



## September Meetings

Regular bi-monthly division meetings are to be held from September 26 to 30, inclusive.

C. M. McRoberts, General Claim Agent, will be the principal speaker and he has prepared some interesting data, centering his talks on the underlying causes of accidents and precautionary measures that can be adopted to prevent repetition.

R. B. Hill, Superintendent of Operation, will also be present at all the meetings.

Three meetings daily will be held, at 10:00 a. m., 2:00 and 8:00 p. m.

The lineup of the meetings is as follows:

- Monday, Sept. 26—Division One.
- Tuesday, Sept. 27—Division Two.
- Wednesday, Sept. 28—Division Three.
- Thursday, Sept. 29—Division Four.
- Friday, Sept. 30—Division Five.

## Viaduct Nearing Completion

Work is being rushed to completion on the 7th Street Viaduct. The Engineering Department's work in laying the 116-pound girder rail is well under way and they expect the work to be completed for the scheduled opening of the viaduct September 19.

As soon as the city's work on this project is completed, the "R" Line will operate over this bridge as formerly and arrangements have been made to provide ample shuttle service on Boyle Avenue, between 7th and 9th Streets. The Mines Avenue Bus Line is expected to take care of the travel over the 9th Street Viaduct.

## Schools Open Sept. 12th

To take care of the school travel on the opening of schools, September 12th, School Day Schedule becomes effective on Line "V" on that date as well as school trips on other lines serving Los Angeles School Districts.

## Change in Line "L" Route

As soon as street work is commenced on Spring Street, north of First Street, Line "L" will be routed east on First from Spring to the Santa Fe Station at First and Santa Fe Avenue.

Schedules have been prepared to be placed in effect as soon as the necessity requires.

## Switch Repairmen



Left to right: F. E. Griffiths, W. K. Holmes (and Mascot "Bud"), F. Bradley, W. P. Capps, Assistant Foreman; Charles Kincaid, Foreman; W. N. Gaines, A. T. Thurman, G. V. Jameson. Seated on bumper: A. Chambers and C. D. Field.

They call these fellows switch repairers, but they are in reality, "Jacks of all trades." They give service, and judging from the smiling countenances, they give it with a smile.

These fellows work in crews of two men each and start out in their trucks every morning from Vernon Yards to take care of the installation or repair to switches; in fact, all emergencies to ground work such as sanding rails, picking up broken glass, filling up holes in pavement between rails and rendering assistance in replacing derailed cars are a few items of their many duties.

Rain or shine they are always on the job, subject to call twenty-four hours of the day. Foreman Kincaid has a splendid gang of efficient and loyal workers, always ready to do their bit willingly and cheerfully. Ask the Chief Dispatcher, he'll tell you.

F. E. Griffiths started with the Company in 1911. He hails from Grand Isle, Vermont.

W. K. Holmes comes from Plainfield, Iowa. He started in August, 1918.

F. Bradley, also from Iowa, started with the Company in 1923.

W. P. Capps, Assistant Foreman, hails from Berton, Texas. Capps has been with the Company since May, 1917. He's right hand man to Foreman Kincaid.

Charles Kincaid, Foreman, is an old-timer. Charlie started way back in 1902. He recalls the time when he carried his tools in a little canvass satchel and would get to the job sometime, somehow. Charlie is from Kentucky.

W. N. Gaines is a newer man of the

## Three Musketeers on Vacation

Superintendent Dickey of Division Two, Ed Yonkin of the Instruction Department and Ed Forsythe, Switch Foreman, Division Two, are vacationing in the High Sierras just back of Bishop, Calif.

They have taken their blunderbusses and plenty of ammunition along to stage war on the unsuspecting deer just as soon as the shooting season opens.

group. He commenced with the Company in March of this year. He comes from Alabama.

A. T. Thurman hails from Germany. He went to work for the Company in August, 1923.

G. V. Jameson comes from St. Johns, New Brunswick, Canada. His service with the Company dates back to October, 1923.

A. Chambers is from Frankfort, N. Y. He started with the Company in January, 1925.

C. D. Field comes from Vermont. He has been with the Company since October, 1918.

C. D. Smith and L. B. Swanson, night men, were unable to be in the picture.

And not forgetting "Bud" the mascot. There isn't much dog physically, but there is an abundance of snarling and display of ivories should anyone encroach upon the properties of the switch repair gang. His loyalty makes him a valuable acquisition to his man-friend, the switch repairer.

