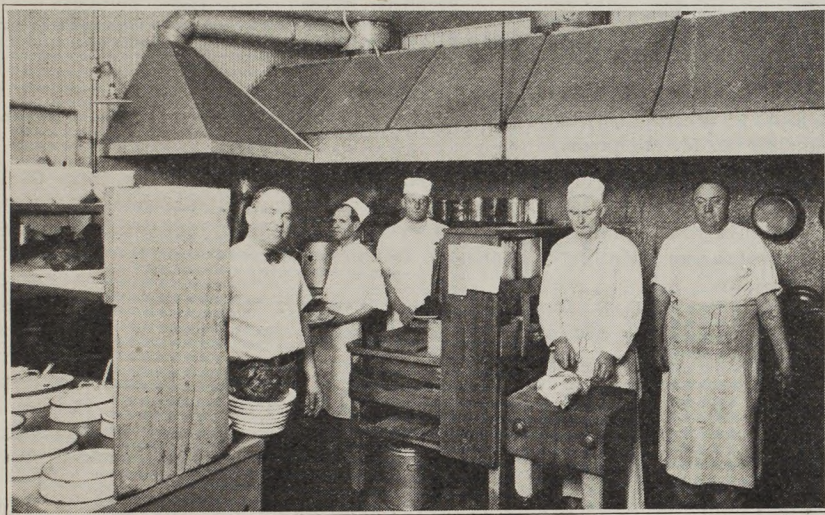


All Ready For Chow Call



Left to right: Harry T. Tuttle, Manager, Louis Vidourri, Carl Hohl, Frank Wallace and Fred Behrens.

"Why Men Leave Home" ought to be the caption of this photograph, because to eat at the Company's Restaurant at Division Three will make anyone dissatisfied with home cooking. Yes, sir, the way those fellows out at that Division just crowd Manager Harry Tuttle's Eatorium proves that the proof is in the pudding. The manner in which they prepare the victuals is enough to tempt the most fickle appetite, and that is the reason for the picture of the kitchen of this famous establishment. We want to show you the fellows who are responsible for the dainty dishes.

On the left is Manager Harry Tuttle who is seen holding one of the famous roasts. It will be noticed that Harry still carries quite a little avoirdupois himself. Yes, he eats there regularly.

Next is Louis Vidourri, Fry Cook. Vidourri doesn't sing very much, but he has a wide range (in the kitchen). He has had twenty-four years experience in frying.

Carl Hohl is Chief Dishwasher and helps to keep the kitchen spick and span.

Frank Wallace, the gentleman wielding the knife, is Chef. Wallace has had thirty-four years experience in several leading cafes here and in the East. He worked in several large cafes in Venice prior to starting at the Company's Restaurant.

Fred Behrens is the gentleman who balances the right side of the picture. Behrens is Salad Man and when it comes to vegetables, he certainly knows his onions. He has had several years of experience in this kind of work.

So look 'em over boys. Eat and be merry. They know their stuff.

Slight Gain In Complaints

The June report of Complaints and Commendations shows an increase in the number of complaints over the month of May with the exception of three classifications, which were instrumental in cutting down what otherwise would have been a big jump for June.

Starting Too Soon showed a decrease of 11, with 15 for May and only 4 complaint in June. Carrying Passengers Past Stop decreased one complaint, and Fare and Transfer Trouble broke even with 33 for May, and the same number for June.

However, Discourtesy increased 5. There were 41 complaints in May and 46 in June. Passing Up Passengers increased 3; Dangerous Operation, 4; Short Change, 4, and Miscellaneous, 2. The total number of complaints for May was 128 and for June 134, an increase of 6.

Commendations Less

There was quite a shrinkage in the number of commendations in comparison with the month of May. May reached the new high level of 104, and June, 61, or a decrease of 43. However, this is attributable to the fact that an article appearing some time ago in Azuride, informing patrons that commendations aid considerably in building up trainmen's records, was responsible for the large number of commendations for May.

Pinochle Tournament
Next Week's Games
 Monday, July 9—Division One at Division Three. Wednesday, July 11—Division Five at Division Four.

Division Standings

	Won	Lost	Pct.
Div. Two	13	12	.520
Div. Five	13	12	.520
Div. Four	13	12	.520
Div. Three	10	10	.500
Div. One	11	14	.440

Three Teams In Tie For Top

Off with a bang on their second trip, this time to Division One, Division Five last Monday, July 2nd, trounced the latter to the tune of four games out of five in the Pinochle Tournament.

