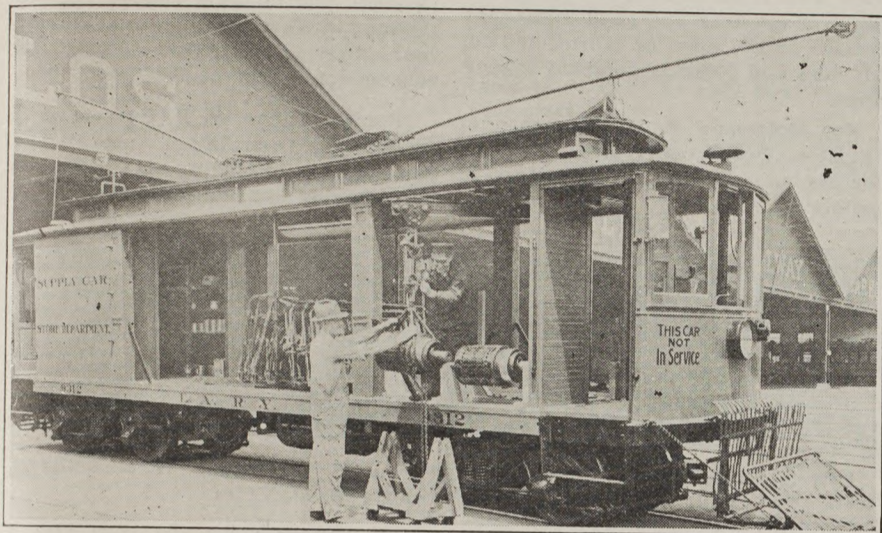


Material Car No. 9312



Here she is boys, all dolled up and she looks like a "million." Introducing the Material Car No. 9312 as she looked just after being thoroughly overhauled and rebuilt at the South Park Shops. Some changes have been made in the contour of the car, as it will be noticed it now has cabs on either end. This is appreciated very much by the crew, as they can be comfortable in inclement weather. These cabs also provide shelves for carrying small mechanical supplies.

No. 9312 makes regular trips from the Supply Department at South Park on Mondays, Wednesday and Fridays to Divisions One and Three, and on Tuesdays, Thursdays and Saturdays to Divisions Four and Five. This car supplies everything in street car equipment to the Mechanical Departments of these divisions with the exception of wheels. Supplies are also taken to mechanical street inspectors when required.

The skipper, the gentleman on the car, is Adolph Gongol, who is well known to the old timers. Born in Germany 63 years ago, he came to Kansas when a boy. There he spent seven years as a farmer and then went to Chicago to learn blacksmithing, but changed his mind and came back to Kansas, where he went into the meat packing business. He heard the call of the West and came to Los Angeles, starting with the Company at Division One in 1906. In March, 1922, he was transferred to Division Two and was given the Material Car to pilot.

Robert Lyons, the smiling gentleman standing on the ground, is the conductor. "Jerry," as all the boys call him, hails from Washington County, Illinois. He took up farming back there until 1919, when he "flivvered" to Los Angeles to see the city and had to go to work to have "Lizzie" re-

paired. He got his first job with "Doc" Robey at Division Two and was treated so well that he wired back to have the home folks sell the farm and follow him out.

If you should ask them how they like their new car, they'll tell you "it's sure the corn's whiskers," and each morning finds Gongol giving the car a thorough inspection before starting out.

Good Show Arranged For September

Now that the vacation period is just about over, the usual good vaudeville show, to be followed by dancing, will be held in the Foresters' Hall, 950 South Olive Street, Saturday, September 24th. The show starts promptly at 8:00 o'clock, according to notices by C. V. Means, General Chairman Entertainment Committee.

And, Charlie Means says: "Come early and stay late. You'll enjoy it, and your family will, too."

Square and Compass Confers Degree

On Thursday, September 15, Henry S. Orme Lodge held "Railway Night," inviting both members of the Pacific Electric and Los Angeles Railway Masonic Clubs to participate in conferring the Third Degree on brother employees.

It was the privilege of the Los Angeles Railway Square and Compass Club to confer the Sublime Degree of Master Mason on Ray C. Ashworth of the Valuation Department.

The lodge room was filled to capacity and then some.

