

Motor Coach Carpenters



Standing, left to right: O. Archambault, B. F. Pecoy, L. A. Johnson, E. Dahlholm, S. Trofinchik, H. A. McDonald, W. Veal and M. Gurowitz. Front row: J. E. Bettendorf, G. Hoffman, M. Langlois, J. Benko, M. Wassell and L. Brown.

Since the advent of the motor coaches in the transportation business, a new section has developed in the Carpenter Shop at South Park to take care of changes or repairs to the bodies of motor coaches and the gang shown in the accompanying photograph are responsible for the regenerative activities.

"You wreck 'em, we get 'em" might well apply in their young lives. They specialize in all carpentry work on the coaches, and are Foreman Joe Spearing's fourteen dependables.

In the back row we have O. Archambault. "Frenchie" as he is commonly known takes care of the removal and replacements of the seats. He started with the Company in February, 1923.

Next is B. F. Pecoy who works on the bodies. Ben started with the Company on March 17, 1924.

L. A. Johnson is chief body man, and was employed by the Company in June, 1920.

E. Dahlholm, chief all-round man, hails from Minnesota. When Foreman Spearing says his right-hand man for a particular job, he means Erick. Erick started working for the Company in January, 1922.

S. Trofinchik and H. A. McDonald are body repairmen. Trofinchik started in July, 1922, and McDonald in February, 1921.

Next we have W. Veal. Bill is not a regular coach repairman but he is pinch-hitting for W. Skinner, who is on vacation.

M. Gurowitz does special cabinet work for the coaches. His Irish accent makes it hard for him to pronounce "Birch wood." He has been working for the Company since October, 1921.

In the front row is J. E. Bettendorf, with a slight discoloration on the upper lip. He says it is a temporary disguise. John started with the Company in February, 1923, and does body repair work.

G. Hoffman and M. Langlois are body repairmen. Hoffman is secretary of the Shops Horseshoe Club. He started with the Company in July, 1922, and Langlois in October, 1921.

J. Benko is next and his service dates back to August, 1921. Other men may have their seasons with mustaches, but John's goes on forever.

M. Wassell is utility man. Maurice does all the drilling of iron battens and panels. He was employed in February, 1921.

Last, but not least, is L. Brown. He has been with the Company since January, 1924. When he is not repairing coaches, he is called upon to do carpentry work in the main office building.

Important!

There are now available in the Transportation Reference Bureau, Room 601 of the main offices, single multigraph copies of papers presented at the convention of Superintendents of the Electric Railways of California at San Francisco, May 7 and 8. Some of these papers are of great interest to employees.

Copies may be obtained upon application one at a time for reading, but should be returned within two or three days. Papers numbered 1, 2, 3, 4 and 5 will be found of particular interest.

Pinochle Tournament

Next Week's Games

Monday, July 16—Division Three at Division Two. Wednesday, July 18—Division One at Division Four.

Division Standings

	Won	Lost	Pct.
Div. Four	16	14	.533
Div. Two	13	12	.520
Div. Three	13	12	.520
Div. Five	15	15	.500
Div. One	13	17	.433

Four Leads By Small Margin

Something just had to happen this week in the Pinochle Tournament. Last week no less than three teams were in tie position for first place. However, the game between Divisions Three and One last Monday did not help matters very much. Division Three won three games out of five and placed themselves in tie position for first place also.

Division Three started off by taking the first game, and Division One evened the score in winning the second. The third and fourth games went to Division Three, and that was enough as Division One took the last game and only let the host win by the odd game, three games to two.

The pitched battle between Divisions Five and Four last Wednesday, July 11th, resulted in the latter team very gently but yet firmly removing the boys of the Sea Gulls Roost from the traffic jam for first place, and putting them on a back seat in fourth position by virtue of the fact that Divisions Two and Three are tied for second place each with .520.

Division Five took the first game with Division Four coming back in the second and third games to make it two to one. Division Five evened the score in taking the fourth game, but lost the fifth game. The result of this series places Division Four in first position with .533.