The first two games went to the visitors from the Sea Gulls' Roost, with Division One stopping them in the third to make it two to one. Spurred to keep up the reputation they have started out with as visitors, Division Five came back in the fourth and fifth games and made it four to one. The result of this series dropped Division One from third place to the bottom with a percentage of .440, and moved Division Five up to tie with Divisions Two and Four for first position.

The other spectacular display of card technique was exhibited between Divisions Two and Four with the latter taking four games out of five last Thursday, July 5th.

In this instance it was a case of the visitors taking the beating. Division Four took the first two games and Division Two the third game. The fourth and fifth games went to Division Four after a hard battle. The result of this series moved Division Four from tie position for the bottom location to tie position for first place.

This was one series in which the boys of Division Four redeemed themselves with four out of five games. The last battle they had with Division Three, the previous scheduled game, resulted rather badly for Division Four, as Division Three took four out of five games.

Now that three Divisions are tied for first place, the result of the games for next week should be very interesting. Division One visits Division Three, Monday, July 9th, and Division Five visits Division Four on July 11th.

Back From Local Trips

George Ferguson, Superintendent of Division Three, has just returned from a one week vacation which he spent in local trips around Los Angeles.

Four Holds Witness Lead

With a slight reduction in the high figures established during the last two months by all Divisions in the witnesses per accident reports, the relative positions of the Divisions for the month of June remain the same.

Division Four again takes the lead with 8.81, with Division Three second with 7.44. The last three Divisions, namely, Five, One and Two, dropped back to the six point, although Division Two raised their ante slightly over the May report. For June, this Division made 6.73 against 6.70 for May.

The following is a comparison of reports for the months of May and June:

	Witnesses per Accident	
	May	June
Division Four	9.00	8.81
Division Three	7.95	7.44
Division Five	7.51	6.94
Division One	7.16	6.79
Division Two	6.70	6.73

The average for all Divisions for June was 7.25 and for May 7.57.

Voters, Attention!

If you have not registered this year, or if you have changed your address since registering this year, or if you wish to change your party affiliation for the general election this fall, see R. S. Bliss or A. Orton, Registrars in Room 405.

One Hundred Per Cent Booster

Mr. Ray R. Linck, Night Transit Manager of the California Bank, although a pretty busy man, still finds time to commend motor coach operators, particularly those with whom he comes in contact during his daily travels.

The following is an extract from Mr. Linck's letter:

"I have been a regular customer on your Alvarado Street Line for many months, and in regard to some observations of the service, I should like to write these few lines.

"Most of us who just 'ride along' usually give little thought to the never-ending problems with which the operators are confronted, and the more or less exacting business of handling the public.

"Your method of selecting your operators must be a good one, for they surely know the meaning of 'service.' As long as they are with the 'big yellows,' it will be a pleasure to ride them; and I, for one will be a 100% booster."

TWO BELLS

Published every Saturday by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

Boss Yourself

AFTER a man has reached years of discretion all the discipline administered to him that is worth anything is self-discipline. If, with justification, I spank my boy to punish him for doing wrong I have not disciplined him unless I explain, when he is in a frame of mind to understand, just why and how he brought this punishment upon himself. If he is normal and sufficiently developed to think, he will have no trouble in convincing himself that in himself lies the power to escape punishment. And so I have taken one step toward helping him to an understanding of himself and his obligations to rules of proper conduct.

We men are nothing but grown-up children, and if we have learned anything of permanent value from the experiences of life we have come to realize that all the discipline we have received has had its origin in our own intelligence.

The Merit System records show that the great majority of trainmen appreciate this truth—that they have learned to discipline themselves. And if they will admit the truth they will tell you that way down in their hearts they are not sore at themselves for it.

It's really great for a man to be able to boss himself in this business of discipline.



LARY LAFFS



A guide showing an old lady over the Zoo took her to a cage occupied by a kangaroo.

"Here, madam," he said, "we have a native of Australia."

The visitor stared at it in horror.

"Good gracious," she said, "an' to think my sister married one o' them you?"

Slow—Would you like to drink Canada Dry?

Djin—Yeah! But I'm only goin' to be here a week.

"Has you made all arrangements for your marriage, Mandy?"