## Azuride Goes Over Top

In the issue of Two Bells of June 13, an article on the distribution of Azuride for May 15 was heralded as the banner issue of its existence, but the issue of Azuride for August 15 surpasses and eclipses all previous records, with an average of 99.81 per cent used for all divisions, 129,100 copies having been placed on the cars August 15. August 31 only 235 copies were returned. That's going some.

Divisions One and Five went over the top with 100 per cent. They had no leftovers. Division Two had only 35 copies turned back.

The significance of this report is apparent because of the fact that during school holidays, students are not riding the street cars regularly. They constitute a great percentage of readers of Azuride and have contributed largely to the high percentages during school terms.

The Bus Division commenced to carry Azuride in the buses on January 1, 1927. The percentage of used copies has steadily increased, reaching its highest point with 90 per cent for the August 15 issue. There were 4500 copies issued and 450 returned.

The standing of the divisions is as shown:

	Issues	Leftover	Pct.
Division One.....	24,000	none	100.00
Division Two.....	29,700	35	99.88
Division Three.....	29,850	60	99.80
Division Four.....	21,250	140	99.34
Division Five.....	24,300	none	100.00
	129,100	235	99.81

It is hoped that all trainmen read the issues of Azuride, as this little pamphlet contains many interesting articles and facts about the street car industry, and is the means of keeping abreast with events as an aid in answering questions or complaints of the traveling public.

## Square and Compass Doings

The Square and Compass Club will hold its next regular meeting on Saturday, September 17th, in the Masonic Temple, Pico and Figueroa Streets, at 7:30 p. m.

Several candidates for initiation are in waiting. After the short respite during August it is expected that a good attendance will be present for this meeting. Refreshments will be served after the initiation.

## Buses Arrive

Seven of the eight buses recently ordered have been delivered.

# ~ 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

## Cashing Your Smiles

Did you read the article in "Two Bells" September 5, entitled, "Not So Good?"

Are you one of those who are "Not So Good" when it comes to being uniformly courteous, regardless of the attitude displayed by your passenger.

The rendering of courteous service is just as much the duty of an employee of a public utility as is the applying of the brakes to stop a car when necessary, or the giving of a signal bell on the part of a conductor.

Our work, in a measure, is more difficult than that of the employees of other public utilities, for the reason that the stranger in town does not immediately put in a telephone, or ask for a gas, water or light connection, or is he compelled to deal with those utilities for perhaps sometime after locating here, but the stranger unfamiliar with the city, or with our fares or rules, does ride the street cars, and is obliged to depend upon you for much information, and that stranger has a right to expect to be treated courteously at all times.

Complaints of discourtesy arising from controversies over fares and transfers are by far the most numerous, and while we all understand that it is necessary for transfer and fare rules to be observed and enforced, we know by the records of a large number of you men that such rules can, in most cases, be diplomatically enforced and still no justification be given for a complaint of discourtesy.

The next largest number of complaints received are based on your failure to realize, as stated above, that it is a part of your duty to give information courteously and correctly when such information is requested.

Assuming that ninety per cent of the cases where trainmen have been found discourteous, caused by the attitude of the passenger, the fact remains that the man who is "big" enough to meet unpleasant conditions with a smile, whose attitude brings him frequent commendations, who is considered worthy of promotion or is successful in securing a better position elsewhere than with the Los Angeles Railway, is the man who is sufficiently well balanced to meet the most disagreeable situation without losing control of his temper and thereby losing also the feeling of satisfaction which comes to every man who has been able to exercise diplomacy to pacify and make a friend of an unreasonable customer.

Two gentlemen of the Emerald Isle were discussing things musical, when suddenly Pat asked: "What musical instrument do you like best, Mike?"

"Oi like a player pianny the best."

"Why?"

"Because Oi can play 'St. Patrick's Day in the Mornin'' or in the evening or any old time meself. Which is it ye likes the best, Pat?"

"Sure, Mike, Oi like the clarinet the best."

"Why do yez?"

"Because the little devil's handy in a fight."

Consider the fish. He seldom is hooked so long as he keeps his mouth shut.

Father: "Goodness! What's the matter; the house is filled with smoke?"

Mother: "I just heard Willie say he had Pittsburgh on the radio."

