

## Switchmen Division Three



The three in front were the first on deck when the photo man called and that's the reason the four others had to stand. If the switch shanty had not just received a fresh coat of paint, the top row would have been leaning instead of standing.

Nevertheless, these boys are the go-getters at Division Three when it comes to switching cars.

Top row, left to right: R. L. Suffcool, Motorman, Line Instructor and Extra Switchman.

W. H. Meloy, the "Fighting Irishman," on his toes all the time, and incidentally he is a fisherman during some of his off days.

F. E. Fawcett is a Conductor, Line Instructor and also the newest member in the switching ranks.

G. L. Herter says little and does a whole lot. G. L. has combined business with the switchman's pleasures and is now an extra clerk in the inside office.

Front row, left to right: D. W. Lantz, with the ministerial expression and a dolled-up exterior, is the chief of the night gang and he also finds time to mix concrete for his neighbors.

A. Walker, the Chief Yardmaster, has been a familiar figure around Division Three yards for many moons. Switching and occasional fishing trips

## Not So Good

Discourtesy was the chief bug-bear during August. Other causes for complaint showed slight increase over July. The month of August shows 143 complaints against 97 for July, or an increase of 46.

Just as the trainmen were showing a decided improvement during the month of July, the month of August came as a sort of setback. It is hoped that all trainmen will make an earnest effort during September to see if they cannot lower the number of complaints considerably. You've done it before, fellows, and you can do it again.

Commendations showed a slight decrease. For the month of July they stood at 45 and for August 40, or a decrease of five.

in his Buick are his chief outdoor sports.

Last, and possibly least, in stature, but large in achievement, is Charles Merrill, who comes on the job early and always leaves late. Charlie, when the 21st day of October rolls around, will point with pride to the fact that he has been runnin' around on the Los Angeles Railway properties for 31 years. That's going some for a kid, isn't it?

## Hill Commends Men For Splendid Records

In January, 1923, we started a campaign to increase the average number of witnesses per accident at each division.

In September, 1925, Division Four was the first division to attain an average of 7 or more—to be exact, their average that month was 7.32.

I have just received the report for the month of August, 1927, which shows that the average witnesses per accident for Four was 8.45, the highest ever attained by any division.

Divisions Two and Three attained the highest average of their history this month, going over the 7 witnesses per accident mark. Divisions One and Five this month showed the best averages for the year.

This is most gratifying to all concerned.

I commend the men of all divisions, who, on account of their team work, both among themselves and with their division superintendents, have made possible this splendid record.

Men of Division Four, I especially congratulate you and wish to take this means of conveying to you my appreciation of your whole-hearted support in this movement.

*R. B. Hill*

The Division Superintendents of all five divisions have just reason to be proud of the splendid efforts of the men in procuring witnesses per accident.

Division Four, for the month of August, broke all records with 8.45. Divisions Two and Three went over seven witnesses per accident.

Division One passed Division Five and took fourth place.

This is the comparison of average witnesses per accident between July and August:

JULY		AUGUST	
Division Four	7.77	Division Four	8.45
Division Three	6.66	Division Three	7.22
Division Two	6.54	Division Two	7.06
Division Five	6.17	Division One	6.77
Division One	6.13	Division Five	6.60

## Tracks Cleared

On August 27th, the tracks on 4th Street, between Spring Street and Broadway, were O. K'd for service.

Cars scheduled to operate via 4th Street on pull-in trips are now resuming regular operation.

## Bus News

### La Brea Avenue Line

On account of street work, the La Brea Avenue Line is not operating on Edgewood or Redondo Avenue, the route having been changed to La Brea Avenue between Wilshire Boulevard and Edgewood.

### Wilshire Boulevard Line

The morning rush period service on the Wilshire Boulevard Line has been increased.

## New Buses

Two new 21-passenger buses and one 29-passenger Pigeon bus have been delivered, and deliveries on balance of the order are now being made.