Next Monday Division Three visits at Division Two and on Wednesday, Division One goes over to Division Four. The game on Monday will decide just who is going to break the tie for second place, and the game between Division One and Four next Wednesday should decide whether Four keeps the lead or not.

Track Work Started On Jefferson

Work has been commenced by the Engineering Department in the reconstruction of track with standard 116-pound girder rail on West Jefferson Street from University Avenue to Vermont.

Plumed For Pilgrimage

If we didn't explain, perhaps you might mistake the gentleman in the accompanying photograph for an admiral of the navy on dress parade, but honestly, folks, he is none other than Chief Instructor Daniel Healy, in full dress to participate in the drill competitions to be held at the Thirty-seventh Triennial Conclave of the Knights Templar at Detroit on July 16th to 19th, inclusive.

Los Angeles Commanderies Nos. 9 and 43, together with other Commanderies of neighboring cities departed Thursday morning, July 12th, at ten o'clock by special train over the Union Pacific Line. At Salt Lake City the Southern California Pilgrimage train connects with trains of delegates from San Francisco and other Northern California cities who will represent the entire state at the convention.

Daniel Healy



Sir Knight Healy is one of the men selected on the drill team of Los Angeles Commandery No. 9 to capture the drill honors.

The pilgrimage will visit Pike's Peak en route and several places of interest are planned on the return itinerary.

After the conclave Dan expects to visit Windsor, Canada, and, if he can get back to Detroit, will proceed to Washington, D. C., and return by way of New York, Albany, Niagara Falls, Cleveland, Chicago and Santa Fe to the City of the Angels.

Assistant Chief Instructor Oscar Elrod will be at the helm of the Instruction Department during Dan's absence.

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



BOUQUETS



Left to right: Conductor J. T. Wright, Conductor-Line Instructor H. H. Wulf, Motorman F. Barrett, Motorman-Line Instructor D. D. Rhoades, Conductors L. O. Eide, H. W. Quam and F. S. Holland.

Taking The Count

A man who can't control his temper can't control anything else. "Whom the gods would destroy they first make mad."

Anger is poison—always dangerous, sometimes deadly.

Vindictiveness is a partner of anger. A vindictive spirit punishes him possessed of it more than its exercise can harm another.

A chronic temper-loser is a dangerous man to have around. He is a dangerous man to have at work. For anger is the seed of insanity.

The old maxim that it is better to count ten when the spirit of anger attacks one is O.K. in principle. A better rule would be to count one hundred, in seconds, before determining whether you want to be angry or not. Upon "taking the count" you will probably find that laughter has vanquished the diabolical foe—that instead of taking the count he actually got his K.O.

For Conductor J. T. Wright of Division Four from R. P. Bluett for his courtesy and efficient work in general.

For Conductor-Line Instructor H. H. Wulf of Division One who writes: "He being wide awake and watching, noticed a truck and trailer hugging the rail as the 'J' car started to make the turn, and saw that the rear of the car was going to catch the trailer. He gave the ring and the motorman stopped quick and avoided an accident."

For Motorman F. Barrett of Division Five from Mrs. Smith for holding the car for two ladies after he had started up.

For Motorman-Line Instructor D. D. Rhoades of Division Four from W. J. Wallace an "extra large bouquet" for his kindness and courtesy to an elderly lady, helping her across the street to the curb through heavy traffic.

For Conductor L. O. Eide of Division Two from W. P. Schlosser who writes in part: "This man undertook to jump the car after it had gained some momentum and evidently did not realize the speed the car was traveling, but had this conductor not been alert and reached out and caught the passenger it would have been another story."

For Conductor H. W. Quam of Division Three from Mrs. C. M. Parker for giving her his stool to sit on and also his exceptional courtesy to a feeble, blind lady.

For Conductor F. S. Holland of Division Two from Ruth A. Hitch in appreciation of his kindness in lending her car fare when she found she had forgotten her purse.

