

Hail, hail, the gang's all here, words and music furnished by the bagpipes of MacDonald's Clan, heralding the Annual Picnic of the Auditing Department, their friends and families at Brookside Park, Pasadena, last Sunday, April 22nd.

The photographer, with no knowledge of Scotch, used sign language in taking this photograph, and considering how hard it is to get Scotch people to pay attention, the photographer is to be congratulated on the result.

The day opened with a baseball game of big league dimensions, only smaller. The Labor and Material Distribution Hounds, captained by Lawrence Grimm, ex-big leaguer, and the Register Hawks led by Theodore Hobson, staged a four-inning game. The game was umpired by W. H. Stevens, who was the main reason for the game lasting only four innings. Hobson's Hawks, with the aid of Umpire Stevens, won the tilt 16 to 7. Fishenden pitching for the Hounds weakened in the second inning and had to be taken out. Captain Grimm replaced Fishenden on the mound when the score was 2 to 2, and being in his usual good form only allowed eight runners to cross the home plate during the balance of the second inning. Like a good Scot he tightened up in the third and fourth frames and only allowed six to cross the plate. The photographer appeared at the critical moment and saved the day in preventing further decisions by the umpire.

The next order of the day, and not of the least importance, was the eats. After the eats the Lary Quartet led the community half-hour sing. Then

followed the athletic events. The one hundred yard event was won by Al Broughton; the fifty yard (women) by Elizabeth Goss; thread the needle (women), Ruth Bell; broad jump (men), J. Yarbrough; three-legged race (men), Gladstone MacDonald and Leon DeMara; (women), Marguerite Hasenfang and Lillian Wilson; potato race, Florence Bennett. In the tug-of-war, Grimm's Heavies outclassed Al Reid's Huskies.

The water in the swimming pool looked pretty inviting after the strenuous events, and a great number of the party took to the water.

From all reports it was a very successful day and everyone went home tired but happy.

Boys to Tour Shops May 2nd

Plans have been made by the Company to receive between twenty-five and thirty boy guests who are to inspect the Shops Wednesday, May 2nd, "Boys' Day In Industry," in connection with International Boys' Week, April 29th to May 5th.

These young men will be conducted through the various departments of the Shops, the same as was done last year, to fully acquaint them with all the angles of the street car industry, and endeavor to widen their scope of knowledge on an educational tour to show them just what it means to run a transportation system such as the Los Angeles Railway.

Election Day, May 1st

It doesn't matter how you vote on election day, Tuesday, May 1—**but vote!** Don't be a slacker.

Square and Compass

Something entirely new to members of the Square and Compass Club was presented in the form of initiation at the last stated meeting held last Saturday night in the Masonic Temple. Dave Mears and his corps of assistants made the evening highly entertaining, and incidentally six candidates were admitted to the membership of the Club.

C. A. Henderson Moves

C. A. Henderson, Comptroller, Secretary-Treasurer, together with the members of his staff, will now be found in their new quarters on the fourth floor. The entrance to his suite of offices is Room 402.

Tonight Is Dance Night

Time flies, and here we are again for a mighty good time tonight at the entertainment and dance given by the Company at Foresters Hall, at 955 South Olive Street.

There will be a vaudeville bill that will be highly entertaining, and will be followed by dancing to the strains of snappy music.

Get the habit and come along—the whole family will enjoy the evening.

Another Gain In Demerits

The Merit System report for the month of March does not look very healthy, compared with the February report. In March there were 799 demerits assessed, against 685 for February, or an increase of 114.

The biggest contributor to the brownies was Calling for Bells Too Soon, which ran 21 demerits over the February report, bringing the total for March to 68.

Discourtesy demerits increased 7; Excessive Speed 4, Missing Out 7, Violating Road Space 5, and so on down the list.

Only two or three classifications show decreases during March, and these decreases were so slight that they cut no material figure in reducing the high increase of 114 demerits.

Credits Increase

One redeeming feature about the report is the fact that credits showed an increase of 63 for March over February. For February 327 credits were recorded, against 390 for March.

Only a Dog

He was only a small black dog—possibly some little one's pet—and he was in great difficulty.

But for the thoughtfulness on the part of Safety Operator S. W. Farrow of Division Four and his apparent affection for dogs, this story might be entirely different.