Wife (who has gone hop picking with husband): "Gee! these hops stain your hands."

Husband: "They stain my hands, too."

Wife: "Hell, yes; but I'm a lady."

Dear Editor: Please tell me why it is that my lady friend closes her eyes when I kiss her. X. Y. Z.

Send us your photo and we'll tell you.

"I pulled a fast one that time," chuckled the traffic cop, after arresting a speeder.

Roommate (at 7 a. m.): Y'up?

Roommate (yawning): Yup!

"Your daughter recites real well," the professor's wife said to Mrs. Malaprop at the church sociable.

"I'm goin' to give her a course of electrocution." Then smiled and added: "Sort o' finish her off, ye know."

## BOUQUETS



Left to right: W. N. Cline, F. W. Graves, M. V. Howell, H. F. Seward, A. T. Munn, D. W. Tinsley, W. P. Durbin.

For Conductor W. N. Cline of Division Four from Mrs. L. T. Cooke for his courtesy in assisting her in finding her lost nickel.

For Conductor F. W. Graves of Division Two from Mrs. M. F. Murdock for his extreme care and kindness shown an elderly woman in helping her off the car and to the sidewalk.

For Conductor M. V. Howell of Division Three from Miss Pearl Ellis for his unusual ability in handling large crowds on his car and for his tact and cheerful politeness to all his passengers.

For Motorman H. F. Seward of Division Three from Miss Goldie H. Finn for his quick thinking and prompt action in stopping his car when she was thrown in front of it and in danger of being crushed.

For Motorman A. T. Munn of Division Two from Nurse Miriam Jean Rollins for his kindness to an elderly woman in stopping his car after it had left the intersection and waiting for her to board.

For Conductor D. W. Tinsley of Division One from Mrs. Mary M. Joris for his courtesy in helping her on the car with heavy suitcase and for giving her his stool to sit on.

For Conductor W. F. Durbin of Division Five from Mrs. Marie Petrie for his kindness in helping her on and off the car, holding her baby for her while she boarded. Mrs. Petrie concludes: "He also was very efficient in his work, loading his car quickly and cheerfully. Such men do much in promoting good will toward the Company."

## Legal Question Box

Q. May a finance company charge 12 per cent interest on a nine months' contract?

A.

A. Yes, they may charge 1 per cent per month on any contract, regardless of the length of time it runs. They are not allowed to charge over 1 per cent per month, or 12 per cent per annum in this state.

Q. Will you please name some of the things that come under the head of a public nuisance?

J. M.

A. Any condition of things which is prejudicial to the health, comfort, safety, sense of decency, or morals of the community at large may be classed as a public nuisance, and it may result either from an act not warranted by law, or from neglect of a duty imposed by law. To constitute a public nuisance the condition of things must be such as to injuriously affect the community at large, and not merely one or even a few individuals.

Q. Is an affidavit ever accepted as evidence in a case?

W. S.

A. Not in hearing of a case upon the issues.

Q. A, B and C were sureties on the note of D. Judgment was obtained on the note for \$300. A settled the judgment for \$100 and sued B and C for contribution. What amount can he recover?

M. B.

A. He cannot recover anything, for the reason that he has not paid more than his share.

Q. A trainman went into a jewelry store to purchase a watch. After selecting the one he wanted, the jeweler took the watch from the case and laid it on the counter. While the buyer was taking out his money to pay for the watch, it was accidentally knocked off the counter to the floor and broken, neither party being to blame. The jeweler is trying to hold the trainman for the loss. Can he do so?

L. B.

A. The loss is the jeweler's. The ordinary rule that if the contract is a cash transaction, payment of the price is a condition precedent to the transfer of possession and title. The promise to deliver, involved in an

agreement of sale, and the promise to pay the purchase money are mutually dependent. Neither party is bound to perform without contemporaneous performance by the other. Payment of the price is the condition on which alone the purchaser can require the seller to complete the sale by delivery of the property.

## Oh, What A Swindler!

Reprint of a clipping from a Boston newspaper published 61 years ago.