"Well, not quite all, Dinah. I's got to buy a trooso, an' rent a house, an' get mah husband a job, an' buy him a good suit o' close an' get some regular wash-in' work to do. An' when them's done ah kin name the happy day."

"Who can give a sentence using the word pendulum?" asked the teacher.

Little Rachel's hand shot up. The teacher nodded encouragingly.

"Lightning was invented by Pendulum Franklin."

Local Supervisor (thinking a child is playing with the telephone): "Hello, hello, do you wish to call a number?"

Negro Man's Voice: "No sah, Miss, I don't want no numbah."

Local Supervisor: "Well, you mustn't play with the telephone then."

Negro Man's Voice: "Miss, I ain't playin' with de phone, the recevah jist fell in the sugah bowl and I've been lickin' the sugah off the recevah."

In a land where the only wells are artesian, an eastern traveler met a farmer hauling a wagon load of water.

"Where do you get the water?" asked the traveler.

"Up the road 'bout seven miles."

"What? You have to haul water seven miles for your family and stock?"

"Yup."

"Why in the name of common sense don't you dig a well?"

"Dig a well!" snorted the farmer, "What's the use? It's jest as fur one way as 'tis 'tother."

Jones was a druggist, and when his wife ran away with another man he inserted the following advertisement in the local paper:

"This is to notify the party who so kindly relieved me of my wife that I can supply him with liniments, bandages, arnica, healing salves, absorbent cotton, iodines, sleeping powders and crutches at bottom prices."

McIntosh—Do ye ken, O'Flannigan, the name o' th' show the Scotsman knocks out a gang o' Irish?"

O'Flannigan—Sure, an' that's easy—"The Miracle."

She—"He's so romantic. Whenever he speaks to me he starts 'Fair Lady'."

He—"Shucks! There's nothing romantic about that. That's just force of habit. He used to be a conductor."

Dean—"Do you know who I am?"

Student—"No, but if you remember your address I'll take you home."



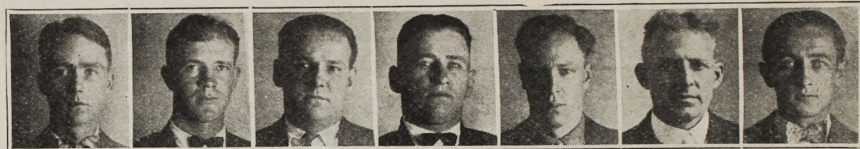
BOUQUETS



June bouquets were not so plentiful as they were in May. However, some of our good friends have been so thoughtful as to remember and write. There were fifty-one letters received by Two Bells commending seventy-three men. Division Three leads, with Division Two running a close second.

The number of men commended at each division is given below:

Division Three	21
Division Two	19
Division Five	12
Division Four	11
Division One	6
Motor Coach	4
	73



Left to right: Motorman-Line Instructor J. H. Gorby, Conductors G. S. Jones, A. L. Whitman, H. E. Tetreault, W. P. Trabue, Motorman W. F. Hembd, Conductor R. M. Richards.

For Motorman-Line Instructor J. H. Gorby of Division Five from G. M. Underwood from whose letter we quote: "I am somewhat nervous on a street car, but this young man showed such excellent judgment and was so exceedingly careful and unfailingly courteous to the passengers that the trip was a real pleasure."

For Conductor G. S. Jones of Division Five from Mrs. J. H. Gorby for his helpfulness in seeing her safely to a seat when she entered a crowded car with her small baby.

For Conductors A. L. Whitman and H. E. Tetreault, of Division Five, Conductor W. P. Trabue of Division Three and Motorman W. F. Hembd of Division Five from Mrs. S. V. Wolverton for their helpfulness, kindness and courtesy under trying circumstances. "I could write a whole book in their behalf," she adds.

For Conductor R. M. Richards of Division Two from Mrs. Mary M. Joris for his helpfulness toward the comfort of passengers and the pleasant, happy manner in which he performed his duties. Also from Mrs. E. B. Scott for his kindness to all passengers seeking information, and in particular for his kindness in guiding an elderly blind man from the car to the sidewalk.



Left to right: Motormen D. W. Stagg, R. J. Harris, Conductor J. C. Kingsland, Motorman M. Grammer, Conductor H. Howard, Motorman E. E. Searl, Conductor C. R. Certain.

For Motorman D. W. Stagg of Division Two from J. K. Poyas for assisting a blind man to the curb from a crowd of automobile and pedestrian traffic.