Division Meetings

Better make a note of the meeting you are going to attend to hear C. M. McRoberts, General Claim Agent, in his series of talks.

Mr. McRoberts will have some very interesting subjects to bring up relative to accidents and their causes.

Three meetings daily: 10:00 A. M., 2:00 and 8:00 P. M., at the following divisions:

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.
R. B. Hill, Superintendent of Operation, will be present at all the meetings. Trainmen are urged to attend these meetings, as they are very important, and large attendances are looked for.

Rainy Weather Hazards

John Collins, Supervisor of Safety, says: "A trainman who fails to recognize the cause of accidents cannot prevent them, but the man who profits from his daily experience will recognize the cause."

The opening of the schools creates a traffic hazard where students change from one car to another, particularly in the neighborhood of school grounds. "These places," says Collins, "are easily recognized and the accident preventative well known. Each man knows what he should do, and he should not hesitate to apply the rules of safety first."

While Collins was discussing the school travel hazards, he was gazing out of the window at a troubled sky which had all the forebodings of rain. Changing the subject to rain hazards, he said: "Trainmen will soon have to keep the front windows of the cars clean and be able to operate their cars so that they can stop within the range of vision. Keeping a sharp lookout ahead for automobiles which may stall on the car tracks; people running across the street without looking where they are going, will be some of the conditions to watch out for." In this connection Collins stated that it is not uncommon for people to cover their heads with umbrellas and walk right in the path of moving street cars.

In discussing the parade to be held in honor of Colonel Charles Lindbergh, Collins says: "Just remember that anything which affects the individual has a bearing on his actions. While Lindbergh is the guest of our city, the patriotism of the citizens will manifest itself, and some may even run wild. The parade may disorganize our service, but it need not disorganize our minds. Recognize the things in the street which may interfere with you. Keep yourself well in hand and your car under good control."

In concluding, Collins remarked: "Above all things, and at all times, trainmen should not follow the car ahead too closely. Keep a good road space and thereby avoid the necessity of thinking up a poor excuse."

Harris on Vacation

P. B. Harris, Chief Engineer, and Mrs. Harris are taking a delightful vacation up north. They are sailing by steamer to Seattle, Wash., and will take in some of the beautiful scenery for which Washington is noted.

Rules For Right Of Way

Attention of trainmen is particularly called to Bulletin No. 130, in this issue, which is a re-issue of Bulletin No. 117 of June 22, 1924, relative to operation of street cars and buses at all intersections of bus routes and street car tracks.

It must be remembered that street cars have first right of way over buses operated by the Los Angeles Motor Bus Company and Los Angeles Railway Corporation at these intersections.

Many motormen and safety operators are not properly observing this bulletin regarding signal bells at the junction of bus and car lines. If this bulletin is read carefully and trainmen thoroughly acquaint themselves with the rules contained in it, there should be no misunderstandings.

Charlie Means Celebrates

C. V. Means, Traffic Manager, is celebrating his thirty-third year of continuous service with the Huntington affiliated companies.

He has worked in several capacities during that time, giving the best he had in working his way up the ladder.

Newcomers

Introducing Robert M. L. Baker, Court Investigator, and Miss Julia E. Sperry, Stenographer, of the Claim Department.

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

Loyalty

SPEAKING of loyalty, when you use the word or hear it used as descriptive of an attribute of any individual endeavoring to co-operate with his superiors or associates in business, ask yourself whether the term as used implies all of the factors that enter into that attribute.

Loyalty does not mean blind adherence to instructions or orders. If the man professing such loyalty lacks the intelligence to discern that unless he has the capacity and courage to use the God-given organ enclosed within his skull, he falls far short of a proper conception of its meaning.

No man connected with a great enterprise like ours is loyal to the management or himself if he retains in the recesses of his mind any knowledge or any progressive ideas that have developed that will be useful to himself or those associated with him. The loyal man will frankly and courageously lay before his chief such well considered plans or projects as may have developed in his mind.

Courage and boldness are unquestionably two of the most important elements of effective loyalty—loyalty in act as well as spirit. Fear that a man may be misunderstood or snubbed if he proposes an innovation, no matter how radical, sometimes nullifies what might become genuine practical loyalty. So—

Spit out what you think—that's loyalty. Don't be a "yes" man—that may be disloyalty.