A man about 46 years of age, giving the name of Joshua Coppersmith, has been arrested in New York for attempting to extort funds from ignorant and superstitious people by exhibiting a device which he says will convey the human voice any distance over metallic wires so that it will be heard by the listener at the other end. He calls the instrument a "telephone," which is obviously intended to imitate the word "telegraph" and win the confidence of those who know of the success of the latter instrument without understanding the principles on which it is based. Well-informed people know that it is impossible to transmit the human voice over wires as may be done with dots and dashes and signals of the Morse code, and that, were it possible to do so, the thing would be of no practical value. The authorities who apprehended this criminal are to be congratulated, and it is to be hoped that his punishment will be prompt and fitting, that it may serve as an example to other conscienceless schemers who enrich themselves at the expense of their fellow creatures.

Caddie: Cheer up, sir, there are worse players than wot you are.

Dud Golfer: Oh, well, that's a little consolation, anyway!

Caddie: Yus, but they stays in the clubhouse an' plays bridge.

# Bulletins

ISSUED SEPTEMBER 12, 1927

## Street Car

NO. 128—NOTICE TO CONDUCTORS.  
Pass No. 3349, issued to Mrs. Minnie I. Smith, wife of Conductor H. F. Smith of Division No. 3, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 129—NOTICE TO CONDUCTORS  
Fireman's Pass Book No. 29944, issued to Fireman William E. Maner, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*

## Bus

NO. 55

Bus Operators operating on Manchester Avenue, between Western Avenue and Prairie Street, in both directions, are permitted to run thirty miles per hour when the streets are dry, the vision is not obstructed in any way by fog or otherwise and the traffic conditions will permit of making the speed above mentioned with perfect safety. This does not apply to any other place where the maximum speed of 25 miles per hour is permitted.

Operators will be held strictly responsible for exceeding the speed limit provided by rules in force.

*Hawthorne*

## Two Stork Calls

From Division Two comes the news that the stork has returned from his annual vacation, and one of his first trips was made to the home of Conductor C. R. Wilkins, where he left a bouncing baby boy. All concerned are getting along nicely.

Conductor H. M. Shields of Division Four is receiving congratulations upon the arrival at his home of a baby daughter, born August 31st.



A group of Division Five men who may have been the pride of "Cross-town" back in 1914. The corpulent pilot on the left is Louis Wall, who has since transferred to Division Four. Next is Conductor L. Fehsenfeld. "Fez," as he was commonly known, resigned in December, 1921, after sixteen years of good service. Motorman J. E. O'Malley (on the step) resigned in October, 1917, with four years of creditable service, and Conductor S. T. Pike (on the platform) was doing his fourth year when he left the service in July of 1917. Wall is now working the "I" line. He has stacked up twenty-two years of service to date.

## Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, September 7:

To Division One: Motormen T. Auler, R. W. Miles, Conductors F. D. Millican, J. L. Decker. To Division Two: Motorman L. L. Rice. To Division Four: Safety Operators C. Moore, J. S. Dawson, D. C. Knorz. To Division Five: Motorman R. L. Heaton.



Upper left: Leona August, five-year-old daughter of Safety Operator J. S. August of Division Four. Upper right: The Lewellen twins, Ida and Edna, taking their regular tub bath. Daddy collects nickels on Division Three lines. Lower left: It's the L. A. Railway smile. The little family of Conductor J. F. Chappus of Division Four has contracted the smile that goes with courteous service. Harold is fourteen years old; Robert is twelve, and Marie, eleven. Lower right: These sweet young ones are children of Motorman J. A. Douglas and Conductor R. E. Davis of Division Four. Left to right: Jackie Davis, eight months; Peggy Davis, aged two; Bernardine Douglas, three, and Ethel Douglas, six months.

## Wedding Bells

W. C. Bourland, Checker of the Schedule Department, was married on September 7th in Riverside, Calif., but we were unable to learn the young lady's name. Bill is turning his vacation into a honeymoon and he and his bride are headed for San Francisco and points north.

His friends and co-workers wish them both much happiness, and are patiently awaiting Bill's return with the cigars. Congratulations!

Conductor C. R. Floss of Division Three has secured a ten days' leave of absence to go on his honeymoon. Mr. Floss was married on the 8th and he and his bride are on a trip to San Francisco, having left by boat. Thanks for the smokes—some smokes, too.

Motorman R. Romani, also of Division Three, writes from Rome, Italy, asking for an extension of his leave of absence on account of sickness. When he returns, cigars will be in order, for he is bringing a bride with him.

Division Four submits the following: "It looks like Conductor Joe Howarth has pulled one over on us. Johnnie, the stenographer, tells us Joe has been granted a sixty days' leave to make a trip to Texas with his bride. The marriage took place about two weeks ago. Well, Joe can keep a secret. He may have gone to Texas for the cigars."