Golf Bugs, Beware

There's an old saying that "Curiosity killed a cat," and it certainly will cause Supervisor Pierce to be less inquisitive from now on. Recently he decided he wanted to know all about the contents of a golf ball.

Pierce took his knife, cut deep into the ball when it literally blew up, throwing a lot of vile liquid all over him, soiling his uniform. Luckily for him he had his eyes protected with his glasses. So, golf fans, do your slicing in the proper way on the greens, and not with a jackknife.

Poison Oak Treatment

Recommended as sure cure, non-poisonous, by scientists of repute, in Literary Digest.

Five per cent solution of ferric chloride in equal parts of glycerin and water (distilled water preferred).

OR

Strong solution of ferrous sulphate in same mixture of glycerin and water. This is cheaper than the ferric chloride and keeps better.

One part solution to two parts water. Use as a lotion immediately before exposure or as soon after as possible

Legal Question Box

Q. What is eminent domain, and how and when may it be exercised?

A. H.

A. Eminent domain is the right upon compensation of the people or government to take private property for public use. The right cannot be transferred or sold by the one entitled to exercise it. Whether a particular use is public or not is ultimately a question for the courts. The proceeding is by suit in the superior court of the county in which the property to be taken is situated.

Q. What is the necessary procedure and expense to get a short story or song copyrighted?

A. L. M.

A. The procedure in this matter is to write to the Copyright Office of the United States Library of Congress. They will send you full information and application form. The copyright fee is \$1.00.

Q. Would a workman who is paid by the piece or quantity come within the provisions of the Workmen's Compensation Act the same as one who is paid by the day, week or month?

G. B.

A. Yes. It makes no difference whether wages are measured by time, by the piece or by any other standard.

Q. Will you kindly explain the different zoning classifications that are in general use in Los Angeles?

F. D. A.

A. The purpose of zoning is to assure property owners, through public act, of protection to property and to regulate the use of property so that each individual similarly situated may be affected alike. The zoning classifications in Los Angeles are as follows:

Zone A—No buildings shall be erected for any other use than that of a single family dwelling.

Zone B.—There may be erected multiple-unit dwellings such as hotels, apartments, flats, bungalow courts, double bungalows. Also churches, clubs, schools, passenger railway stations.

Zone C—Commercial structures for retail and wholesale business. By special consent, undertaking parlors, hospitals, etc.

Zone D—Buildings of an industrial character. Refineries, stockyards, glue factories, etc., by consent only.

Zone E—Property may be put to any lawful use.

Q. Is it necessary for the executor of a will to be a resident of the State?

J. H.

A. No. But upon issuance of Letters he must appear and qualify. This is a peculiar feature of the law. An administrator must be a resident of the State, but an executor need not be.



LARY LAFFS



She—"Now, what are you stopping for?"

He (as car comes to a halt)—"I've lost my bearings."

She—"Well, at least you are original. Most fellows run out of gas!"

Another way for a girl to keep her youth is not to introduce him to her girl friends.

Swimming Teacher: "Now, don't forget: A hollow body can't sink. Next lesson I'll show you how easy it is to keep your head above water."

Dinah, crying bitterly, was coming down the street with her feet bandaged.

"Why, what on earth's the matter?" she was asked. "How did you hurt your feet, Dinah?"

"Dat good fo' nothin' nigger (sniffle) done hit me on de haid wif a club while I was standin' on de hard stone pavement."

She: "I hear the Scotchmen are trying to put an end to all the jokes about them."

He: "And why?"

She: "Everyone of them are at a Scotchman's expense."

One of Irving Cobb's best stories concerns an appraiser who was sent to a home to appraise the contents. The entries in his book halted when the appraiser came to a table on which a full bottle of old Scotch stood. After a minute he continued the entries:

"One bottle of old Scotch whiskey, partly full."

"One revolving Turkish rug."

The automobile was a thing unheard of to a mountaineer in one community, and he was very much astonished one day when he saw one go by without any visible means of locomotion. His eyes bulged, however, when a motorcycle followed closely in its wake and disappeared like a flash around a bend.