LARY LAFFS



"Oh, mother, there's a murderer in the basement?"

"Foolish child! What makes you think so?"

"I just heard the gardener tell the butler, 'We might as well kill the other one.'"

"Triplets," announced the nurse to the proud father.

"Really?" he said. "I can hardly believe my own census."

The Victim: Cut the whole three short.

The Barber: What three?

The Victim: Hair, whiskers and chatter.

"Dearest one, do you remember when first we met?"

"The motorman put on the air, and in my lap you set."

Teacher (sternly): This essay on "Our Dog" is word for word the same as your brother's.

Small Boy: Yes, sir; it's the same dog.

"Have you ever been married?" asked the judge.

"Ye-es," stammered the prisoner.

"To whom?"

"A woman."

"Of course it was a woman," snapped the judge, "did you ever hear of anyone marrying a man?"

"Yes, sir," said the prisoner, brightly, "my sister did."

Whereupon he got life.

The marriage license clerk used to be a street car conductor, so he put up a sign, "Have Your Fairs Ready."

"I want to be procrastinated at de nex' corner," said the negro passenger.

"You want to be what?" demanded the conductor.

"Don't lose your temper. I had to look in de dictionary mys'f befo' I found out dat 'procrastinate' means 'put off.'"

"Watchagotna packidge?"

"Sabook."

"Wassanaimuvitt?"

"Sadickshunery, fullinains. Wife's gonna gettaplecedog angottagetanaimferim."

Hubby had fallen down the stairs and his wife was anxiously bending over him.

"Oh, Tom, did you miss a step?" she inquired, with much concern.

"No," he growled, "I hit 'em all."

Young Brown got married. On pay day he gave his bride \$20 out of his \$25 salary and kept only \$5 for himself. The second pay day he reversed the process.

"Why, Robert," she said in injured tones, "how on earth do you think I can manage for a whole week on a paltry \$5?"

"Hanged if I know," he answered. "I had a rotten time myself last week. It's your turn now."



Left to right: F. J. Donnelly, J. A. Wear, P. H. Thompson, W. R. Nichols, A. P. Broyles, D. G. Boyer, W. D. Everett.

For Conductor F. J. Donnelly of Division Two from Ernest A. Glazer, who commends the system in general and concludes with: "I also find that Conductor 136 on the "S" Line is the most courteous and efficient conductor I have ever ridden with."

For Motorman J. A. Wear of Division Two from H. C. Forsyth for his uniform courtesy and good nature, attention to the aged or infirm, and for his neat and pleasing personal appearance.

For Motorman P. N. Thompson of Division Two from Wally Dickinson for his much appreciated courtesy in calling all streets.

For Conductor W. R. Nichols of Division Five from Mrs. W. DeVore for his unfailing courtesy and pleasant manner to his passengers.

For Conductor A. P. Broyles and Motorman D. G. Boyer, both of Division Two, from H. J. Backus for their thoughtful kindness in waiting for two women, one of them elderly, to make connections from a Pico to a Vermont car after the traffic signals had changed in favor of their car.

For Motorman W. D. Everett of Division One from James Terpening for his courtesy in holding his car for him, thus saving him much time.



Left to right: C. G. Percival, G. R. Perdue, J. W. Teague, W. D. Smiley, G. R. Boatman, J. T. Little, S. M. Estes.

For Motorman C. G. Percival of Division Three from Mrs. G. S. Townsend for his courtesy in getting off the car and recovering her gloves which she had dropped.

For Conductor G. R. Perdue of Division Three from Nurse Miriam Jean Rollins for his great kindness in helping a man who is totally blind on and off the car and to the curb. This man rides with Conductor Perdue every day and he performs the same kindly act each time he rides his car.

For Motorman J. W. Teague of Division One from George S. Caruthers for his courtesy in assisting an elderly woman to alight from his car.

For Conductor W. D. Smiley of Division Two and Conductor G. R. Boatman of Division Five from Miss Velma L. Bruner, both for their care in calling all streets and seeing that their passengers alight at the proper stop.

Miss Bruner rides the cars late at night and this courtesy in calling streets is particularly appreciated; also the quiet efficiency with which these men perform their duties.