Motorman M. M. Auferdeide, also of Division Four, was married last Saturday. No more details are available. Congratulations to you, M. M.

## This Is No Joke

It happened at a relief point.

A group of trainmen were awaiting relief time when one motorman asked the others for the correct time. Thinking it a good joke, they conspired to tell him the wrong time and he set his watch back five minutes, which they told him was correct.

This motorman made his relief on time and also arrived and left the terminal on time, but was still under the impression he was five minutes late. So on leaving the terminal he operated his car as fast as possible to make up the five minutes. On reaching the congested area, he was picked up by an official of the Company for running ahead of time, with the ultimate result that he was demerited.

Right there, it ceased to be a joke!

## Personal Mention

Joe Rundell, formerly Clerk in the Tabulating Department, has resigned and is taking up a course in the tile industry at the Frank Wiggins Trade School. His many friends wish him success.

Miss G. Marshall, who was forced to take a leave of absence, due to illness, is again back at her duties in Room 710.

## Guarding School Children

In August 29th issue of Two Bells, John Collins, Supervisor of Safety, said: "To be forewarned is to be forearmed." This week, on visiting Collins, the subject was again brought up.

"In transporting thousands of students," he says, "it may be necessary for cars to operate over foreign lines. Operation over unfamiliar lines calls for strict attention on the part of motorman or operator.

"Care at switches is essential. Give good clearance at all curves and note conditions where students load and unload in going to or coming from school.

"Learn to stay away from the car ahead. The tendency of men who make these trips is to run too fast while pulling in." Collins pointed out that most trainmen run their cars too fast on pull-in trips, especially those pulling in at night. A few men indulging in this dangerous practice often forces the Company to make rules which work a hardship on all trainmen.

"It's easy to slow down at cross streets which are known to the men to be dangerous," continued Collins, "and unless these men recognize this, it may become necessary to put up arbitrary stops as speed checks, forcing all cars to come to make stops in all cars to make stops at such places. No trainman should allow a reckless, 'don't care' man to force this condition upon him or his fellow workers."

Fellows, this is food for thought. Think it over!

## On Vacation

From the Auditing Department: Jack Fishenden is vacationing at points unknown. George Teetzel is just back from his vacation. He has a damaged thumb to show as evidence of an encounter with a thrasher shark at Venice. He figured this sport too dangerous so finished his vacation between Piru and Fillmore shooting doves. Lawrence Grimm had a vacation coming to him that he forgot all about. J. J. Tobin is taking the second week of his vacation around the city.

Mrs. Crowley of the Treasury Department is vacationing at Catalina Island. T. G. Duvall is on leave of absence visiting relatives at Frederick, Maryland.

Frank Christy, Supervisor, Traffic Department, is enjoying two weeks at Catalina Island.

## For Rent

Pleasant Front Room, near Moneta Avenue, 321 West 40th Place; also Cottage on Balboa Island, accommodates six people. Special rates for September and October. B-121.

## For Lease

Corner Store for Confectionery and School Supplies. Near Eagle Rock High School and playground. B-122.

## For Sale

Two Four-room Houses, modern; half block from Division Two. Cheap. B-123.

## Ed Sleeper on Vacation

Mr. and Mrs. E. H. Sleeper are vacationing in Zion National Park, Utah. They are motoring and expect to make one grand round trip, taking in all there is to see.



## Division Two

E. A. MOXLEY

Walter E. Hancock has been running a car for about thirty years and knows one from A to Z, but not so with automobiles. He purchased a new Dodge sedan not long ago, and on one of his first trips out, the thing up and quit for no good reason at all. The first thing Walter thought of was power, so he got out to see if the trolley was on. Finding no trolley in sight he got back in and tried the starter, which worked O. K. After a few seconds the motor started and he proceeded on his way.

Conductor E. R. Page has been granted thirty days to attend to some business in McFarland, Kan.

Conductor T. Fisk has been granted ninety days to visit relatives in San Francisco and other points farther north.

The boys of Division Two wish to extend to Conductor S. D. Selby their heartfelt sympathy, in the loss of his father, who passed away Monday night.