## McRoberts to Attend

### Meeting at S. F.

C. M. McRoberts, General Claim Agent, is to attend a meeting of the California Electric Railway Association, to be held in San Francisco on September 12th, as a member of the newly appointed committee, selected at the joint meeting in Los Angeles last June. Consideration of the important question of uniform classification of accidents will be one of the subjects under discussion.

## Crossing Changed

The Pacific Electric Railway Engineering Department is reconstructing crossing at Fifth and San Pedro and widening the center space between tracks as a safety measure. This has necessitated the Company's engineers changing the Los Angeles Railway tracks leading to the crossing to conform with the new position of the rails.

# ~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

## Admission Day - - Sept. 9th

The State of California was formally admitted into the Union September 9, 1850. This marked an important milestone in the history of the nation—the turning point in the struggle against slavery. Under the primitive conditions of that time, the news did not reach California until October 18th; it was the cause of great rejoicing.

The discovery of gold by James W. Marshall at Coloma on the American River in January, 1848, with the ensuing rush to California of thousands of people representing all walks of life from the highest to the lowest, all fired with the dream of easy riches, precipitated the need of a stable form of government in California. The old Spanish rule was at an end; the military government which had been maintained from the time of the cession of California to the United States from Mexico at the close of the Mexican war, was entirely unfitted to meet the needs of civil life. The result was the admission of California to the Union—a state over two thousand miles from any other state.

California was the first state in the geographic western half of the United States, and the sixth west of the Mississippi River. The admission of California was most bitterly fought; there was no southern territory ready to be admitted to offset the admission of a free state. Up until that time the balance of slave and free states had been carefully maintained and there was much bitterness of feeling. It was even desired by some advocates of slavery that the southern half of California be admitted as a slave state and the northern half as a free state.

All this time the needs of California were becoming more and more pressing. The failure of Congress to act roused the people of American birth in California to the unusual course of forming a state constitution, electing officers and starting state government as though the state were already admitted. In December, 1849, they sent representatives to Washington. The struggle was hard fought, but the southern representatives in Congress finally went down in defeat and California entered the Union as a free state—the state that soon after was to lend its great financial strength to the preservation of the Union in the great final struggle that suppressed slavery.

"Ben, I'll give you \$10 to have your picture made in the cage with that lion."  
"No, suh, boss, not me."  
"He won't hurt you; he hasn't any teeth."  
"Mebbe so, but Ah doesn't want to be gummed to death by no old lion."

A man went into Cohen's book store and asked for a copy of "Who's Who and What's What," by Jerome K. Jerome.  
"Haven't got dot book," said Cohen, "but ve haf 'Who's He and Vot's He Got,' by Bradstreet."

A venerable old Scot purchased a little radio set, and a few days later his friends asked him how he liked it.  
"Well, it's aw richt to listen to," he replied, "but those bulbs are nae so guid to read by."

The Snagtown Torchlight has coined a new heading which was formerly captioned: "Birth, Marriages and Deaths." The caption now reads: "Hatched, Matched and Dispatched."

Farmer: "An' 'ow be Lawyer Barnes doin', doctor?"  
Doctor: "Poor fellow. He's lying at death's door."  
Farmer: "There's grit for ye—at death's door and still lying."

"I tell you I won't have this room," protested the old lady to the bell boy. "I ain't going to pay my good money for a pig-sty with a measly little foldin' bed in it. You think jest because I'm from the country . . ."  
Disgusted, the boy cut her short. "Get in, lady. Get in. This ain't your room. This is the elevator."

Two stuttering blacksmiths had finished heating a piece of pig iron, and one placed it upon the anvil with a pair of tongs.  
"S-s-s-smash it," he stuttered to his helper.  
"Wh-wh-wh-wh-where?" asked the helper.  
"Aw, h-h-h-hell, we'll have to h-heat it again now."