For Conductor J. T. Little of Division Two from Dr. O. L. Bates for the efficient way in which he performs his duties, and especially for his conduct and manner toward elderly people. Dr. Bates says: "I want to commend in the highest possible terms this conductor for his efficiency and courtesy."

For Conductor S. M. Estes of Division Three from Mrs. A. B. Hansen, whose letter is quoted in part: "It gives me great pleasure to report the kindness, helpfulness and politeness of one of your conductors. A stranger, trying to learn my way about this large city through your system, I was helped by this young man, who is an asset to your company."

Smile

We cannot, of course, all be handsome, And it's hard for us all to be good, We are sure, now and then to be lonely,

And we don't always do as we should,

To be patient is not always easy,

To be cheerful is much harder still, But at least we can always be pleasant,

If we make up our minds that we will.

And it pays every time to be kindly,

Although we feel worried and blue. If you smile at the world and look cheerful,

The world will soon smile back at you.

So try to brace up and look pleasant,

No matter how long you are down, Good humor is always contagious,

You banish your friends when you frown. —Selected.

A Man's Prayer

"Teach me that sixty minutes make an hour, sixteen ounces a pound and one hundred cents a dollar. Help me to live so that I can lie down at night with a clear conscience and unhaunted by the faces of those to whom I have brought pain.

"Grant that I may earn my meal ticket on the square, and in earning it I may do unto others as I would have them do unto me. Deafen me to the jingle of tainted money. Blind me to the faults of other fellows and reveal to me my own.

"Guide me so that each night when I look across the table at my wife, who has been a blessing to me, I will have nothing to conceal. Keep me young enough to laugh with the little children and sympathetic as to be considerate of old age."—Masonic Outlook.

Bulletins

ISSUED SEPTEMBER 19, 1927

Street Car

NO. 130—NOTICE TO TRAINMEN
Bulletin No. 117, effective June 22nd, 1924, reads as follows:

"Street cars have first right of way over buses operated by the Los Angeles Motor Bus Company and the Los Angeles Railway Corporation at all intersections of bus routes and street car tracks.

"Buses must not be operated onto street car tracks in front of approaching street cars which are within the distance of one city block from the intersection.

"When a street car and bus are standing still at intersections and bus is ready to move forward and the street car is not, operator of bus will sound horn twice as indication to the motorman that the bus is ready to move, which signal must be answered by "Go ahead" hand signal from the motorman to bus operator. When received, bus operator may cross ahead of the street car."

Numerous motormen and safety operators are failing to properly observe this bulletin as regards signaling bus operators to proceed. This must be done without fail in the future.

NO. 131—NOTICE TO CONDUCTORS

On Page 5 of the 1927 Instructions to Conductors, appears the following paragraph:

"Honor Huntington Park Police Badges for transportation on line 'J' between Slauson and Pacific and Florence and Seville, as follows:

- 1 Chief of Police.
- 8 Patrolmen, Nos. 2 to 8, inclusive, and No. 13.
- 1 Motorcycle Officer, No. 2."

The City Limits of Huntington Park have been extended north to 52nd Street, and the above listed police badges may be honored for transportation south of that point.

NO. 132—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 33797, issued to Engineer R. L. Taylor, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 133—NOTICE TO CONDUCTORS

The following passes are reported lost:
No. 946, issued to Olive Cochran, Investigator, Claim Department.

No. 2040, issued to F. Chavez, Welder, Mechanical Department.

No. 2443, issued to Anna Peterson, Cleaner, Mechanical Department.

No. 5342, issued to E. W. McCabe, Motorman, Division No. 2.

No. 6876, issued to C. E. Eaton, Conductor, Division No. 3.

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

NO. 134—NOTICE TO CONDUCTORS

Pass No. 1641, issued to H. F. Darby, Rigger, Electrical Construction Department, is in improper hands, as this man is no longer employed by the Los Angeles Railway.

