importance of watchfulness and precautions to be taken by trainmen in foggy and rainy weather and with the approach of the holiday season, greater caution will have to be exercised to keep accidents to a minimum.

Bulletins

ISSUED OCTOBER 3, 1927

STREET CAR

NO. 139—NOTICE TO TRAINMEN

Trainmen will make careful note of the following information and instruct passengers accordingly.

The Belasco and the Mayan Theatres are located on Hill Street, just north of Eleventh Street. Passengers inquiring for these theatres should be directed to such lines as pass the intersection of Hill and Eleventh Streets.

An independent bus line, known as the Maywood Bus, connects with line "J" at Slauson Avenue and Pacific Boulevard in Huntington Park. Passengers are to be directed accordingly.

The Queen of the Angels Hospital is located on Bellevue Avenue, four blocks north of Temple Street. Direct passengers to take line "C" to Temple and Rosemont and walk four blocks north.

Considerable complaint has been made regarding the misdirection of passengers inquiring for the Belasco and the Mayan Theatres, various locations in Maywood, and the Queen of the Angels Hospital.

Such information is to be correctly given in the future.

NO. 140—NOTICE TO TRAINMEN

The prevailing fog conditions, and the approach of the rainy season may be expected to contribute to slippery rail conditions from now on.

Motormen and Safety Operators will pay especial attention to the condition of rails and, also, to the sand equipment on the cars, taking note of whether or not the sand cans are properly filled and the sand valves and pipes in such condition as to permit of proper use. All cases where the sanding apparatus is not found in proper condition to be reported to the dispatcher, and notation made on motorman's card.

Approaching dangerous streets, or in descending grades, trainmen should sand the rail, if condition so warrants.

NO. 141—NOTICE TO TRAINMEN

Effective October 6th, on account of construction of the East First Street Viaduct, line "P" will be routed via Main Street, Macy Street, Brooklyn Avenue and State Street, between First and Main and First and State Streets.

Service between First and Main and First and Vignes will be furnished by line "L."

A shuttle car, known as line No. 6 (Bellevue Shuttle having been discontinued), will be operated on First Street between State and Anderson Streets, the first car leaving State Street at 5:31 a. m., and the last car leaving Anderson Street at 12:47 a. m. This line will operate under shuttle car rules, issuing transfers punched as issued by line No. 6, and will issue and receive bus tickets as provided for by the general rules.

Line "L" in-trip transfers will be good for walk-over privilege to all lines north or westbound at First and Broadway, and to all lines except Line "P" southbound at First and Broadway.

Transfers issued from all lines except Line "P," passing First and Broadway, will be good for walk-over privilege at First and Spring east on Line "L" only.

NO. 142—NOTICE TO CONDUCTORS

The following passes are reported lost: 2431, issued in favor of N. Otoshi, Foreman Car Cleaner, Mechanical Department.

7064, issued in favor of H. W. Gilbert, No. 15, Division One.

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

P. B. Hill

BUS

NO. 59

For the month of August there was decidedly the worst showing made by Conductors and Operators in the matter of improperly accounting for tickets sold on their daily trip sheets and also on their report at the end of the month after the

More Lary Tots



The happy little couple on the left are Reese and Ethel, children of Conductor E. V. Kennedy of Division Five. On the right: Fanny and Bobby, children of Motorman E. O. Cooper of Division Two.

Viaduct Work to Change 'P' and 'L' Routes

With the track work nearing completion on State Street, October 6th is the date set for the change in the route of Line "P," which will be made necessary due to construction work on the new First Street Viaduct.

From First and Main Streets, Line "P" will be routed via Main, Macy, Brooklyn and State.

Service between First and Main and First and Vignes will be furnished by Line "L."

Shuttle service will be operated on First Street between State and Anderson. The first car is scheduled to leave State at 5:31 a. m., and the last car to leave Anderson at 12:47 a. m.

Bulletin No. 141 covers rules on transfer and walk-over privileges for the above lines.

Hallowe'en Party

According to advices received from C. V. Means, General Chairman of the Entertainment Committee, the Hallowe'en frolic will be held on the evening of October 29th in the Foresters' Hall on South Olive Street. Fancy costumes will be in vogue—but no masks will be permitted. There is a splendid program in store for that evening, so bear the date in mind and get that fancy costume ready. From what we hear, it's going to be good.

For Rent

New Modern Three-Room House, garage, located at 621 Isabel Street, near Division Three. B-132.

Rooms—The Rainbow Hotel, just opened. Every room with private bath or shower. Beautifully furnished. Rates \$7 a week and up. Near Division Four. B-133.