The Scribe on his weekly tour visiting the sick, called on Motorman J. A. Godwin and Conductor M. F. Nar, who were injured in a collision with an auto while they were changing ends at a crossover at 7th and Hope Streets last week. Godwin had one leg broken in six different places between the knee and ankle. Nar's head was badly bruised and his back was hurt, but no bones broken. Both are getting along as well as can be expected. Their address at present is the Good Samaritan Hospital, and any of you boys who get around that way drop in and see them for a few minutes. I know they will appreciate it.

Conductor H. C. Peck, who has been on leave for ninety days, sent his resignation in the first part of the week from Chicago, where he intends to live from now on.

G. H. Foster resigned to work for the Los Angeles Park Department as a landscape gardener.

Conductor C. C. Parkin resigned to try out the grocery business. He purchased a store near Division Two and would be glad to see any of the boys who live around here.



## Shops

JACK BAILEY

Lee Crump, Assistant Paint Shop Foreman, took a last-minute notion and left with some friends for a two weeks' trip to his old home town, Sacramento.

Harry Smith, Foreman of the Wind-ing Room, and wife are home from their two weeks' stay at Camp Seeley.

H. Furrer, Assistant Wiring Foreman, made a successful little motor trip by the way of San Bernardino, Redlands, San Diego and Ensenada, Mexico. From there he made a nine-hour bee line for home via Santa Ana and just arrived in time to punch the clock.

R. E. Ellithorpe, Electrician, has returned to our midst. He spent one week at the Grand Canyon and one week resting up at Mt. Lowe Tavern.

Paul Mariette of the Machine Shop took an inspiration trip to Tia Juana over the holidays and zig-zagged back via the Coast route.



## Division One

H. N. COLE

Those of you who saw Motorman John Haerberle a few days ago with a badly damaged nose and a pair of black eyes, must not think for a moment that he had been engaged in a fist encounter, or a victim of a frame-up or anything of the kind. He just forgot to duck his head while on a tour of inspection in the pit under his car, and a cross beam smote him in the face and fractured his nose.

Inasmuch as Jack Bailey has brought up the subject of the pictures of the Scribes, I feel that a word of comment in regard to Division One Scribe's picture would be in order. If you look closely you will see Father Time in the background. While I am not superstitious, yet I wonder if there is any significance attached to the incident. I wonder if he is beckoning to anyone—me, for instance.

Motorman C. Culver has returned from his leave, but he wound up his vacation by taking a trip down where the jumping beans and hairless dogs abound.

Conductor M. Sasalow has returned from a sixty days' vacation, which was spent at Big Bear Lake. He says that mountain trout are so plentiful up there that fishing becomes monotonous



## Division Three

L. VOLNER

Conductor L. H. Wilson is very glad to be back on the cars after his four months' vacation, which was spent on an auto tour back to his former home in Kentucky.

Conductor C. H. Wheaton and family have returned from an overland trip to Attleboro, Mass.

Some class to our popular conductor, E. C. Croughan, who lives on a country estate near Wilmar. He is now riding to work in a big seven-passenger car.

Conductor I. E. Gott has secured another leave to go fishing. He wants to demonstrate to Conductor Fury how he can catch fish. This week he is going on a real fishing trip to the head waters of Santa Ana River with some friends.

An extended leave has been granted Frank Sims to visit northern points in search of health.

During the month of August 101 motormen did not have to make out accident reports.

Another good one:

No accidents on Lines "W," "L," "2" and "3" Monday, August 5th.

Lee Carender, also of the Machine Shop, took friend wife for a little spin to Escondido over the week-end.

R. Baxter, Truckman, is fresh from Lake Elsinore camping.

Jerry Condon, Truckman, and Maurice Cass, Carpenter, were two of our boys who had to sit standing last Monday morning. Old Sol and the beach sands gave them a new coat of red over the week-end.

Carpenter W. Pattinson hit the high spots at Catalina last week. Bill's greatest ambition was to ride in a sea-plane. He has that satisfied look now.

and toward the last he refused to fish for anything but gold fish.

Motorman O. L. Dunn has changed over to the back after being on the front end for about four years.

Motormen E. O. McKenney and F. E. Kimble, with their families, took a trip to Laguna Beach Saturday and camped out till Monday. They reported an enjoyable time.

Motorman D. F. L. Buck is taking thirty days off to visit in Fullerton, Calif.

Motorman A. S. Mason is taking a short vacation to rest up and see the sights of the city and the surrounding country.