For Motorman R. J. Harris of Division Three from George C. Markert who writes: "He is always polite, and if you ask him a question you are sure to get an answer with a smile. Time and again I have seen him shut the power off for someone running to catch the car."

For Conductor J. C. Kingsland of Division Three from Miss Laura Dunham for his cheerfulness, courtesy and kindness.

For Motorman M. Grammer and Conductor H. Howard, both of Division Four, from F. A. Wallace written for Mrs. H. Schweitzer in deep appreciation of their courtesies, and assistance rendered to her on several occasions.

For Motorman E. E. Searl and Conductor C. R. Certain of Division Three from Robert S. Walsh for their courteous treatment, and kindness in waiting for him to catch the car.

What Price Isolation

This is a story about a typical Tennessee mountaineer who had always remained tucked away in the hills, and who at the age of 42 still lived in the very shack in which he had been born. This mountain home was 50 miles from a railroad and 8 miles from the closest neighbor's habitation. This Tennessean had never seen a locomotive, a street car, an automobile, nor even a two-story house.

One day there came to his cabin a peddler who carried in his pack many things which the mountaineer had never seen before, among them a hand mirror.

"How did you git holda that?"

cried this Tennessee moonshiner. "That's a picture uv my Pap."

The peddler did not explain, but when the mountaineer had purchased some other things he gave him the mirror, and it became one of his most valued possessions. Each day he looked at his father's picture and then locked it carefully in a chest, showing it to no one.

Then one day his wife came upon his keys in the pocket of his extra overalls. She had long wished to know what it was that he concealed, so she opened the chest with the key and found the mirror.

"So," she muttered as she looked into it, "so that's the old hag he's chasing around after, eh?"

Bulletins

ISSUED JULY 7, 1928

Street Car

NO. 94—NOTICE TO CONDUCTORS
Pass No. 7154 issued to J. B. Reid, Motorman, Division No. 3, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 95—NOTICE TO CONDUCTORS
Summer school term will open on July 9th, and will close on August 17th. Honor Special Summer School Tickets—color, light green; cover, red, between the hours of 7 A.M. and 1 P.M. on public school days.

Note samples in transportation case at your division.

NO. 96—NOTICE TO TRAINMEN
Entirely too much carelessness on the part of trainmen is being noted regarding the pulling down and hooking of trolleys properly.

In numerous cases trolleys are observed resting only on the point of hook, or held by the trolley catcher without being under the hook at all.

Also the practice of pulling the trolley rope to one side and looping it under the handle bar must be discontinued, as a great many trolleys are pulled from under the hook in so doing.

Trainmen will be subject to severe discipline for failing to properly place trolleys under hook when pulled down.

R. B. Hill

Motor Coach

NO. 35

Effective Sunday, July 1st, 1928, the Florence Ave. Line No. 9 was extended west from So. Broadway along Florence Ave. to 11th Ave., north along 11th Ave. to 67th St., west along 67th St. to Angeles Mesa Drive. Return south along Angeles Mesa Drive to Florence Ave., east along Florence Ave. and regular route.

Layover in zone just north of Santa Fe tracks on west side of Angeles Mesa Drive.

FARES:

(a) Five (5) cents one way east of Vermont Avenue. NO TRANSFER.

(b) Five (5) cents one way west of Vermont Avenue. NO TRANSFER.

FARE COLLECTION:

At Vermont Avenue east or west bound, stop coach and collect five (5) cent cash fare from any passenger passing that point. Should passenger through error pay ten (10) cent through fare, issue hat check which will be lifted at zone point in lieu of cash fare. Issue cash fare receipt Form CFR-1 for each fare collected at zone point.

FREE TRANSPORTATION:

Same as at present.

NO. 36

Supplementing Bulletin No. 35, relative to the extension of the Florence Avenue Motor Coach Line from South Broadway to Mesa Drive, Operators are hereby notified that they are not to issue or honor 10c coach tickets on any portion of the entire Florence Avenue Line between Huntington Park and Mesa Drive.

NO. 37

Effective Sunday, July 8th, 1928, method of fare collection now in use on the Florence Ave. and the Manchester Ave. Lines will be changed as follows:

WEST-BOUND:

Pay-as-you-enter between the East end of the line and Vermont Ave. At this point announce "End of 5c zone—please deposit 5c in the fare box when leaving coach." Collect fares pay-as-you-leave between Vermont Ave. and the West end of the line.