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

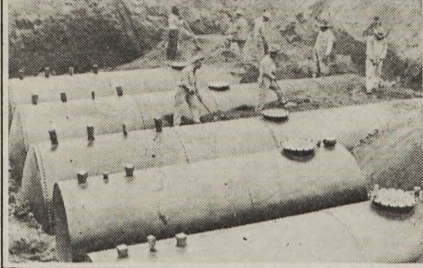
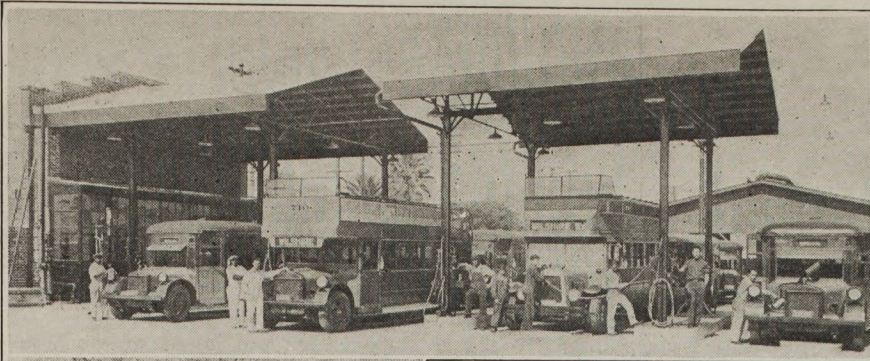
NO. 135—NOTICE TO TRAINMEN

Effective when the 7th Street Viaduct is ready for use, a shuttle line, known as "Boyle Avenue Shuttle Line No. 8," will be operated on Boyle Avenue between 9th and 7th Streets, the first car leaving 9th and Boyle at 5:58 a. m., and the last car leaving 7th Street at 6:38 p. m., daily, and at 9:37 p. m. Saturday. No Sunday service.

TRANSFERS

This line will operate under shuttle car rules, except that NO transfer will be issued on a transfer.

Will issue "Shuttle Car" transfers



The top picture shows the new Filling Station of the Bus Division which has just been completed and put in use.

This filling station is equipped with the latest devices for taking care of the needs of the buses for gas, oil, water or air. Three pits have been constructed to take care of draining the oil from crankcases.

In addition to being a filling station, daily inspection of buses is carried out by inspectors assigned to that purpose. As each bus pulls into the yard it is necessary for it to be inspected at this station. Here safety tests are made and any defect in the mechanism of the bus is written on a card the bus carries for that purpose. The bus, if found defective in any way, is turned into the Repair Shop for adjustments. If the bus is O. K., on inspection, it is sent to the bus storage until the pull-out trip.

The lower picture gives an idea of the storage capacity of fuel. There are three 8000-gallon tanks for gas; one 2000-gallon tank for distillate; two 2000-gallon tanks for oil, both light and heavy, and one tank of about 1000 gallons capacity which receives the crankcase drainings from the buses.

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, September 14:

To Division One: Motorman J. D. Powell, Conductors F. L. Farrar, A. Henkel. To Division Two: Motormen J. R. Gibbs, J. L. Machen, A. K. Robinson, Conductors C. C. McAlister, D. E. Bradshaw, H. E. Ahlstrom. To Division Five: Motorman L. Lewis and Conductor E. F. Smith.

For Sale

Five-tube Atwater Kent Radio, complete with batteries, loud speaker, etc., for \$75 cash. B-124.

Two-tube Harkness Radio and Brunswick Phonograph, 30 records. Bargain, \$50 cash. B-125.

Two Houses on One Lot, \$5000. Five-room unfurnished and four-room furnished. Rented at \$25 a month each. One block from Temple and Belmont. \$500 cash and \$50 a month. B-126.

Driving to San Antonio

Driving to San Antonio, Texas, September 25th. Will take one or two persons to help share expenses. B-127.

Card of Thanks

We wish to thank the Los Angeles Railway for their beautiful floral piece and their kindness to us in the sickness and death of our dear husband and father, and we also thank the Co-operative Association for their early response.
Mrs. M. A. Sanders and Family.

punched "No. 8" on cash fares or their equivalent.

Will accept valid transfers from all lines, or "Double Stop" line "R" transfers at 7th and Boyle.

BUS TICKETS

Will issue Form S-Bu-8 bus tickets, punched "Line No. 8" on body and "Shuttle" on coupon, which will be honored in either direction on line "R" at 7th and Boyle or on Mines Avenue Bus at Boyle and Hollenbeck or Boyle and 9th.