Motorman N. M. Swartz returned from a thirty days' vacation last Wednesday.

The boys are glad to see the familiar face of Motorman R. W. Miles around the division again. Miles resigned about a year ago, but couldn't stay away.

Motorman W. C. Gipson has followed Dunn's example and changed over to the back end.

Motorman J. S. Peach is on the sick list.



## Division Four

C. J. KNITTLE

Motormen Tom Speed and Freddie Cunningham returned from Sacramento Valley last Wednesday. Foreman B. B. Boyd and Conductor Jim Saunders, who went up with them, are still enjoying themselves fishing and looking for deer.

Conductor J. A. Weathers, who has been working on a claim in the Sacramento Valley for the past ninety days, has written in asking for a thirty days' extension to his leave. The request was granted.

Mr. C. D. Clark, formerly Chief Dispatcher, paid us a visit last Wednesday. We were glad to see him. Come back again soon, Mr. Clark.

Motorman C. B. Hunter has been granted a sixty days' leave to make a trip to Kansas.

Motorman G. S. Mattern has transferred to Division Two. Motorman E. F. Adams comes to Four. E. F. is well known over here. He was a Division Four man prior to his service at Two.

Safety Operator E. H. Parrott is spending a fourteen days' leave around town.

Conductor G. J. Harrison has been granted a forty days' leave and has left with Mrs. Harrison for his home in Alabama.

Conductor E. L. Bailey is taking a thirty days' sick leave. Conductor M. H. Grant, who is also in poor health, has been granted eighteen days' leave to recuperate.

Motorman C. F. Kirkland is spending a thirty days' vacation in and around town.

Safety Operator J. A. Shivilar, writing from Beloit, Kan., says the section is flooded from heavy rains and that he does not expect to get away before September 15. He hopes to reach here by the 25th.



## Bus Division

ELMER WOOD

Operators O. O. Obenshain and A. Erskine spent the holidays at "Obey's" ranch in Fresno and report a very pleasant trip.

Conductor C. Epperson has returned to "nickel snatching" after resting up for six days.

Operators F. L. Teel and W. F. Foster have been granted this week off.

Operator J. Flynn has resigned to return to his home town with his parents, who were here on a tour.

Operator W. A. Ellis has changed over to conductor.

Operator E. B. Donahue is on a seven days' leave of absence, after which he will work trippers and go to college during the day time.

### Garage News

The following week-end trips were made over the holidays: Out of the office, W. B. Decker, C. M. Marine and Harry Nordmark camped at Big Bear. Rowboating and horseback riding occupied most of their time. The latter sport may account for Decker's desire to stand up last week. J. W. Murray and J. H. McCornack lay around at Lake Hughes taking life easy.

J. Heistand, J. D. Phillips and J. Bruner, Mechanics, went to the American Legion auto races at Banning over Labor Day. Heistand was the mechanic for Barney Kloepfer, who won second place in the thirty-lap sweepstakes.

Ye Scribe was roaming around San Francisco and Oakland for excitement.

R. L. Crawford, "Scotty," Mechanic on the first shift, is spending a week at Coronado Beach putting on a tan.

W. Messan has resigned to return to his home town, Detroit, Mich.

Mr. and Mrs. Wesley Nolf, the former being Mechanic on the first shift, are motoring to Oakland on their two weeks' vacation.



## Division Five

FRED MASON

Conductor Casey Jones and Motorman Dick Counts write from Bishop, Calif. They, with their wives, are en route to San Francisco in that well-known Chevrolet roadster, and they say that they have no yellow boys to make out yet. Drove 310 miles in one night and slept two hours. We'd like to know how four of them slept THAT two hours in a Chevy roadster.

Conductor "Tex" Hiller arrived back last Tuesday from his little old home town, Bellville, Texas, after a very pleasant vacation. His drawl is now worse than ever.

Conductor Tommy Brackett, who has been off on a three months' vacation, writes from Yellowstone Park, tendering his resignation, as he is going to take up other work. Tommy sends his best regards to all the boys.

After a 6000-mile auto trip, taking in Oregon, Washington, Montana and British Columbia, Conductor Fred Skarda arrived back last Tuesday, carrying an umbrella in each hand. To appreciate Southern California sunshine, Fred says one has to go north. He said it rained from the time he left Seattle until the time he arrived in Vancouver and back again to Seattle.