For Sale

Three-quarter Size Violin, splendid condition, or will exchange for double barrel shotgun. B-134.

close of business on the last day. Because of this carelessness it has resulted in a number of men having to pay for tickets they did not account for and in a number of men serving time on the extra list as discipline for carelessness in not including all tickets at the close of the month's business on their monthly report.

The loss of time and payment for tickets can be eliminated if proper care is given to the work that properly belongs to the man handling tickets.

Stan Hanken

Square and Compass Confer Degree

At the invitation of South Park Lodge, the Degree Team of the Square and Compass Club had the privilege of conferring the degree of Master Mason on Conductor E. D. Harp of Division Two, in Moneta Temple, on the evening of September 27. Refreshments were enjoyed after the degree.

It may be interesting to members of the club to know that the Degree Team has received a Certificate of Qualification, attesting to its proficiency. This certificate was authorized by the Grand Lecturer and issued, in blanket form, by Inspector Fred Warner.

In lieu of the regular stated meeting for October, a joint meeting with the Pacific Electric Masonic Club will be held on October 11th in their club rooms at 514 East Eighth Street. Notices of program will be mailed to members.

Personal Mention

Superintendent T. Y. Dickey of Division Two is reported as coming along very nicely and he expects to be at his desk again soon.

Miss Norma Weiss of the Auditing Department, who recuperated fully from the injury to her foot, is now taking a short vacation in local trips around the city.

In the Open Spaces

"Doc" Robey, Foreman, Mechanical Department, Division Two, is vacationing with his family in the great open spaces. The tour includes Crater Lake, Klamath Falls, the Redwood Highway, San Diego and then Catalina Island.

Another Stork Call

Conductor B. V. Peacock of Division One is happy because of the arrival at his home last Sunday of a big bouncing baby boy. B. V. is especially proud on account of this being his first.

Appreciation

Norman B. Stiles and family wish to thank the boys of Division Three for the beautiful flowers sent to the funeral of James E. Spencer; also those who so kindly assisted at the time of the funeral.

Legal Question Box

Q. I went into partnership and put down \$500 as my share of a deal. My partner backed out before he put any money down and, as I could not handle the business alone, I was forced to throw up the deal. There were no papers signed of any kind except the partnership paper with my partner. Could I sue the seller, come to a compromise or what could I expect?

A. F. S.

A. A. F. S., if you will kindly call at Room 407, pertaining to your question, we will be very glad to assist you in this matter, as it is quite impossible to advise you with the limited amount of information at hand. I desire to ask you a few questions before advising you as to what action you should take.

Q. If a man forbade his wife to let any man in the house unless accompanied by his wife or a lady friend while the husband was absent, would that be sufficient reason to obtain a divorce if she sought it? A.

A. No.

Q. What exemption has a married man against liens filed against his salary? G. G.

A. The following property is exempt from execution or attachment, except as herein otherwise specifically provided.

The earnings of the judgment debtor for his personal services rendered at any time within thirty days next preceding the levy of execution or attachment, when it appears by the debtor's affidavit or otherwise, that such earnings are necessary for the use of his family, residing in this state, supported in whole or in part by his labor; but where debts are incurred by any such person, or his wife or family for the common necessities of life, or have been incurred at a time when the debtor had no family residing in the state, supported in whole or in part by his labor, or incurred for personal services rendered by any employe, or former employe, the one-half of such earnings above mentioned is nevertheless subject to execution, garnishment or attachment to satisfy debts so incurred.

Q. Can bills run by a minor be collected of the parent, minor not living with parent? If so, what can be done to prevent it? J. G.

A. I believe the following explanation of the laws regarding minors will answer your question:

(a) A minor cannot give a delegation of power, nor, under the age of eighteen, make a contract relating to real property, or any interest therein, or relating to any personal property not in his immediate possession or control.

(b) A minor cannot disaffirm a contract, otherwise valid, to pay for the reasonable value of things necessary for his support, or that of his family, entered into by him when not under the care of a parent or guardian able to provide for him or them.

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, September 28th:

To Division Two: Motormen F. R. Brown, J. L. Rice. To Division Three: Motormen R. Cason, P. M. Allen, R. C. Gordon, M. W. Davis, F. A. Russell, E. C. Kelso, W. Stellisch, G. B. Van Over.



Shops

JACK BAILEY

A big-time party was given last Saturday evening at Ye Bull Pen Inn by the winners of the Tunney-Dempsey fight, Joe Schnell and T. O'Connell. The Shop boys present were: Ted Ormston, Sid Ormston, R. Sloan, S. Hickson and H. Dyer. The evening was spent in singing and telling jokes. Mr. Schnell made a wonderful speech. T. O'Connell also followed with a talk and Sid Ormston led the singing, "How Dry I Am." The evening would have ended perfectly had not Joe Schnell put sugar in his bovril, thinking it was coffee.