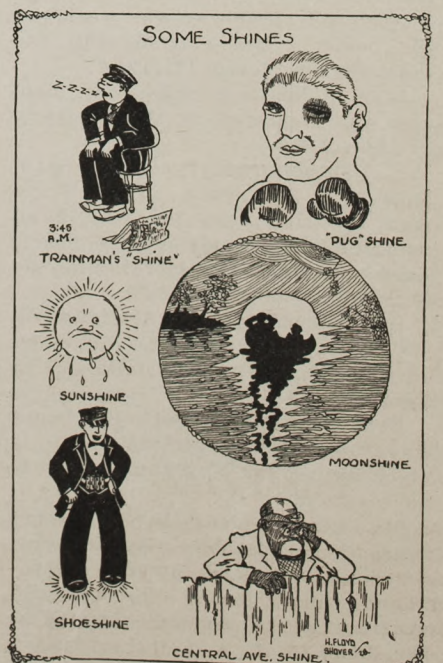
"Gee whiz!" he said, turning to his son, "who'd 'a s'posed that thing had a colt?"

Judge: "Guilty or not guilty?"

Rastus: "Not guilty, suh."

Judge: "Have you ever been in jail?"

Rastus: "No suh; I never stole nuthin' before."



Bulletins

ISSUED JULY 14, 1928

Street Car

NO. 97—NOTICE TO CONDUCTORS

Attention is called to the fifth paragraph of transfer rules, as shown on page 11 of the 1928 "Instructions to Conductors," which provides that conductors will punch time on all transfers 20 minutes later than the time arriving at the last transfer point on the line.

This rule must be adhered to closely. Numerous conductors are allowing entirely too much time when issuing transfers.

It is also noted that some conductors are very careless in issuing transfers in the AM without detaching the PM coupon.

Conductors will be required to watch these matters very closely in the future.

NO. 98—NOTICE TO TRAINMEN

Effective at once, any trainman failing to be relieved at the proper time and place will so advise the dispatcher at the first emergency phone.

Any trainman failing to make his relief on time will call his division direct at the earliest opportunity, and will follow such orders as may be given him by his Division Officials.

NO. 99—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 37, issued to Miss Jean Johnson, Secretary to Consulting Engineer.

Fireman's Pass Book No. 40896, issued to Wilford L. Chambers.

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

R. B. Hill

Returns to the Office

G. A. Prichard, Attorney, and formerly of Division Three, is once again back at his office. George has had quite a siege of illness but appears to be on the road to recovery and is spending only a part of his time in the office.

Wedding Bells

D. E. McCarter, Motorman of Division Three, writes from Liberal, Kansas, asking for an extension of fifteen days on his leave. He needs the extra time as he is embarking on the sea of matrimony.

Congratulations and good luck!

For Sale

Ford Coupe, mechanically A-1, new battery, large steering wheel, clock, speedometer, Hassler stabilizers, \$225. Eddie Miller, Mechanical Department, Division One.

Gentleman's Cowhide Traveling Bag, cost \$30 for \$10. C. B. Gordon, 858 East 43rd Street.

Two Wheel Trailer, almost new, tires new \$25. \$15 cash, balance in one month, F. J. Arnold, Motorman Division Three, or 4078 Camino Real.

For Rent

Six Room House, close to Division Two and "H" car line. C. F. Foster, AX 1308.

Nicely Furnished Room, close to Division Two and South Park. \$15 for one, \$25 for two persons. E. V. Todd, 5007½ South San Pedro.