EAST-BOUND:

Pay-as-you-enter between the West end of the line and Vermont Ave. At this point announce "End of 5c zone—please deposit 5c in the fare box when leaving the coach." Collect fares pay-as-you-leave between Vermont Ave. and the East end of the line. Do not collect fares as passengers board the coach at Vermont Ave. or at any point in the second fare zone, but make all collections in the second fare zone pay-as-you-leave.

Among Our Souvenirs



"Ain't it a grand and glorious feeling" at the end of the day's work to go home and, after the cravings of the inner man have been satisfied and the old "jimmy" pipe has been lit, you pick up a picture of days of long ago that brings back to you memories of many yesterdays—when the world was young and you looked upon life through rose colored glasses—as it were.

"In the days of the horse and buggy and the practice of lettin' the hirsute facial adornment run rampant," in the language of the Old Timer, "it was a great outdoor sport to pose whenever anyone with a camera came into view and on pay day particularly, when our good friend George Lane was on hand to pass out the shekels to all who were deserving, the man with the camera was also on hand to satisfy the cravings of the boys who were far from home and who wanted to let the folks at home see just what kind of styles they were puttin' on way out West."

In the picture shown today we have just another bunch of the finest men that ever grabbed a nickel or abused a poor overworked controller. They say that the fourth man in the back row, reading left to right, is none other than our own Jarvis Phillips. You can still see the resemblance and at the same time know that Jarvis has never been bothered with having to have his hair permanently waved.

To Visit Canada

With the kitchenette on the front bumper and a spare room on the rear end of his Dodge, Walter Brown, General Foreman of the Shops, together with his family, left for Saskatchewan by way of Portland, Spokane and all points north. They will visit Mrs. Brown's sister who has a ranch in Saskatchewan. They will be gone six weeks.

Should passengers pay through 10c fare between the first and the second zones, issue hat check at the time fare is paid; lifting hat check in lieu of cash fare when the passenger leaves the coach in the second fare zone.

Transfer will be made between the Manchester Ave. Line No. 15 and the Western Ave. Line upon the payment of 10c cash fare between Vermont Ave. and Inglewood as follows:

WEST-BOUND:

Collect fare and issue coach ticket pay-as-you-leave. Also collect Western Ave. coach ticket T-7 in the same manner.

EAST-BOUND:

Collect 10c fare pay-as-you-enter and issue coach ticket to the Western Ave. Line, and at Western and Manchester Aves., collect Western Ave. coach ticket T-7 in the same manner which will be honored to Vermont Ave. only.

10c coach tickets are not sold or accepted at any point on the Florence Ave. Line.

J. Vanhanken

Next in line stands he who is known by the name of Ed Link. This man has been street-caring since they first began charging fares, and while he has not changed a bit in looks he has, metallically speaking, changed a helluva lot of money for the traveling public and never failed to give satisfaction.

The next in line has not been identified, but Ye Gods! wot a collar to look over.

The man with the "iron hat" was ever known to the men who needed financial assistance and Theodore Welk was always up early on pay day to gather in the little dollars that had been cast forth upon the waters for the one and only purpose of bringing back to their owner an accumulation of little brothers. Welk passed on a few years ago the victim of an auto accident.

Old timers may remember others in the picture. In the front row are Bellotte and child, George Baines, the man with the beard, and Bert Kingsbury, brother of Tom. In the second row, the second man from the left is Frank Robinson, the third is Cameron, the fourth, Ora Cox. In the back row, the second man is Bates, the fourth, Jarvis Phillips, fifth, Ed Link, seventh, Charlie Ledford, eighth, Wamsley, twelfth, Theodore Welk, and fourteenth, P. M. Leatherbury. Perhaps there are some others you recognize—look 'em over.

To Fly to Chicago

In our travels this week we came across a very "flighty" person in Arthur Genn, Draftsman in the Engineering Department.

It appears that Genn is to fly via Western Air Express from Los Angeles to Salt Lake City next Saturday, July 14th, at 7:30 A.M. He is due to arrive in Salt Lake at 1:30 that afternoon. From there he takes another plane for Chicago, touching Cheyenne and Omaha en route. He is scheduled to arrive in Chicago 7:30 Sunday morning, July 15th, which will make 24 hours sun time, 22 hours elapsed time and flying time of 17 hours.