Operator Farrow is commended by Miss Margaret W. Middleton, a passenger and eye-witness to the incident here related, who highly commends him for his thoughtful kindness in helping the little animal out of a very serious situation.

The following is part of Miss Middleton's letter:

"While going over the East Fourth Street Bridge, the car caught up with a little black dog, who was making the best progress he could up the incline. The Operator kept his car about 25 feet behind the little dog, when the dog suddenly seemed to become exhausted, staggered as he struggled from tie to tie and finally turned and faced the car.

"At a very considerable personal risk the Operator stepped on the running board of the car, which was hanging over space, holding by his left hand onto the upright by the door, reached around toward the front of the car and after considerable coaxing, managed to get hold of the dog's collar and to place him in the car. At the foot of the bridge the dog was let out to continue his homeward journey."

~ 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

Our Part Of The Big Parade

WELL, the "Big Parade" is over, and the City Hall is officially dedicated.

It was a day of disrupted street car service; of disgruntled patrons who could not get to their usual places of business, or desirable points from which to view the parade without inconvenience. It was a day of missed reliefs; of long hours worked by some of us who were already tired, worn and nerve-racked. But withal, the outstanding feature was the spirit of cheerful cooperation exhibited by those of the Los Angeles Railway family who were compelled to bear the brunt of the inconvenience. The customary smiles remained on the faces of most of us.

Unusual effort was made by the great majority to find their cars, make their reliefs, and with the cooperation of Supervisors, Traffic Men, and others in charge of rearranging the service, to drop into their proper scheduled places and resume the even tenor of their ways.

It is true that a few mistakes were made. One motorman took it upon himself to disregard his orders, and rerouted himself, to the end that his car was not available for the service for which it was designed.

Another motorman, somewhat unnerved by his attempt to operate his car through the automobile congestion immediately following the breakup of the parade, lost control of his temper and gave grievous affront to a patron who had stood for two hours and fifty minutes in a pair of new shoes, and whose corns were hurting so badly that he offered some slight provocation for the loss of temper on the part of the motorman. A "discourtesy" complaint resulted.

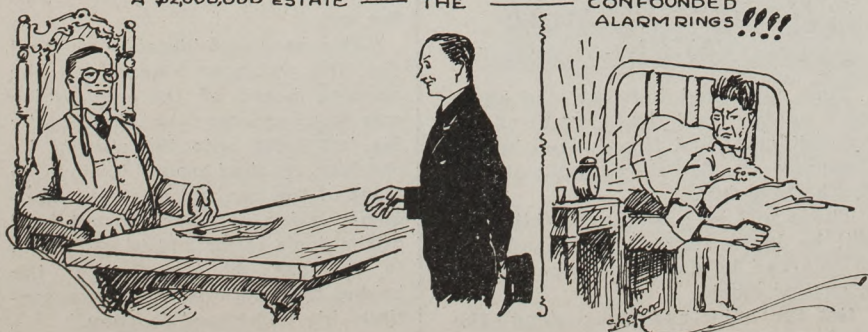
One conductor, who was diverted from his regular route, issued a number of transfers without punching them "diverted", with the result that another conductor who failed to take into consideration the unusual circumstances, refused to accept one of these transfers, and an unpleasant altercation occurred.

One official of the company overlooked his hand to the extent that service was not resumed on one line as promptly as it should have been. And another man became so hungry that he had to leave his post and go to luncheon just at a time when he was badly needed. But, on the whole, the rank and file of the Los Angeles Railway measured up to the emergency and delivered the goods.

As Kipling says: "It's all in the day's work." But the man who finished this day's work on Thursday, April 26th, and went home to his family with the feeling in his heart that he had done his part to meet the conditions as they arose, and did that part well, enjoyed a feeling of satisfaction, and had a better appetite for his evening meal than he would have had had he not met the situation with the true Los Angeles Railway spirit.

Has This Ever Happened To You?

JUST WHEN YOU ARE BEING INFORMED THAT YOU HAVE FALLEN SOLE HEIR TO A \$2,000,000 ESTATE — THE



BOUQUETS



Left to right: Motorman H. L. Taylor, Conductors I. Gasparro, T. G. Cumberland, J. C. Phillips, K. F. Wright, J. W. Martin, Motorman H. C. Dreyer.