It seems we were in error in what we thought was news last week in one of our items. It now appears that there should not have been any mention of Mr. Cleland in regard to this item in question. We all make mistakes, maybe sometime. Whoever slipped us that item probably went on hearsay.

Frank Day, one of our genial Carpenters, had quite an experience last Monday. When he arrived at his home from the Shop in the evening he found his house almost burned down. He will be off for a little while getting things straightened out.

H. A. McDonald, Carpenter, spent an interesting time last Saturday looking over the prize cows, pigs, horses, chickens and rabbits at the Los Angeles County Fair at Pomona. He says he could not find the guy who once ran the shell games at the fairs.

Mr. and Mrs. Rex Guignard, both of the M. M. Office, have moved into their new home on Seventy-third Street. Rex is all smiles these days.

Arvie Latva of the Carpenter Department made a record initial flight of 15 minutes duration. He expects to make another flight soon and see more, as he says he kept his eyes shut most of the time. This was at Burdett's Field.

The boys of the Truck Shop wish to extend their heartfelt sympathy to Fred Cummins upon the death of his mother, who had been ill for some time.

No more fortune telling books are to be trusted or used by Truckman J. Davison when he wagers on championship fights.

Painter L. Lauber was taken seriously ill last Tuesday morning.



Division Two

E. A. MOXLEY

Conductor H. A. Hansen and Motorman Fred Sommers have returned to work after spending several weeks at Warner Hot Springs. While there it was necessary for Sommers to bury his clothes for several days. We have been unable to find out the particulars.

J. A. Godwin is still at the Good Samaritan Hospital, his leg is still swollen very badly and they have been unable to put the cast on.

Conductor M. F. Nar is up and around, and visited the division the fore part of the week, but is still having a lot of trouble with his back.

Motorman J. H. Roberts injured himself lifting a fender a short time ago and is confined to his home.



Division One

H. N. COLE

Don't think for a moment that the smile you usually see on Motorman J. H. Kelley's face is always there, for it isn't especially since he came into possession of his Chevrolet. Things will happen now and then, for instance: A few weeks ago he was driving in from Huntington Park, where he lives, and had a tire to go flat at Sixteenth and Santa Fe. There was a perfectly good spare on the back of the car, but it was locked and the key was back in Huntington Park. Last week he ran out of gas at Fiftieth and Pacific, and too early to buy any, so he left the machine there and caught a car.

The result of the recent big fight left in its wake some poorer but wiser men around Division One. The sad expression on the faces of several of the boys is gradually wearing off, and soon all will be normal again.

Motorman J. E. Fagin has returned to the cars after trying out a position with Uncle Sam for about three months as letter carrier. He says he liked the job pretty well, but could not stand so much walking.

Motorman D. F. L. Buck is back after a vacation of several weeks. He is looking fine and we are glad to see him back.

Motorman J. S. Peach, who has been on the sick list for some time, was around one day during the week greeting friends. He is a great deal better, but not able to resume his duties yet.

Conductor L. Zukoff is taking a short vacation, which he is spending at Murrietta Springs.

Motorman P. R. Caldwell left a few days ago for a trip to Canada. He will be away thirty days.



Division Three

L. VOLNER

To Motorman E. W. Cole fell the honor of being one of the first to operate Car 950 after it was just out of the shop, where it had been completely overhauled. Many of the passengers having seen the pictures of the new type of cars adopted as the future equipment of the company, wanted to know if the 950 was one of them.

J. W. Allen is back in the office after his deer hunt. They say that it was just a hunt, as no deer were seen.

Upon the opening of the deer season, our Clerk, Mr. J. W. Allen, spent four or five days up in the big timber country deer hunting. Hunting was all it was, for he did not get sight of a deer. Last Saturday several of the boys were going out for a little hunt and Mr. Allen went along with them. They saw a doe and a buck in a little patch of timber. In order to get a good shot at them, and thinking the deer would come out on the other side of the timber in a big open space, where they would have a good view, with no brush to shoot through, Mr. Allen and his boys waited in the open space for Mr. and Mrs. Deer to appear. The deer, seeing the dangerous guns in the hunters' hands, kept in the timber and did not appear again. It is not reported how long Allen and company waited—any how, he is back to work again.