Genn is taking his two weeks vacation in Chicago and as he has some urgent business to attend to—hence the trip by airplane.

Division Assignments

To Division Two: Motorman W. A. Adair.

To Division Three: Motormen A. E. Schwab, C. A. Frain, W. B. Aiken, M. B. Wehlast, M. B. Clinkenbeard, G. J. Phillips, M. A. Mundhenk, C. C. Pulsipher.

To Division Four: Motorman M. P. Knepper, Safety Operator F. A. Techmeyer.

On Vacation

Supervisor T. C. Clarke and family are motoring to Portland. Supervisors F. Monnier and G. T. Wuertz are also headed for the same city. Supervisor Baldwin is vacationing in the Hood River country.

Miss H. Falconer of the Operating Department, is vacationing in Sequoia National Park. With her is Miss Anna Westcott of the Employment Department.

Mrs. M. Ambrose of the Engineering Department is visiting relatives in Salt Lake City, Utah.

Charles H. Conrad of the Claim Department is hunting lost golf balls in the hazards for his vacation. He calls it golf.

Elmer A. Tower of the Schedule Department will be pinch-hitting for Harry Tuttle in managing the Restaurant during Harry's absence.

Mrs. Catherine M. Brown, our "hello girl," has just returned from a vacation in Yosemite, Lake Tahoe and San Francisco.

Wedding Chimes

The merry chimes of wedding bells were heard in several divisions during the past two weeks. Our suspicions that Conductor J. D. Robertson of Division Two would bring back a bride from Colorado were confirmed. Cigars and congratulations were exchanged.

Conductor D. A. Buzzell of Division Five started out last Monday for Cleveland, North Dakota, on a ninety day leave of absence, but before leaving signed up for life and is now classed with the benedicts. We were unable to learn the name of his bride.

Division Four wishes to thank Conductor R. U. Patterson and the erstwhile Miss Augustus, who were united in marriage last Monday, for the fine cigars.

Frank Hitchiner, Stock Room Clerk at the Garage has returned to his duties after a week of honeymooning at the local beaches. The bride was Miss Darline Wulfestieg. Congratulations and best wishes!

For Sale

Boston Bull Terriers, three weeks old, males, \$10; females, \$5. Supervisor W. Flannery, 1252 E. 58th Drive.

Radiola III A, four tubes (201A), loud speaker, new A. B. and C. batteries. Can be heard and seen between 11:30 A.M. and 2:30 P.M. Price complete \$20. Conductor T. G. Cumberland, Division Three, or 1958½ Chickasaw Avenue.

Youell Cabinet Grand Piano, \$100. Terms to suit. Can be seen any time. Motorman P. McGrory, Division Four or 1646 Beverly Blvd.

New Five Room House and Lot, \$7500, \$1000 down. R. Sloan, Winding Room, South Park Shops or 5522 Rimpau Boulevard.

For Rent

Nice Room Close to Division Two. J. E. Carlyle, 215 West 51st St.

Three Rooms Furnished, must be seen to be appreciated. Living room, bedroom, bath, kitchen, dressing room and closet. Rooms clean. Private entrance. Everything paid. Adults only. \$40 per month. C. D. Clark, University 8761.

Trade

Will trade Five Tube Radio as down payment on standard make of automobile. B. F. Pape, Division Two.



Shops

JACK BAILEY

F. T. Burchett, Chief Clerk of the Master Mechanic's office, is vacationing at Yosemite.

J. E. Blum is again with us during the summer months. He is with the Machine Shop this year.

J. T. Watts, Electrical Wiring Foreman, and his wife left for the Sequoia National Park for a two weeks rest. Their son, Thomas Watts, joined the Winding Room force for his three months' school vacation.

D. J. Anstedt of the Winding Room is taking three weeks off to burn up the roads through Arizona and New Mexico.

Charlie Rizuto of the Paint Shop left last Tuesday for a short run up to Yosemite. He will be back Monday.

William McGowan of the Carpenter Department and family left last week by auto for the state of Minnesota. A short stop at some old familiar spots and they will then go up to New Brunswick, Canada.

R. Riedl of the Carpenter Shop left with his brother on their vacation via Chevrolet for their home town, Tacoma, Washington.

William Skinner, also of the Carpenter Shop, is away on his vacation.