Motorman H. L. Taylor of Division Three heads the list this week with four bouquets to his credit. All four carry similar stories, courtesy, and safe operation. Mrs. L. C. Lamb says: "I must commend him for his tact and courtesy toward passengers and the feeling of perfect security inspired as he handled his car on Broadway." Miss Retha Weston's letter reads, in part: "He is very considerate of other people, especially the elderly women, when they get on and off the car." Mr. R. L. West writes: "I wish to express my appreciation for the courtesy and safety of operation shown by Motorman No. 397. These two characteristics were especially noticed and mentioned by several other patrons on the car." Mrs. M. C. Lauder's letter follows: "I would like to let you know that Motorman No. 397 is a very courteous young man. It is a pleasure to be on his car and observe his actions and his manner."

For **Conductor I. Gasparro** of Division Three from Miss Eva Cordy for his courtesy and attention to duty, and in particular for his quick thinking in saving an elderly woman from stepping off the car into the path of an automobile.

For **Conductor T. G. Cumberland** of Division Three from Mrs. Cecelia Hall Augur for his courtesy in paying her fare. Mrs. Augur writes: "It is well that at times there are such incidents so you may learn of the sterling qualifications of some of your men, who may know and keep your rules, but it is the manner in which these rules are enforced that proves their character."

For **Conductor J. C. Phillips** of Division Three from F. Lembke for his uniform courtesy, his efficient manner of discharging his duty, and his care in giving correct and definite information regarding transfer points and destinations.

For **Conductor K. F. Wright** of Division Three from Mrs. N. Catherine Van Vleet for his thoughtfulness in dealing with his passengers and the particular courtesy of remembering the streets where regular passengers leave the car.

For **Conductor J. W. Martin** of Division Five from Harold A. DeLano for his kindness to a small child whose fingers had been stepped upon while trying to board the car, and for his helpfulness to the mother and the other child with her. Mr. DeLano says: "A few more men who could find time to be kind and human would make our business world far more happy and efficient and I hope that Conductor No. 3116 gets at least a million dollars in his bonus next year."

For **Motorman H. C. Dreyer** of Division Five from Mrs. J. L. Johnson for his courtesy in holding his car for her, and for his thoughtfulness in remembering where she left the car, thus saving her from being carried past her stop.



LARY LAFFS

(Jokes Are Clipped)



"I left a bottle of Scotch in the train this morning."

"Was it turned into the lost and found department?"

"No, but the fellow who found it was."

Stable Sergeant: "D'ja ever ride a horse before?"

Rookie: "No."

Sergeant: "Ah! Here's just the animal for you. He has never been ridden. You can start out together."

City Banker (visiting the farm): "I suppose that's the hired man?"

Farmer (who has visited banks): "No that's our Vice-President in Charge of Cows."

Little Boy (seeing knotholes in a piece of wood)—What are those?

Carpenter—They're knotholes.

Boy—Oh, you can't fool me; I know they're some kind of holes.

Jaspah "Mandy, what yo' call one of dese here men what marries mo' dan one woman—a Brighamist?"

Mandy "Na, dumb-bell, dey calls 'at kind of a man a Moron."

A small boy strolled into a New Mexico drug store and said to the clerk: "Give me a nickel's worth of asafoetida."

The proprietor wrapped it up and passed it over.

"Charge it," said the boy.

"What name?" queried the druggist.

"Hunnyfunkle."

"Take it for nothing," retorted the languid druggist. "I wouldn't write asafoetida and Hunnyfunkle for no nickel."

"Well, Pat, what are you doing, sweeping out the shop?"

Pat inspected the employer disgustedly. "No, sir, O'm sweeping out the dirt an' lavin' the shop."

Nature cannot jump from winter to summer without a spring, or from summer to winter without a fall.

—Tiger.

Tourist: "May I have a couple of towels?"

Landlady: "Are you gonna stay here all summer?"

Bulletins

ISSUED APRIL 28, 1928

Street Car

NO. 58—NOTICE TO CONDUCTORS
Effective at once. Paragraph No. 9 on Page No. 8 of the 1928 "Instructions to Conductors" is amended to read as follows:

"Mail Carriers, when on duty and wearing their official badges 1 to 1019, inclusive, are good from the first car in the morning until 7:00 p. m. Badges 1020 to 1399, inclusive, are good twenty-four hours per day."

Conductors will honor for transportation accordingly.

NO. 59—NOTICE TO CONDUCTORS

The following passes are reported lost:
No. 4373 issued to Maud E. King, wife of E. L. King, Blacksmith.