## Myself

I have to live with myself and so,  
I want to be fit for myself to know,  
I want to be able as days go by,  
Always to look myself straight in the eye.  
I don't want to stand with the setting sun  
And hate myself for the things I've done;  
I don't want to keep on a closet shelf,  
A lot of secrets about myself,  
And fool myself as I come and go,  
Into thinking that nobody else will know,—  
The kind of person I really am.  
I don't want to cover myself with sham,  
I want to go out with my head erect,  
I want to deserve the world's respect.  
And in this struggle for fame and pelf,  
I want to be able to like myself.  
For I never can hide myself from me,  
I see what others can never see,  
I know what others can never know,  
I never can fool myself, and so,  
Whatever happens I want to be  
Self respecting and conscience free.  
—Anonymous.



Thank God every morning when you get up that you have something to do that day which must be done, whether you like it or not. Being forced to work, and forced to do your best, will breed in you temperance and self-control, diligence and strength of will, cheerfulness and content, and a hundred virtues which the idle never know.  
—Charles Kingsley.

## Legal Questions

Q. A man sold me a piece of real estate on installments. The contract provided that time was the essence and that failure to make payments would forfeit all the buyer's rights. Principal payments lapsed for some four months, but he accepted small payments as interest from time to time. After four months I offered to pay the entire amount due and he refused to accept it and consummate the deal. Is there any way I can force him to go on with it. S. L.

A. No. The only effect of accepting interest payments was to give the buyer a reasonable time in the future to make his payments and, in your case, four months is more than a reasonable time.

Q. How is a receiver appointed and what are his duties? S. L. J.

A. A receiver is a disinterested person appointed by a court of equity to take charge of property in litigation when it is unjust that either party to the suit should hold it. In the management of the property the receiver generally acts, not as the agent of either party to the suit, but as an officer of the court.

Q. Almost a year ago I received a letter from a lawyer in Denver stating that my wife wanted a divorce and if I'd send \$75.00, which would be the total cost, he would put the case through and he would send me the papers, etc. Well, I sent the \$75.00 for which he sent me a letter stating he had received it. I wrote him two or three times asking why I hadn't received papers and I got no reply. I have sent a letter—about thirty days ago—asking for my \$75.00 back and have had no reply. What would you suggest I do to get my money back? C. H.

A. Before taking any action to recover your money, write to the County Clerk of the county in which your wife was to file the divorce suit and ascertain if an action has been filed and if so, whether or not a divorce has been granted, and when.

Q. What is an injunction? S. B.  
A. A writ of injunction is a writ, issuing out of a court of equity, commanding a person to do, or to refrain from doing, some act therein specified. If it commands him to do some act, it is called a "mandatory injunction." If it orders him not to do the act, it is said to be "prohibitory." Injunctions are most frequently of the latter class.

Q. I have a judgment against a man and have attached his automobile; if, when sold, it does not bring enough to cover the amount of my judgment, what can I do to get the balance due me? F. K.

A. Take a deficiency judgment for the difference and at some later date he may have other property that you can attach to satisfy the deficiency judgment.

Q. A friend of mine has asked me to act as surety for him and I would like to know in what way I obligate myself if I do so. R. M.

A. A surety is one who, at the request of another and for the purpose of securing to him a benefit, becomes responsible for the performance by the latter, of some act in favor of a third party, or hypothecates property as security therefor. For example, if you endorse a note as surety for your friend, and he fails to pay the note, you can be held for its payment.

## Community Chest

Not counting many hundreds of homeless men, there were more than 150,000 persons who received direct benefits from agencies of the Los Angeles Community Chest during the year ended last July 1, according to statistics made public by Don Francisco, publicity educational director of the Chest.

Of this total, 63,547 were members of character-building organizations of boys and girls and of social centers where reconstructive and good citizenship activities were carried on, the report shows.

The Chest, acting through 150 social service and welfare agencies, is in innumerable ways bringing about a betterment of human conditions in the city.