For Trade

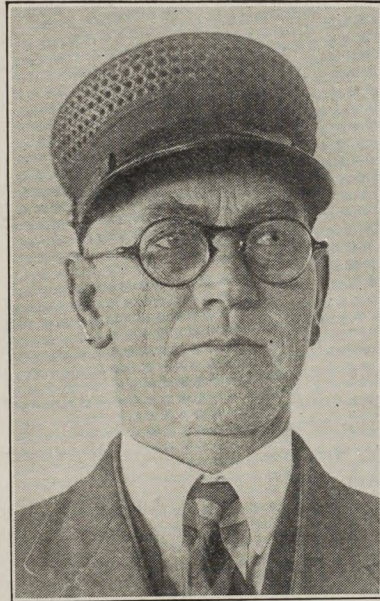
Six Room Modern House and one-half acre of land 150 feet on boulevard near Redondo. Fruit trees. For house and lot of equal value in city. \$3000 mortgage, monthly payments. Value \$8000. Room 601 L. A. Railway.



And the battle rages on! This picture, taken at Division Four last Wednesday, shows the boys locking horns to break the tie in the Pinochle Derby, with the result that Division Five had to take a back seat. If you look closely you will see R. R. Smith, Superintendent of Operation and Superintendents L. L. Wimberly and E. R. Dye among the spectators.

More Service on Beverly Boulevard

One additional motor coach was added to the Beverly Line last Monday, reducing the A.M. and P.M. headways from a twelve-minute to a ten-minute frequency.



W. M. MARION

Here's another Old Timer we can't let go by without mention. Motorman Bill Marion of Division Five is this week's topic of conversation.

Bill hails from the "Show Me" state, Missouri, and later lived in Kansas. He came to California in 1903 and started in driving mules on the Cudahy Ranch, which is now Walnut Park. In 1904 he started in as a conductor, receiving his first instructions in that capacity from P. C. McNaughton, on the West Ninth Street Line. He worked as conductor for nine months and then switched over to motorman. When Division Two opened up he transferred to that division and repeated the same operation when Division Five opened.

Bill has fond recollections of the Wilson House at First and Spring, which has since been torn down, as that was his first place of abode in Los Angeles. The old Pigeon Farm at Avenue 20 and Dayton also remains in Bill's memory as a good place to spend an afternoon.

When it comes to parades, and he has seen many, he says the best one that he ever saw was the "Preparedness Parade" back in 1914.

Over twenty-four years of service and still going strong.

On Vacation

From the Auditing Department, the vacationists are: Miss Pearl Gorsline at Catalina Island; Miss Mae Bass on local trips; Dave Mears on tour of British Columbia and Charles Delo part of the time at Balboa and part at Catalina Island.

Miss Virginia Rees is planning a real vacation.

William Schultz, Flagman, is on leave of absence touring the northern part of California. He expects to return about the first of September.

Mrs. Lois Frame, Secretary to the Manager of Transportation, is taking her vacation with her husband in Tulsa, Oklahoma.

Supervisors J. W. Tuberdycck, J. G. Phebus, and G. E. Dunphy are away, but we don't know where.

From the Schedule Department: C. G. Shields, Checker, is touring Vancouver, B. C.; R. D. Thompson is on local trips and W. B. Mott is flying a "Jenny" at Long Beach.

Harry Tuttle, Manager of the Company Restaurant, together with his family and J. G. Owens, Foreman of Division Three, left Los Angeles on July 11th for a four weeks tour to Vancouver, B. C., Yellowstone National Park and the Grand Canyon.

Appointed Flagman

H. F. Reinoehl, formerly Motorman at Division Three, who has been on sick leave for about six months, has been appointed Temporary Flagman, effective July 5th.



Mary Agnes and Lonis Barey, ages seven and five, children of Motorman E. J. Barey of Division Two.

Grades Completed On Vermont

The lowering and raising of grades on Vermont Avenue between San Marino and Washington Streets have been completed, and as soon as the street paving is finished by the city contractor, work will be commenced to re-tie and ballast the rails and complete the job with paving.

Accident Mars Trip

The vacation of E. O. Baker, Transfer Clerk, and Mrs. Baker was abruptly terminated when their car was wrecked near Stockton. They were crowded off the road by another automobile and turned over in a ditch. Mrs. Baker was badly injured and rushed to a hospital in Stockton. Baker received slight injuries. After spending several days in Stockton, Mrs. Baker was able to travel to Los Angeles. Mr. and Mrs. Baker had intended to tour British Columbia for their vacation.