No. 4973 issued to A. L. DaQuin, Conductor, Division Four.

No. 5612 issued to A. C. Kingsbury, Conductor, Division Three.

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

NO. 60—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 40191 issued to Fireman Carl Helms is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 61—NOTICE TO CONDUCTORS

Pass No. 5954 issued to M. Morneau, Motorman Division Two, which was reported lost in Bulletin No. 52, has been recovered.

Pass No. 6275, issued to M. Sasolow, Conductor Division One, which was reported lost in Bulletin No. 42, has been recovered.

R. B. Hill

Motor Coach

NO. 24

Recently a number of passengers have been thrown while riding on our coaches. This is caused by the Operator applying the brakes too suddenly when making a regular stop. Investigation shows that a large percentage of these accidents could have been avoided had the Operator been following the rules.

Operators who do not approach stopping points in a safe manner will be relieved from further duty.

Under no circumstances must the safety and comfort of passengers be sacrificed for the making of scheduled time. The excuse of being late or in a hurry will positively not be accepted.

Wauhanken

Big Fill at Twelfth and Vermont

On the Vermont Avenue job, at 12th Street, the Engineering Department has commenced work in cutting out the paving preparatory to raising the track at this point. This work calls for a fill of about 500 feet in length, and will require approximately one hundred cars of dirt. The maximum height of the fill is about eight feet, the greatest on any part of the Vermont Avenue job.

Division Assignments

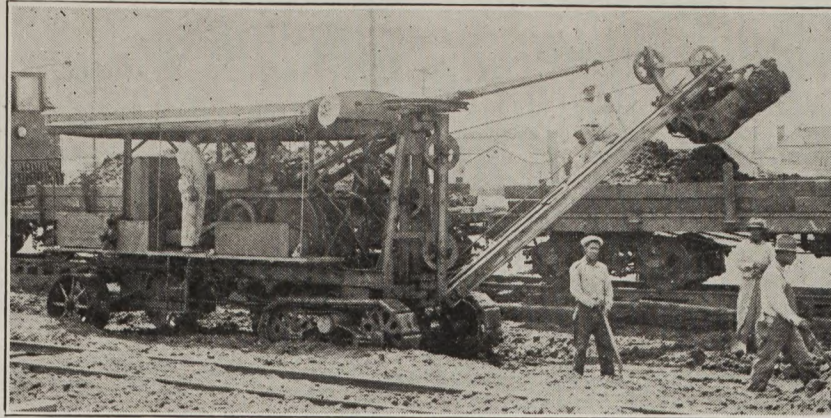
The following men have been assigned to their divisions during the week ending Wednesday, April 25th:

To Division Two: Motorman L. Liff.
To Division Three: Motormen F. W. Gustafson, C. R. Wise, W. H. Brain.

To Division Four: Safety Operators E. G. Benedict, J. S. August, Conductor W. E. Burke.

To Division Five: Conductors I. H. Kimball, B. H. Robertson, E. M. Fields, E. S. Cobb, W. J. Hughes, L. M. Murray.

New Electric Shovel At Work



This picture depicts a familiar sight to the crews of the "E" Line cars, on Mesa Drive where the tracks are being lowered to line up with the new street level, and the above picture shows in some detail an electric shovel recently purchased by the Company that is making short work of a big job. This machine made its initial performance on the Pacific Boulevard job in Huntington Park.

The shovel, which is the last word in modern equipment, is equipped with a 40 h. p. electric motor which furnishes the necessary power both for the operation of the shovel and the movement of the machine. The front wheels are tractor tread, which allows the operation of the shovel in practically all kinds of sub-soil. Nearly all machine bearings are of the Timken type.

This machine is proving very satisfactory. A fairly close account was kept of the operation during a portion of the excavation work on the Mesa Drive job. It was found that loading the dirt on the cars, hauling to the dump near Centinella Substation and unloading, cost something less than thirty cents per yard. This takes into consideration the labor cost and depreciation of equipment.

C. W. Shelton is the operator of this shovel, but is practically entirely hidden from the camera's eye.

According to the Engineering Department this shovel is proving to be one of the most valuable pieces of equipment in the possession of the Los Angeles Railway.