Word was received from E. Boyman of the Truck Shop that he was unable to "Dodge" the rain and mud on his New York trip. Stuck in the mud five times in Colorado with two new sets of tires. Word was also received from Truckman George Sleppy that there was no shortage of water on his trip back east.

July 4th found Truckman Roy Baxter at Elsinore, R. Catherman at Big Pines and J. Giles at his cabin also at Big Pines. Giles will finish the week out at his cabin.

Mrs. M. Hobson of the Store Department office has returned from her two weeks vacation spent at Yosemite and Catalina.

F. L. Randolph, Store Department Receiving Clerk, left last Friday to spend his vacation in Denver, Colorado, his home town.

N. Greenwood, Store Department Utility Man, who started for the mountains on his vacation with a two weeks "57" returned in one week very sick. He brought back 28 cans of beans, 10 pounds of bacon, 10 pounds of ham and 38 of the other "57 varieties."



Division Three

L. VOLNER

After a delightful vacation, during which time he acquired a nice coat of tan, our popular Clerk, Mr. Dan Hanley, has returned to duty, fresh as a cucumber and able to "hit the ball" for another year.

Last week Conductor F. C. Mead celebrated his nineteenth year of married life.

Traffic Officer C. J. Heddin, who was a motorman out of this Division, is now stationed at First and Main, where he is a buddy of our ex-motorman Wm. Pearson, who also works that crossing.

An intoxicated man on Motorman Wheeler's car asked him if he was an "E" or a "W." No, I am B. P. O. E. says Wheeler. "Oh, let me off, I am



Division Two

E. A. MOXLEY

After changing over from Motorman to Conductor and enjoying a leave of absence, D. Overton resigned to take up work as a Motion Picture Projector Operator. Here's wishing him all kinds of luck in his new adventure.

Operating a street car became too strenuous for Motorman M. H. Otis, so he turned in his resignation and will try some other line of work.

We wish to extend our sympathy to Conductor Bennie Germain in the death of his mother, who passed away the fore part of the week.

The newly weds are back in town; H. I. Billings and his bride returned last week and he is now back to work. Better have the electric alarm clock set now H. I.

Unable to get anyone to drive to Pennsylvania with him, Motorman A. A. Johnson changed his mind and is making a trip to Oregon instead.

Los Angeles not being warm enough, Conductor B. E. Pittinger is going to spend the next three months at Porterville.

Motormen W. A. Pilon and R. R. Youts both have leaves which they will use up in making local trips and resting up.

Conductor W. W. Reutter is going to spend his vacation painting two houses. He expects to put in the balance of the month at it.

Sixty days to be spend in Toledo,



Division Five

FRED MASON

Our Pinochle Champs came out of their slump for a fare-thee-well last Monday over at Division One, and took four out of five games. Charity may start at home, but winning pinochle games with our team starts at other peoples' homes. Watch us go from now on.

The Placial brothers, conductors H. A. and C. A. started off on a ninety day vacation last Sunday with their ultimate destination Chamois, Missouri. Several others also started during the last week. Here they are:

Conductor A. J. Maryhew, fourteen days to San Diego. Motorman H. Y. Dickey, seven days to San Francisco. Motorman M. Knudson, fourteen days just lying around. Motorman E. C. Higgins, thirty days San Luis Obispo and Phoenix, Arizona. Switchman "Heine" Heinzman, fifteen days to El Verana, Sonoma County. Conductor J. J. Gregory, ninety days to auto to Lowell, Mass.

Monday, payday, June 25th, 1928, was a happy one for Motorman Charlie Spurlock, his wife presenting him with a nine and one-half pound baby boy. Mother and baby are doing fine and Daddy's absolutely O.K. Congratulations Charlie.

(Division Three Continued)

on the wrong car," said the man.

Motorman J. O. Carr went home very late one night and finding the door locked wakened his wife, who asked "Who's there, and what do you want?"

"I'm Mistah Carr" said J. O.

"Well, I don't care if you did" says the missus, "go on back, there will be another."

Ohio, by Conductor R. Sheppard. First vacation he has taken since he has been with the Company, which is a little over five years.

The mountains are calling to Conductor A. G. Richards, and he is on his way where he will rest for sixty days.

A trip back home is in store for Motorman B. M. Ihrig. He will spend several weeks at Springfield, Missouri, looking up old friends and visiting with relatives.

Motorman W. S. Tupman will spend two months in Portland, Oregon, visiting relatives and taking a good rest.