Division Five

FRED MASON

Most of the boys who went away on hunting trips are back on the job again, but so far nobody has tasted any venison. Motorman Bill Otte didn't have any luck. Conductor A. C. Ragle had worse luck than Otte. He made his bed in some poison ivy and has been sleeping standing up ever since. Motormen Harry Bush and L. L. Schoffner are not back yet, so maybe they'll bring home the bacon.

Our esteemed Foreman, Mr. A. F. Grant, has something up his sleeve which is evidently reacting on his nerves. For the past two weeks he has been continually smoking cigarettes and inhaling like an old-timer.

Conductor "Cy" Daerr writes from Pittsburgh, Pa., and wishes to be remembered to all the boys. He has been granted a thirty days' extension to his leave and if Pittsburgh don't slump he will undoubtedly take in the World's Series.

Motorman J. A. Gates and his Ford coupe are having a great time back in Topeka, Kan., dodging the heavy rains back there. In order to be on the safe side he wrote in for an extension and will soon be "mushing" back to L. A.

Conductor L. L. Boatman and his Dad start out tomorrow for sixty days on a hunting trip somewhere in Siskiyou County. Leonard had very good luck last year and here's hoping he meets with even better luck on this trip.

Conductor A. W. Berlin is back from his sixty days' trip to Chapman, Neb., looking fine and getting warmed up.

Motorman Bill Atchison still contends that Dempsey won. Will somebody please crown him?

Motorman R. J. Cave would be very glad to have the boys call on him at the Good Samaritan Hospital, where he has been since being run over by an automobile at Lincoln Park. Mr. Cave was very badly hurt, having suffered nine fractures.

It is wonderful what a change a little paint will make. The inside of the Company's restaurant has been repainted a light cream and it sure makes an attractive dining place. Booths have also been installed, so if any of you want to take your wife or a lady friend you can be very comfortably seated. Manager Harry Tuttle is always looking out for the comfort of his patrons as well as supplying them with the best eats.

Clerk H. W. Gilmore is now on his vacation, which he is spending in San Diego and vicinity.

There was a good attendance at each one of the meetings last Wednesday and the boys received some good advice from Mr. Hill and Mr. Neely of the Claim Department.

We are all glad to hear the orchestra again.

It is with sorrow that we mention the passing of Motorman F. O. Heebing on September 26th.



Bus Division

ELMER WOOD

Operator G. J. Wolf is on his way to New York, his home town. Wolf received a letter from his father, who was in Europe, asking him to come home, so he was granted a sixty days' leave of absence and is driving back. He may stay and go into partnership with his father if he likes it better there than in Sunny California; otherwise, the trip will only be a visit.

Operator H. E. Sweet has returned from a sixty days' leave of absence in which he and his wife paid a visit to friends and relatives in one of the southern states.

Conductor F. H. Cox will be off for thirty days, part of which is the result of an accident in which he ran his head through the window on the back end of a double deck bus.

Operator C. H. Blake is now supporting a Ford coupe. Yes, he shines it every day.

Garage News

W. H. Hannefield, Mechanic on the First Shift, was off four days last week, in which he had an operation upon his nose.

Earland Hansen, Mechanic on the First Shift, is taking two weeks off to go camping up in the wilds above Bishop. Bill Hilderbrand, former switch repairman, will accompany him. Bill is now a fingerprint expert for the Police Department.

F. Seager, Mechanic on the Second Shift, is a student at a local aviation school and says there is nothing like it.

Boy Butler, Clerk on the Second Shift, has made the down payment on one of those things that make walking a pleasure, a Ford coupe.

V. F. Anderson, Mechanic on the First Shift, is very proud of his marksmanship. Because two weeks ago he floored a 132-pound two-year-old buck in Gold Creek Canyon. Vernon was waiting for his partner to come down from the mountainside, as they were ready to give up and go home, when up jumped Mr. Deer, about forty yards away. He will now have the head mounted.



Division Four

C. J. KNITTLE

Conductor Joe Federbush has been given thirty days' leave to build another house.

Mr. Wimberly, our Superintendent, will return from his vacation Monday.

Cash Receiver Frank Goss is on his annual vacation and is spending part of it in Capitola, where his son, Ellsworth, is giving flying instructions to the Air Reserve Corps. Frank expects to go up and learn a few things himself.

Conductor Roy Griffin has it in for Conductor Dempsey these days. Dempsey made him a present of a pretty, refined black cat. A few days later the Griffin home was overrun with pretty, refined black kittens.

Conductor D. Granger is taking a seven days' rest.

Conductor W. S. Shields is taking a fifteen days' vacation, probably to get better acquainted with the baby girl who came to his home a few weeks ago.