Knittle Now Supervisor

In recognition of the excellent showing during his training period as Temporary Supervisor, C. J. Knittle was appointed Regular Supervisor, effective April 24th. Congratulations, Supervisor Knittle.

Stork Scores Two in One Day

Stork bulletins for the week are as follows:

New arrival for Division Two. Conductor D. E. Bradshaw announces the birth of an eight pound baby girl at his home on the 20th. Mother and babe both doing fine. Bradshaw says he will pass the smokes when he gets back to work.

And from the Garage, comes the following:

Yvonne Johnson is the new boss in the home of Donald M. Johnson, Service Station man on the Third Shift. The eight and three-quarter pound girl arrived April 20th. Daddy reports mother and daughter are doing excellently. Thanks for the cigars, Donald, and we send our congratulations.

Legal Questions

Q. When may a bill be treated as a promissory note? G. H.

A. Where in a bill, drawer and drawee are the same person, or where the drawee is a fictitious person, or a person not having the capacity to contract, the holder may treat the instrument, at his option, either as a bill of exchange or a promissory note.

Q. When a month to month tenant is given notice to quit, who is entitled to the growing crops? J. M.

A. The tenant if he is without fault.

Q. Under what circumstances may a court of equity set aside, cancel, or rescind a deed or contract? T. J. B.

A. Illegality, void consideration, or mutual consent.

Q. Is a husband under any legal obligation to support the minor children of his wife by a former husband? S. C.

A. No.

Q. Is a stockholder of a corporation in any way liable for the debts of the corporation? McK.

A. Each stockholder of a corporation is individually and personally liable for such proportion of all its debts and liabilities contracted or incurred during the time he was a stockholder as the amount of the stock or shares owned by him bears to the whole subscribed stock or shares of the corporation.

Prichard Ill

G. A. Prichard, who has been in the employ of the Company for about twenty-five years, formerly as Motorman out of Division Three and now acting as special legal adviser, is seriously ill at the Lincoln Hospital. He was taken suddenly ill in his office about a week ago and was rushed to the hospital where an operation was performed last Monday.

Latest reports state that while he came out of the operation all right, his condition is still precarious and it will be some little time before visitors are allowed to see him.

Division Four's Big Four



Left to right: Motorman T. H. Speed, Safety Operator C. W. Allen, Motorman Ed Smith and Safety Operator F. R. Combs.

Step right up folks, and meet the heavyweight champs of Division Four—pinochle players de luxe, who are about to enter an elimination contest for the derby.

These witness-getters of Division Four are go-getters in the "li'l ole game o' pinochle", and if noise cuts any figure at all, the series is already cinched by these fellows.

Introducing the gentlemen of the "Fair, Fat and Forty Club," we have, on the left, Motorman T. H. Speed. Contrary to his name, he is not a speedy motorman, but drives his car safely and sanely. He hails from the Lone Star State, Texas, where he took up farming. Farming is all right in its place, according to Speed, but street cars look more interesting. He started with the Company in October, 1920.

C. W. Allen is the next contender.

Allen is a Safety Operator and his service with the Company dates back to January, 1926. He hails from Carthage, Missouri—and, yes, he has to be shown.

Next we have Motorman Ed Smith, the slender young gentleman who tips the scales at exactly 300 pounds. Smith hails from Butler, Missouri, and like Allen, he has to be shown also. He started with the Company in March, 1920, and attributes his tender poundage to the fact that he drives his fliiver back and forth to work, a distance of approximately three hundred yards.

F. R. Combs, Safety Operator, is the last but not the least of the quartet. He had previous street car experience in Indianapolis, and is a qualified conductor. He is reputed to be the quietest man in the group, but he is overruled by the others.



Division One

H. N. COLE

Conductor E. R. Adams is getting about fifteen more minutes beauty sleep these mornings, and it is due to the fact that he has discovered a method of speeding up his Chevrolet to the extent that he can drive in half the time it formerly required. Adams is not selfish, and is willing to impart his secret to any one who comes well recommended. He refused to divulge it to Conductor Ed Urban, so Ed has come to the conclusion that he is putting moth balls in his gasoline.

It is predicted that in the future when Conductor P. E. Holt of the "N" Line wants to lay off on Saturday, there will be no strings about it. Last Saturday his request to be off was granted, provided that he hang around and protect the board. The result was he worked a late night run. Holt is slowly recovering but will never be the same.