Will honor bus tickets from any L. A. Railway car or bus line when presented at 7th and Boyle, or Mines Avenue Bus tickets, form S-Bu-10, when presented at 9th or Hollenbeck, but will allow passenger to retain same for use on connecting lines.

BUS TICKETS NOT GOOD ON CONNECTING LINES

Mines Avenue Bus tickets, Form S-Bu-10, when punched "WEST" will not be honored on line "R" NORTH at 7th and Boyle.

Mines Avenue Bus tickets, Form S-Bu-10, when punched "EAST" will not be honored on line "R" WEST at 7th and Boyle.

Bus tickets, Form S-Bu-8, issued from line "F" and punched "IN," will not be honored on eastbound Mines Avenue buses.

Bus tickets, Form S-Bu-8, issued from line "R" and punched "OUT," will not be honored on westbound Mines Avenue buses.

P. B. Hill

Bus

NO. 56

Operators on the Alvarado Street Bus Line must use every precaution while operating over the hills on this line. Under no circumstance is the over-drive to be used, and the emergency brake which operates on the propeller shaft must not be used for service stops or when coming down the hill except in cases of emergency. Great cars must also be used, particularly northbound, at 6th and Alvarado, to prevent the bus from rolling back a few feet before the clutch is engaged. Failure to observe both rules is liable to weaken the propeller shaft and cause a serious accident. Discipline will be administered with failure to follow these instructions.

NO. 57

The intersection of Marathon Street and Mohawk on the Alvarado Street line is very rough. The bus should not exceed a speed of five or six miles per hour when making the turn from Marathon into Mohawk Street. Give this matter the necessary attention.

Thanked

Vacationing

Ed Ramsey, Draftsman, Engineering Department, will spend his vacation at Sacramento and points north.

M. W. Ramsey, Dispatcher, is vacationing in Oakland, Calif.

From the Auditing Department: Mrs. Nora Mims is taking local trips. Julian Cook is also taking local trips, and H. E. Gaskill is taking in the scenery around Santa Cruz and up as far as San Francisco.

Personal Mention

Miss Norma Weiss of the Auditing Department met with a painful accident to her foot a little over a week ago, caused by an automobile running over it as she was stepping from a curb. As some of the bones are fractured it is expected she will be confined to her bed for some time.

It is rumored that T. G. Duvall of the Treasury Department, who is supposed to be taking a vacation, is returning with a blushing bride. His friends and co-workers are awaiting his return with rice, old shoes, etc.

Shuttle Service on Boyle Avenue

As soon as the Seventh Street viaduct is completed, shuttle service will be commenced on Boyle Avenue between 7th and 9th Streets and will be known as the "Boyle Avenue Shuttle Line."

The first car is scheduled to leave 9th and Boyle at 5:58 a. m., and the last car leaving 7th and Boyle at 6:38 p. m., daily, 9:37 p. m. Saturdays. There will be no Sunday service.

Bulletin No. 135 of this issue gives rules regarding transfers and bus tickets on this line.



A bank of daisies proved an ideal setting for these sweet little children, the daughters of Motorman W. H. Paschall, of Division Four. Lucille and Dorothy are their names. Their ages? Four and nine years.



Division One

H. N. COLE

Conductor C. F. Rogers invited Ye Scribe into a cigar store last Monday and said, "Have a smoke, regardless of cost." "What is it, a boy or a girl?" asked the scribe. "A nine-pound boy," replied Rogers, expanding his chest. "That being the case, I will take a couple of twenty-five cent cigars," and the scribe is saving them for Christmas.

Motorman E. S. Day, with his face full of smiles and his fist full of cigars, proudly announced the arrival of a ten-pound boy at his home September 6th. Day's attitude kind of suggested that the boy might have been his first, but when questioned on that point replied: "No. but he is worth a million dollars just the same."

It is frequently "Said with flowers," but with money quite seldom, yet more practical. Motorman Dave Rogers recently found a suit case and turned it in. In due time he received a reward of three dollars, and Dave hasn't recovered from the shock yet.

The favorite saying, "Ask me another," has been relegated to the past around the division. The expression heard on every side now is "Tell me this one." And incidentally the most popular men around are those who have been up for examination. Their assistance is very much in demand, and they gladly render help whenever called upon.