# Bulletins

ISSUED SEPTEMBER 5, 1927

## Street Car

### NO. 125—NOTICE TO TRAINMEN

The main Receiving Hospital, which is operated twenty-four hours per day, is now located at No. 1337 Georgia Street, Telephone Westmore 0223. Trainmen will please give this information to inquiring passengers.

Trainmen will not call the Receiving Hospital direct regarding cases wherein the Company is concerned, but will make all reports to the Dispatcher's office as heretofore.

### NO. 126—NOTICE TO CONDUCTORS

Public schools will reopen on Monday, September 12th.

On and after that date honor school tickets, salmon color; printing on ticket blue, with coupon and ticket numbers printed in green, on regular public schools days only, until further notice.

See samples in transportation case at your division.

### NO. 127—NOTICE TO CONDUCTORS

The following passes reported lost:

Pass No. 2058, issued to Ruth Coffey, Car Cleaner, Mechanical Department.

Pass No. 1219, issued to A. Gandera, Laborer.

Pass No. 6712, issued to W. R. Nichols, Conductor.

Pass No. 6263, issued to A. M. Wood, Conductor.

Pass No. 100, issued to Ruth Huffman, Stenographer, Huntington Land Companies.

Fireman's Pass Book No. 36091, issued to L. C. Hogue, Fireman, City Fire Department.

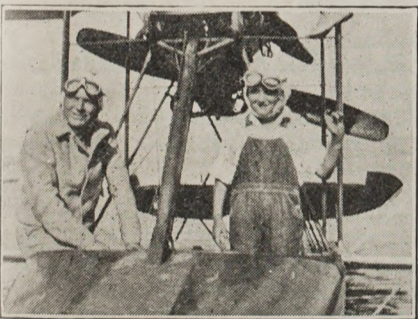
*P. B. Hill*

## Bus

NO. 54

On some lines, and particularly where the headway between buses is short, it is found that two buses, and sometimes three, are operating one directly behind the other. This must be discontinued at once and operators must gauge their speed to keep as even a headway as possible and avoid buses following each other up as closely as above indicated.

*Stawhankew*



Theodore, on right, 9-year-old son of H. C. Shelford, of the Shops, just after his first flight at Balboa Beach.

## Wedding Bells

James Curran of the Engineering Department turned his vacation into a honeymoon at Catalina Island. On August 16th, he tied the nuptial knot with Miss Noami Lank. With fitting ceremonies the department presented Mr. and Mrs. Curran with an electric coffee percolator and wished them the best in life. Thanks for the cigars.

Division Two says: Better late than never. Congratulations to Motorman J. I. Webb and Miss Dixie C. Dixon, who were married at the South Park Christian Church by the Rev. Bruce Brown on August 21st.



"Laugh and the world laughs with you," so Lary Laffs over the air.

W. F. Carpenter, formerly a conductor of Division Five, writes an interesting letter from Clear Lake Highlands, California. He sends a copy of Two Bells to a broadcasting station there, and writes as follows:

Clear Lake Highlands, Calif.  
Supt. E. R. Dye, Division Five,  
Los Angeles Railway.

"I wish to thank you for the Two Bells which has been sent to me so regularly. We all like to read the jokes and I send the paper to a local broadcasting station which sends the jokes out over the air.

Sometimes I feel I would like to give "two bells" on the cars and only last night in my dreams I was with you. I shall see you all again soon, I hope.

I have worked for two of the best companies in the U. S. and went away with good records. That is worth a great deal.

I wish the Los Angeles Railway and my friends great success.

Yours respectfully,

W. F. Carpenter.

## Fire Demonstrations

To acquaint the men at the various divisions with the use of fire equipment, W. T. Brown, General Foreman of Car Houses, and J. J. Johnson, Foreman of Electrical Construction, have been conducting a series of demonstrations in fire fighting.