It is quite amusing how an alarm clock will play a prank on a fellow now and then. For instance while Motorman Joe Henschall misses out and serves time on the "rock pile" there is Motorman W. L. Sullivan reporting an hour ahead of time, and Motorman H. Hansen of the "R" Line did the same thing, all on the same day.

Conductor R. W. Brigham says he caught Supervisor Ballard of the "J" Line on the job twenty minutes ahead of time a few days ago, and recommends that he be disciplined. In fact it seems that Brigham did caution him, and suggested that in the future he should be at his post of duty at five forty in the morning, which is in the lunch room at Jefferson and Grand consuming coffee and—

J. C. Selvig formerly a motorman out of this division is back again, but is on the back end this time. Line Instructor L. E. Adkins has him in charge.

Motorman H. M. Perkins who has been bucking the extra list for quite a while, has fallen heir to a night run on the "R" Line.

The following men are reported on the sick list, and all are motormen: J. F. Daly, D. F. L. Buck, Tom Forrester and E. S. Day.



Division Two

E. A. MOXLEY

Conductor G. C. Saylor, who has been on the extra list so long he's forgotten when he came here to work, now has a regular run on the "U" Line with Motorman-Line Instructor Roush, who fell heir to the same run last week.

Several of the Line Instructors are getting back into the traces after a three months' rest. Three new motormen and two conductors are breaking in.

Motorman L. Liff is back home again after an absence of over two months.

Motormen J. J. Roberts and T. D. Starks found the front end a bit too strenuous, and are going to try out the back end for a while. Robertson was O. K.'ed on the 25th, and Starks will be thru with his Line Instructor the first part of the week. Here's wishing them all kinds of luck.

Conductor A. L. Bristol was granted a ten days' leave to try his hand at the restaurant business. He and Mrs. Miller have opened up the restaurant next door to George Morse's store and seem to be doing a real good business.



Motor Coach Division

ELMER WOOD

The boys of the Division are organizing a baseball team. If you ever played or think you can play see Operator Frank Barry, "The Irish Tenor of Radio KPLA" for details.

Should anyone see a distinguished looking gentleman around the Division with a brand new pair of horn-rimmed spectacles it is C. O. Morse, the Division Foreman, and he is not in disguise.

They say "It's a great life if you don't weaken." H. E. Sweet's run on Santa Fe must have got him down because he has been on the sick list for the past week and a half with a heavy cold. We hope to see him back soon.

Operator D. Garner returned from Texas last week where he was called on account of his brother being struck by a train. The injuries resulted in his death. The boys extend their sympathy.

Garage News

No, that is not "the Wild Man From Borneo" in the Foreman's office on the Third Shift. His name was Steen Parker before he had his hair cut, but now they call him —?

On the First Shift: S. Holz is a good loser, according to Jack Savage. Holz made a wager with Jack that the Grand Avenue Hill could not be made in high gear with a Buick Roadster. Holz gained ten dollars' worth of knowledge when he was given the successful ride.



The taller young man is "Motorman" Richard E., while the half portion is Raymond V., who is acting as "Conductor." Their Daddy is Conductor-Line Instructor R. E. Cleland of Division Two.

(Division Two Continued)

You have exactly one day left in which to have your watch inspected, if it hasn't been given the once over for this month, you'd better step on it.

Motorman C. E. Greenlea has been on the sick list for several days with the flu, but expects to be back on the job soon. He dropped in at the Division Wednesday and said he was still weak but getting well fast.

Motorman J. T. Hall is laid up at home with a very bad cold.

Motorman T. Fitzmaurice is on sick list with a bum optic, probably caused from reading all the news printed regarding his namesake who just flew across the pond from Ireland.

No, the waiting room and office have not been fumigated or any such thing. Clerk Slaughter purchased a new pipe, that is all.

C. V. Barnett who left the service some time ago is breaking in as a conductor. He was a motorman when here before.



Shops

JACK BAILEY

The boys responded in great style last Tuesday and filed out to church to hear our Store Department Philosopher, William Reynolds, give a talk. You've got to hand it to Bill when it comes to a variety of accomplishments. He and his wife are as deservedly popular with their church as they are at the Shops and we can say they are "go-getters."

Carpenter Frank Dyer is confined to his home and is threatened with pneumonia.

Carpenter William Monahan and wife were two of the "400" that enjoyed a trip to the beach last Sunday. "Lucky Boy Bill" upheld the tradition nobly and brought home several pounds of bacon from the games of chance.