Conductor M. H. Boswell has returned from a sixty days' automobile trip across the continent. He says he covered 8360 miles and no trouble with his machine.

Conductor W. R. Elliott has taken fifteen days off, which will be spent in and around the city.

Motorman B. C. Byrd has gone to Big Bear, where he will spend fifteen days.

It is reported from a source that is apparently authentic that Conductor H. P. Webb was married last Monday. No particulars have been obtainable, but here's wishing him and his bride much happiness.



Division Two

E. A. MOXLEY

Conductor F. R. Conkling returned from his hunting expedition and doesn't look as though he had been roughing it out in the wilds.

The boys wish to extend to Conductor E. H. Rosebrock their heartfelt sympathy in the loss of his father, who passed away Saturday, September 10th.

Conductor M. F. Nar is improving slowly and is now at his home on Wall Street.

Motorman J. A. Godwin is still at the Good Samaritan Hospital and in about the same condition as last week. His leg pains him a great deal and he cannot sleep.

J. A. Madigan came back on the job Monday morning and moved into Mr. Dickey's office to hold that office down until T. Y. returns with the other two "Musketeers."

The stork made another visit to the neighborhood of this division and left an eight and one-half pound baby girl at the home of C. S. Grigory. Thanks for the smokes, C. S.



Shops

JACK BAILEY

Aside from maintenance requirements and scribe scandalizing, Mr. C. Hatch, Drafting Foreman, took his family for a two weeks' vacation to Sequoia National Park.

Tom Gray of the Store Department is taking his two weeks' rest. He will spend a few days in the city of Monrovia and recuperate at Mt. Lowe.

R. Frampton, Electrician, had a sensational awakening the other morning when an intoxicated motorist did a good job of parking on his front porch. Frampton came out the window to see what it was all about.

M. McAndrews, Truckman, says it always pays to be courteous. That accounts for all those new hammer handles the boys are getting these days.

Our old friend and fellow watchman, Ben Jenkins, is off from work on account of illness.

Three of the boys in the Winding Room spent the week-end fishing. M. Weller caught all the fish, J. Schnell tried to catch a few and H. Dyer slept.

The four deers-men (we have no horses these days) took up their rifles for the third time this season and we

are all set for some interesting stories again. Those functioning at the slaughter are: A. L. Deltinger, Carpenter; L. A. Johnson, Carpenter; Ed Brimm, Electrician, and Ed Baker, Switchman.

Who saw Tom Rocha of the Winding Room with a baby buggy? Well, Tom made things clear when he smiled and said he had a brand new baby sister at home. Congratulations.

Wedding bells chimed last week for George D. Singer, Inspector at Division Two, Mechanical. George was born in 1876. He started with the Company in 1919. He does not smoke or drink and owns his own home. At that, George is one of the boys and we all take the greatest pleasure in congratulating Mrs. and Mr. Singer.

And speaking of wedding bells—well founded rumors have gone their rounds that J. C. Wiley of the same division took unto himself a wife. When do we smoke?

Mr. Fleetwood (at Vernon Yards to new Truck Driver): "Get an old man (truck drilling equipment) and take it out to Jinks."

Driver: "What old man? Where is he?"



Division Four

C. J. KNITTLE

It is too bad the division news has to go in Wednesday night. Many interesting things happen between then and Saturday. A sweet young lady told Conductor George Mayhew last Wednesday she liked his ways and his wit, but she could never tolerate that fuzz on his upper lip. George told us he would cut off his head for a girl like her. So we all took a last look at the obnoxious thing as he left for home. "Two Bells" cannot wait for the outcome, so you will have to see George to decide which won—vanity or the girl.

Motorman Z. P. Dempsey writes from Fort Worth stating it is very hot there, the temperature ranging from 98 to 107 degrees. He was about to leave for Salt Lake to spend a few days. From there he will go to San Francisco, then to Fresno and home.

Conductor J. M. Walker has been granted a sixty days' leave.

Motorman W. H. Wisdom is among the many old timers who are concentrating heavily on the ninety-day examination. Wisdom lives on "C" line and works a "C" line run. Last Wednesday he boarded the car on which he makes a relief and settled down to studying the examination questions. Glancing up a few minutes later, he discovered the car had reached Fifth and Flower. Hopping up, he started for the exit.