It has been considered an important matter that the men be thoroughly familiar with the use of fire apparatus in cases of emergency, and demonstrations are being given in the afternoons and evenings in order that all men possible may have an opportunity to witness the proper procedure in fire fighting.

## Workmen Cause Delay To Cars

In the good old days, service was often interrupted by a cow getting in the way of a car, or maybe sheep crossing the track. In those instances passengers could see the reason for delay.

Nowadays service is interrupted through various causes and the cars stop "for no good reason at all."

During the past week service has been interrupted several times, delaying cars anywhere from five to fifteen minutes. This was the case in the West District. On investigation the trouble was traced to a number of workmen on a building on Wilshire Boulevard throwing baling wire and material on the high voltage lines. At first it was thought the material was accidentally thrown, but repeated interruptions found it to be malicious intent on the part of the workmen to interrupt street car travel and inconvenience hundreds of the Company's patrons. Needless to say, the power company deemed it necessary to issue a warrant for their arrest.

## Do You Want To Win Some Cash?

"What Service Do We Owe a Passenger for His Fare?" That is the question the Company is asking each trainman who is actively engaged in the platform service. Do you want to earn some prize money? Did you ever feel the urge to write? If so, here you are. This is your chance to try out your literary genius in an Essay Contest in which prizes will be awarded.

Many trainmen recognize the power for good will, or the opposite, in their countless personal contacts with the traveling public. No doubt it is considered by many as "all in a day's work," and this is their only expression. But the Management believes that a great many trainmen devote time to intelligent thought about their jobs and can write about it.

The conditions of the contest are:

(1) Trainmen working in the platform service only are eligible.

(2) The essay must not exceed 350 words.

(3) Write or typewrite your essay in double spacing.

(4) Leave a margin on left hand side for comment by the judges.

(5) Send your essay to the Contest Editor, Publicity Department, Room 601, Los Angeles Railway Building.

(6) The contest opens on September 6th and closes at 4 P. M., September 27th.

Three judges will be selected and the prime consideration in selecting the winners will be the ideas which are contained in the essay. Bad spelling, composition, neatness or literary style will cut no figure in arriving at the decision.

The prizes will be: One first prize of \$10; two second prizes of \$5 each; three third prizes of \$3 each, and eleven prizes of \$1 each.

It is suggested that all trainmen entering the contest refresh their memories concerning the Company's policies in rendering service to the public by reading the little pamphlet on "Salesmanship" by George Baker Anderson, Manager of Transportation. This little booklet should prove of valuable aid to the entrant. However, it is advised not to use the phraseology contained in this booklet in writing the essay. If you cannot locate one of these booklets around your Division, the Publicity Department has them.

All right, fellows, get the thinking cap on and let us have that essay.

## New Hospital

Trainmen's attention is particularly called to Bulletin No. 125, in this issue, in regard to the new Georgia Street Receiving Hospital, located at 1337 Georgia Street, just recently opened. This will be the main Receiving Hospital and will be operated day and night. All serious cases will be taken to this hospital, which is modern in every respect and furnished with the best equipment to take care of emergency cases. As mentioned in the bulletin, trainmen will report all emergency cases concerning the Company to the dispatchers, as heretofore.

The Emergency Hospital at 108 South Hill Street will be operated from 7:00 a. m. to 9:00 p. m., and will be closed on Sundays. All cases after 9:00 p. m. and Sundays will be taken to the Georgia Street Hospital.

## Collins Talks at Club

On a program arranged by the Toastmasters' Club of Los Angeles at a 6:30 dinner to be held in the Y. M. C. A. Institute on South Hope Street on the evening of September 6th, John Collins, Supervisor of Safety, will deliver a short sanskrit message.

There will be several speakers for the evening, and a brief musical program has also been arranged. Employees of the Los Angeles Railway and their families, who may be interested, are cordially invited to be present.