A bad tooth is keeping Motorman J. B. Hall away from the job.

The second man in the office to go on vacation is Clerk B. I. Derry. He is spending the first week resting, trips to the beaches, etc. The second week will be spent at Van Soest's cabin in Bear Canyon, near Camp Baldy. Motorman Joseph A. Wear is battling for him during his absence.

Upon the eve of T. C. Strobel's departure for home, he received a telegram stating that his father had passed away. We extend to him our heartfelt sympathy.

Changing over doesn't mean a thing claims Conductor A. S. Mason. Being very short of Motormen he has been used almost continuously on the front end since changing over.



Division Four

E. E. JOHNSON

Besides raising chickens as a sideline, Operator A. Vejar has an added attraction in that he has trained the hens to lay the eggs in his uniform coat pocket. The other night he forgot to remove the eggs and the next morning at the Division he absent-mindedly put his hand in his pocket and drew forth some beautifully scrambled eggs that hadn't been over the fire.

Conductor G. F. Young has added a Dodge Coupe to the ever increasing parking problem in front of Division Four.

The call of the elusive trout and a mountain cabin has claimed the attention of Conductor W. W. Warren for the next ninety days in and around Mono County.

Motorman R. P. Beckman has taken ten days to go to Riverside on account of his wife's health.

Sixty days have been granted to Motorman H. B. Hellman with which to do some building.

Motorman W. H. Wisdom is vacationing around Los Angeles for the next ninety days.

Driving his Chevrolet, Conductor A. Norman has gone to Oklahoma City for the next sixty days.

Conductor J. E. Dyer is driving back through to Oklahoma and finally to Effington, Illinois, for ninety days.

Taking his mother with him, Conductor H. L. Deu Pree is driving back to Vega, Texas. He will be gone ninety days.

A section of land and a harvest has called Conductor J. L. Arnold for sixty days to Spearman, Texas.

Motorman L. L. Harris has taken sixty days leave and Kansas City is his destination.



Motor Coach Division

ELMER WOOD

Oh boy! An Auburn straight eight roadster is what makes Operator C. Lyles so popular with the young ladies. Of course, there is one of whom he was thinking, when he made the investment. Wonder who she could be?

Operator C. L. Wolley is driving back to his old home town, Detroit, Michigan. A thirty day leave of absence was granted for the occasion.

Lake Arrowhead is where Supervisor D. P. Schantz is spending the two weeks of his pleasures.

Operator H. C. Hubura is still on the sick list, having already been ill for six weeks. We all are hoping for a speedy recovery.

Garage News

H. Babb, Service Man on the Second Shift is getting a tan on his vacation at Catalina.

Here is another man that can afford a nice looking car. T. Shelly, Electrician on the Third Shift, has purchased a Stearns Knight touring car for pleasure use.

George Borngrebe, Third Shift Foreman, is on his two weeks vacation. Most of the time will be spent making himself useful around the home, he says.

H. Boardman, Stock Room Clerk, is back from two weeks vacation spent around home and taking local trips.

R. E. Kanka, Pickup Man, worked in Harry's place during his leave and R. N. Hester served as Pickup Man.

R. O. Rowbottom, Chief Clerk in the Office, is driving to Sequoia National Park with his family for two weeks.



Division One

H. N. COLE

After taking a thirty day leave of absence, Conductor H. L. E. Roberts came in last week and resigned. He is now associated with his father in the tile setting business at San Diego.

For old time's sake, Motorman J. S. Peach, who was seriously injured in an automobile accident several months ago, came out and took a ride on his old run on the "D" Line a few days ago. Motorman Ortega says Peach looks fine, and hopes to be back on the job soon.

For the first time in many years, so he says, Motorman D. F. L. Buck is taking a vacation. He is off for a couple of months and expects to tour a large portion of the state.

With a mileage record of five thousand and two hundred miles, Motorman W. L. Sullivan returned from the middle west last Tuesday. He and his faithful Nash were still rarin' to go, so he is driving around the state for a week, and then back to work.

The numerous beaches will claim Motorman S. D. Snider for the next seven or eight days.

Conductor C. W. Marden is taking fourteen days to visit Yosemite.

Starting with the Fourth of July, Conductor E. L. Ayers will spend about three weeks at Lake Elsinore.

The building of a house is claiming the time of Conductor H. I. Frey for the next thirty days. After that is finished he will take a vacation.