"Where are you going?" asked the conductor.

"I make a relief here," answered Wisdom.

"But isn't this your run?" asked the conductor.

A moment of thought followed, after which the studious pilot went forward and took over the controls.

Safety Operator A. L. DaQuin is taking a seven-day leave to work on his home.



Bus Division

ELMER WOOD

We are very sorry to hear that Operator W. W. Morneau is laid up. Morneau was alighting from his car when he fell on his hand, fracturing a thumb.

Operator R. Hanson claims the honor of carrying the largest family transported on any of our buses. The incident occurred on the Mines Avenue Line and when the fifteen passengers boarded the bus Hanson thought they were going to a picnic. But the father informed him they were all his family and asked how much the fare would be. Hanson replied: "Ten cents for those over five years old." So the daddy dropped a dollar and ten cents worth of change in the fare box and the children enjoyed the ride very much, at least they acted like they were having the biggest treat of their lives.

Operator J. Y. Hamilton has resigned.

Garage News

R. W. Anderson, First Shift Foreman, took last week off to rest up. Doing nothing was the best description Ray could offer of what he intended to do.

George Borngrebe, Third Shift Foreman, is also on a two weeks' vacation. The first he will spend at home helping his wife with the spring cleaning, and the second week he and the wife intend to spend at Lake Elsinore.

A clerk in the office wants to know in which direction does a bus face when a mechanic is working on the northeast generator.

We take pleasure in introducing to you the men who are stationed at the two gates next to the gas station. On the three shifts are J. A. Scott, H. N. McConaha, S. A. Johnson, F. J. Massing, F. H. Pierce, R. Hickson and A. P. Reran.



Division Three

L. VOLNER

While his fishing friend, Ira E. Gott, is gone on another fishing trip, M. S. Fury is going to take a two months' vacation, going to Maysville, Ky.

C. R. Meador is going to spend five days at Hemet, Calif.

It is not generally known what speedy cars are kept by our trainmen, but some of the police force, having been former trainmen, know that many of our boys have to have a good buggy so as to be able to report for duty on time. Several days ago, Conductor P. Gillespie missed his car from its usual parking place in the lot in front of the office building. He hurried into the Company's Restaurant to phone to the Police Department about same. On returning to the lot he saw that his machine had returned, none the worse for wear, but by the way it was steaming he knew that it had done its stuff. Motorman C. L. Burroughs also lost his machine and finally found it at the Georgia Street Police Station. When any hurried calls are to be made our boys' machines can deliver the goods.

Cashier "Sud" Sutherland is on his vacation. We understand he is either going to hunt deer or enjoy the big trees in the north. Be that as it may, we would like to know what he is going to do with that big "BUCK" saw he had the other morning. Good luck, "Suds," hurry back.

Motorman F. V. Hall is going to tour the northern part of the state for the next thirty days.

Conductor K. F. Hale has been granted sixty days' leave, during which time he is going to Denver, Colo.

Conductor G. R. Hill will spend his two months' vacation in Marshalltown, Iowa.

Motorman R. H. Williams will be resting at home for the next thirteen days.

Conductor L. F. Barnes announces to the world that he is the proud father of a boy weighing eight pounds, nine ounces, born September 14th. Thanks for the smokes.



Division Five

FRED MASON

Motorman Murray McConnell arrived back on the job last week after a very pleasant vacation a la Ford to Idaho, Oregon and Vancouver, B. C. Mac covered 3758 miles without encountering any trouble. All he did was give 'er gas, oil and water, and that's all there was to it.

Motormen Harry Bush and L. Schoffner teamed up together and started out last Monday on a hunting trip to Camp Wishor. They'll be gone for a couple of weeks.

Motorman Bill Otte is another hunter. He's gone for a ten-day hunting trip to some place near Stockton, Cal.

Conductor J. L. Crotts is off for fourteen days and is now on his way to Havilah, Kern County.

Conductor Frank Weir slipped away last Wednesday to tie the nuptial knot. This is Frank's second offense, so we wish him all the luck in the world.

Motorman J. W. Richter came in smiling last Wednesday morning. It was a girl. The baby, mother and father are doing well.