## For Sale

Three-room House, corner lot, with room for three additional houses, all improvements in; 60th Street, near Division Two. \$750 will handle. B-118.

1927 Five-Passenger Stutz Sedan, fully equipped, special paint job; \$3000. Owner would consider trade on real estate. B-119.

\$585 Trust Deed on two and one-half acres at Fontana. Will discount for quick sale. B-120.

## Vacationing

B. H. Eaton, Engineer of the Way and Structures Department, is vacationing as admiral on the good ship "Tamanito," cruising the local waters.

J. B. Hayner, Superintendent of Employment, has just returned from a vacation of local trips around the city.

From the Instruction Department: "Sailor Bill" E. Snell has just returned from a pleasant two weeks at Pismo Beach. Says he is full of clam chowder and ready to go. W. G. Miller has just returned from Imperial Valley, where he said he had a hot time, with the thermometer registering 110 in the shade most of the time he was there. Instructor G. F. Miller left to go on vacation Monday and expects to take a good rest.

From the Traffic Department: Supervisors E. F. Mojonner, H. A. Redmond, J. Carlin, G. T. Wuertz, C. B. Polchow and J. L. Gough will go on vacation.

D. C. Shaeffer of the Purchasing Department is vacationing in Santa Cruz and the Big Basin.

A. W. McBain, Verification Clerk, will divide his vacation, spending one week at Catalina Island and one week at Balboa.

C. H. Conrad of the Claim Department will be found disporting plus fours on the greens of Oakmont Country Club during his vacation, shooting golf. Miss Louise Lefter, also of the Claim Department, will take local trips.

## Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, August 31st:

To Division Two: Motormen P. H. Thompson, J. J. Robertson, A. T. Cameron, Conductors J. E. Deans, A. S. McFarland. To Division Three: Motormen E. Tout, F. F. Fuller, R. Spencer, Conductors G. W. Dilts, E. W. I. Deane. To Division Four: Safety Operator A. C. Barclay. To Division Five: Conductor E. O. Davidson.



## Division One

H. N. COLE

Conductor J. W. Head received a postal from Motorman N. J. Tiss, who is motoring somewhere in the middle west, and reports a splendid trip so far.

Motorman G. M. Katzenberger left on September 1st for a thirty days' trip to San Diego and probably other points south.

Motorman S. R. Willis has taken ten days off to rest up. The chances are that he will return all tired out like some of the rest of the fellows.

Clerk Roy Ruggles is back from his vacation and is looking fine, but when one of the boys asked if he felt better because of his rest, he replied, "not by a darn sight."

Motorman C. Culver is vacationing for a week on the roof of his house. He is putting a new roof on it.

Conductor E. Van Doorne is taking ten days off to see the sights of the city.

Motorman G. C. Hanson also is sight seeing for a period of ten days.

If you should notice anything unusual in the actions of Mr. Rafferty, don't think for a moment that he is sick, because he isn't. He is undergoing a financial loss that is worrying him, and it happened this way: He had occasion to ride on a bus a few days ago and thoughtlessly dropped a dime in the box. On his return trip he did the same. Afterward he discovered that not only was it a five-cent fare on the bus, but his pass was perfectly good.



## Division Five

FRED MASON

Quite a bunch of the boys started back to work last Thursday from vacations. Motormen F. P. McMurphy, George Rupp, H. C. Dreyer, J. W. Cowden are among them and all claim they had a good time and can now settle down for another year.

Clerk Charlie Cline, who works the night shift, starts his two weeks' vacation on Monday. We can't find out where he's going, but we presume he'll do the same as last year—take the first week getting used to daylight and the second week here, there and everywhere.

Glad to see Motorman Jack Limes back on the job again after a long illness.

Motorman J. A. Gates is off for six weeks and he and his wife are motoring back to Topeka, Kan., in the old Ford coupe.