W. L. Williams, Assistant Mill Foreman, took a few days off to be sick. He returned last Tuesday.

H. C. Smith, Winding Room Foreman, taking advantage of a special invitation to visit the Huntington Library at San Marino, gathered up his family and took Tuesday, the 19th off.

A. F. Boyman, Truckman, left the service April 25th. He will go by Dodge to the City of New York. If everything holds together that far he plans to hop off from there to Miami, Florida, to see his siter.

We wish to express our sincere sympathy to William Amos, Assistant Truck Shop Foreman, in his recent bereavement, the loss of his sister.

You know we Scribes are desirous of making this page a truly representative issue of our Division and ask you to contribute your bit toward that end.



Division Three

L. VOLNER

While on his way to the car house last Saturday morning, an auto ran into Motorman J. B. Kaiser's machine, damaging same considerably and causing Mr. Kaiser to miss his run.

On account of living near Division Five, Conductor G. W. Creed has transferred to that Division.

Keeping up to the minute in every respect, Manager Harry Tuttle has installed a new water filter in the Company's Restaurant.

Conductor E. J. Clark is making a business trip to Mexico. He has property down there which he has gone to look after.

Motorman W. H. Hollenbeck, who also acts as Extra Clerk, has taken two weeks off to visit points of interest in Arizona. Do not know if he will go over the border.

Motorman D. M. Stevens has traded Divisions with Motorman P. Wankier of Division Five.

Conductor C. A. Riskey has been granted a ten days' leave.

Motorman D. E. Greaves will be very busy for the next week, painting his house.

After being a street car man since he was nineteen years of age, Motorman L. M. Covington has resigned. Mr. Covington has worked since 1919, before which time he was in the street car game in St. Louis. He will now devote all his time to his oil station at 28th and Idell.



Division Five

FRED MASON

When better Fords are made, Conductor J. E. Clark will drive 'em. He and his 1925 coupe started out last Wednesday for a trip to Knoxville, Tennessee, AND BACK. He took off sixty days to do it in. A case of a few more knocks in Knoxville.

Motorman "Tiny" Jim Thornton was up and knocking around the barn last Wednesday after getting knocked around at 54th and Mesa on Thursday, the 19th, by an auto. Despite Jim's avoirdupois, 260 lbs., he came off second best, and was knocked completely out for about eight hours. However, you can't keep a good man down and he's looking forward to being back on the job very soon.

We are all glad to hear that Motorman P. G. Atwood has been discharged from the General Hospital and is now at his home at 818 East Caroline Avenue, Hawthorne, and would appreciate a visit from any of the boys.

Conductor Johnny Robinson is another one who got out from under after being run into by a machine while flagging at 2nd and Alameda. Johnny is back on the job again and going strong.

Motorman Jesse C. Laird, who is now in Tempe, Arizona, has been granted an extension of two weeks on account of his father's condition not being improved.

Motorman Earl Downing was asked how his steak was the other day and he replied that the gravy was tender providing he used a steak knife.

How's your watch? You've got one more day to find out, and don't forget to sign the sheet.



Division Four

E. E. JOHNSON

When Motorman P. E. Doll pulled in from his night run last Saturday he was unable to locate his Chevie, and reported the matter to the Police. About three hours later one of the boys found the car parked alongside the office with the lights burning. A little tip, P. E. Some people tie a string around their little finger so that they will remember where they park 'em.

We thought we had heard all the excuses that were devised as reasons for missing out, but Conductor F. J. Whelan tried this one on us. He said he had a nightmare and kicked the lever on the alarm clock and thereby shut off the alarm without further damage than three days on the bench.

Conductor J. W. Nelson, resigned to go back east to his home and at the same time make an extended tour of the east.

Gilty or not guilty, Conductor F. U. England is now working a tripper with his run, all because the Judge said, "Ten dollars for speeding."

Motorman J. B. Keller has returned from a sixty days' leave to the land of ice and snow, and is glad to be back where the sun shines the year round. Motormen E. F. Adams and J. A. Douglas have decided that the duties of the front end didn't agree with them and are breaking in as conductors.

Safety Operator C. W. Allen has also decided to change and is breaking in on the front end of the two-man cars.

Motorman H. Phillips is in the Good Samaritan Hospital, and in a very serious condition.