Motorman Dick Counts and Conductor "Casey" Jones, with their wives, are taking a ten-day jaunt to San Francisco. Jones's Chevy roadster will do the hauling and Dick will work the back end from the mother-in-law seat.

Quite a few more of the boys are starting their vacations this week. Motormen W. S. Campbell, 30 days; Charlie Stowe, 30 days; Frank J. Miller, 30 days; W. B. McCarter, 15 days, and Conductors Johnny Robinson, a couple of weeks, and J. O. Bauer, a week.

Just so that you won't keep asking Cashier Roy Banks where McCarthy is, Roy told me to tell you that he's on his vacation. Roy didn't say where he went, so you can put that one to him.



## Shops

JACK BAILEY

There has been so much said and so well said about the scribe's pictures that I feel it my duty to tell the truth about the cut above. That is not Buster Keaton, as you have all guessed, but Ye Scribe sure enough.

The Lary Baseball team breaks training for the season. Manager Bonnell calls the boys together after a season of keen competition and rates them as a hard working crew. They will break camp until next summer and will come back confident of a successful future.

Mrs. N. M. Kearns of the Master Mechanic's office has returned from a delightful trip to the Redwood Highway, California, and other scenic drives in Oregon.

F. W. Buswell, Mill Foreman, is taking a varied two weeks' vacation which will include a trip to Big Bear, a change of address and remodeling his home, and then a week of recuperation. W. L. Williams holds the fort in his absence.

B. M. Cinnamon, Truck Shop Clerk, had a very enjoyable trip to Catalina over the week-end. He did not detail

his interests, which is an example to be followed by Ye Scribe while Mr. C. Hatch is loose in our boundary.

C. Nickels, Machinist, spent most of his vacation at the breakwater at San Pedro. His prize catch was an eight-pound blue cod. Not so bad for Nickels.

Charlie Clegg is back with the Carpenter Department after two weeks of straying from the fold. One sure can change in a short time, especially if one has all his teeth pulled.

A. Gerrard of the Winding Room has left for parts in and around San Diego. Just the type.

Ted Ormston of the Winding Room and Clarence Lock, Machinist, took their girl friends to Catalina over Sunday.

Bill Davis of the Air Department will take two weeks off touring the coast route to Sacramento.

Ed Frymute, Carpenter, has just completed arrangements for a two weeks' trip to Frisco and Yosemite. Overcoat and straw hat are the arrangements.



## Bus Division

ELMER WOOD

Former Conductor J. T. Fulbright sends his regards to the boys through Mr. C. O. Morse, the Division Foreman. Fulbright is in charge of a section gang for the Southern Pacific Railway in Orland, Calif.

Operator E. T. Fleming was a patient at the Southwestern Hospital, where he underwent a minor operation. Tom is getting along fine and we hope that he will be able to sit at the wheel again soon.

Conductor J. R. Rogers cheated death out of a customer (and saved us 50c) the other day when he struck an automobile doing about thirty-five miles per hour on his motorcycle. Fate was riding with Rogers, as he only received a few minor bruises, as he lit inside of the auto he hit, and was able to report for work the next day.

Operator H. E. Rainey has resigned to accept a position with the McMillin Oil Company. Rainey will drive a field car for a while and later expects to pilot an airplane, which has been his ambition ever since he took up aviation several months ago.

Conductor E. P. Woods (the Wilshire sheik) was almost frantic the other morning when he discovered that he had left his necktie home. But after scouting around he finally managed to borrow one from a shine-man and went out on his run rejoicing.

Operator J. W. Cook and wife spent an enjoyable week at Big Bear Lake, and Operator G. E. Smith is resting up at Catalina Island for five days.

Operator V. R. Hathaway has taken a week off to show his parents Southern California. It is rumored that they will visit the suburban town of San Diego just to see if it looks like a Mexican town.

Operator W. W. Morneau has returned from a two weeks' tour to San Diego and vicinity.

Operator A. L. Irwin has also returned to the harness after spending



## Division Three

L. VOLNER

J. W. Allen, our Day Clerk, writes telling about what a great time he is having up in the big timber country, where he is touring with his family.

A drunk, or hop-head, created quite a deal of excitement, as well as considerable damage, in his wild ride down Lincoln Park Avenue last Sunday night, driving on the wrong side of a street car, he ran over Motorman R. J. Cave, breaking his leg; getting away from this accident, he ran into an automobile of colored people parked in front of Lincoln Park, wrecking his machine, after which he jumped out to continue his flight on foot, but ran into three policemen, who, after a little fighting, conquered the speeder. Motorman Cave is in the Good Hope Hospital.

Conductors M. S. Fury and I. E. Gott have returned from their fishing trip to Bishop Lake. A great time is reported and all the fish they could eat.

Motorman George Richter, who is now touring Germany, in writing to his house mate, Motorman G. Dahlberg, enclosed various beer labels to show Mr. Dahlberg the brand of brew he is drinking. Mr. Dahlberg might take his next vacation in Germany.

sixty days driving through Texas and Oklahoma. He turned over 5000 miles and only one puncture.

## Garage News

The announcement of the wedding of Miss Clare Selyelid and Ben Sjo-boen (formerly a mechanic) was received last week. The wedding bells will ring September 10th and the boys of the Garage send their congratulations to the bride and groom.

W. Hannefield, Mechanic on the first shift, will be off this week to have an operation.

Norman Lane spent part of his two weeks' vacation in San Francisco and the rest touring Northern California.



## Division Four

C. J. KNITTLE

Things are quiet around the Division these days. We are just passing the peak of the vacation season and it is a tough time for scribes. However, a bright incident is liable to pop up any time. For instance, there's the case of Conductor George Mayhew of "C" Line. George found his watch chain cut and the watch gone last Tuesday. It worried him considerably. What could he do about it? He took his troubles to the motorman, "Cocky" Roach, and Roach suggested he pass them on to the dispatcher. The dispatcher told him to call again when he pulled in. So George labored on with a heavy heart. He figured out the exact time his watch had been lifted. He worked out the only logical method the crook could have used. Then he concentrated some more and doped out the exact person who got away with it. Yes, he could give the police a good description of the "dip." And then he did the only thing left to make a good news item. He found the watch in his inside coat pocket.

Conductor D. J. Vanderlinden, who has granted a ninety-day leave June 1, has applied for and been given a thirty-day extension.

Motorman L. V. Brown is running around with a mouthful of new ivories.

Safety Operators J. H. McClintock and W. A. Baker are each taking a thirty-day vacation.

We have oftentimes wondered about the nationality of Motorman J. A. Douglas. At last our minds are at peace. He receives a Jewish newspaper through the mail.

Motorman A. F. Kiefer is on a thirty days' leave. Motorman J. J. Syver is taking fifteen.



## Division Two

E. A. MOXLEY

Conductors J. B. Crow and A. F. Crosby returned to work Tuesday after spending two weeks at the National Guard Encampment. Both look fine. The exercise must have done them good.

Conductor C. Gutnecht and wife returned from a ninety days' vacation spent with his parents in Iowa. Reports everything O. K. in that part of the country, and that they had a wonderful trip, but Los Angeles looked good to them.

Motorman F. S. Ainsworth returned to work Tuesday after spending thirty days in the northern part of the state.

Motorman G. R. Sharp and Conductors C. E. McClain and M. F. Nar returned from short vacations.

Foreman J. A. Madigan started his vacation Monday. He intends to tour Arizona, looking over the oil fields, then return home and rest up for the balance of his two weeks. Chief Clerk C. J. Clark is running that end of the Division during Madigan's absence.

Scribe Moxley dropped in on us Monday for a few minutes. Says he had a great trip and that he caught plenty of fish. He intends to come back to work in about a week.