Gain Another Booster

Sunny California gains another booster and it all happened through Supervisor L. P. Bean inviting his mother, sister and brother-in-law to look the country over. His sister and brother-in-law had to return to Pennsylvania, but his mother—well, she thinks Los Angeles is the greatest place to live in, and she is here to stay.



Betty Louise Wood, age seven months, and her Lindbergh doll, Miss One Long Hop. Betty is the daughter of B. O. Wood, Conductor, Division Three.

Back on the Job

After an absence of about a year on account of illness, Gene McGurk is once again on the job in the Employment Department, and says he is feeling well. His many friends and fellow-workers hope he is back to stay.

Division Assignments

The following men were assigned to their divisions during the week ending Wednesday, July 11th:

To Division Two: Motorman C. R. Miskimen.

To Division Three: Motormen E. E. Covell, G. H. Wright, B. F. Taylor, Conductors H. L. Zimmerman, J. D. Andreas, M. J. Brown, J. W. Riesland.

To Division Four: Motormen J. B. Rice, C. A. Tumlin.



Division Two

E. A. MOXLEY

Andy Duncan, Asst. Night Foreman of Mechanical Dept., and wife, are on their way to Canada by train where they will spend the next thirty days.

Canada also called Conductor A. J. Carhart; he will spend sixty days having a good time.

Eleven hours a day for five years is long enough without a rest, so Conductor A. A. Burlingame is taking two weeks off to get a real rest.

Motorman M. R. Chamblin and wife are touring the Southern States for sixty days.

Not wishing to get too far away from Los Angeles, Conductor F. R. Howard is spending sixty days in the vicinity of Runnymede.

Selling insurance has called two good Conductors from Division Two. C. R. Wilkins and W. M. Weller resigned to take up that line of work.

Motorman A. W. Johnson resigned and is returning to Chicago.

The 4th of July is responsible for two Motormen being on the sick list. G. R. Sharp is resting easy with a bad case of sunburn. Motorman-Line Instructor R. L. Johnson contracted a very bad cold and is still under the weather.

Conductor H. T. Davidson has been confined to his bed for the past week with an attack of the flu.

As he is getting better day by day, Conductor E. E. Sanders expects to be able to return to work in the near future.

Conductor C. L. Walinder has been on the sick list for the past week. He expects it will take some time for him to regain his strength sufficiently to return to work.

A sprained ankle is keeping Motorman J. C. Crowley from the job. Conductor M. F. Nar is taking thirty days for a good rest.

The Doctor has not said "Get up" so Motorman J. Waddell is still in bed. He is looking very much better.



Division Four

E. E. JOHNSON

At last we are on the top of the list in the Pinochle Tournament. How about staying there.

Motorman V. G. Miller has taken a thirty day leave to go to Douglas, Arizona, where he was called on account of his mother being ill.

Our genial Clerk of the morning shift, E. H. Ellis, is on his annual two weeks vacation.

Motorman W. J. Forster is on a ten day leave.

Taking his small son with him, Conductor C. V. Jones is on a fourteen day leave and has gone to Yosemite.

With all kinds of trout bait and ten days at his disposal, Motorman M. F. Lourdou has gone to Three Rivers.

Motorman M. L. Hart and Conductor B. D. Stewart in the merry Oldsmobile have left for Frisco and points north for thirty days.

The boys are sure blossoming out in their new cars; Motorman M. E. Francisco has a new Buick Master Six sedan, and Conductor F. M. Paterson a new Nash Special Six coupe.

Conductor C. J. King is touring the north for the next twenty-five days.



Motor Coach Division

ELMER WOOD

The boys of this division sure had a hot time the 4th, and straight pants, unguentine, etc., have held a high place in their favor. Conductor A. C. Adams seems to have drawn more than his share as he has been on the sick list since. His feet are so bad he cannot get his shoes on, and Office Clerk V. G. Smith has been peeling like a snake changing its skin.

The vacations in the office have started. L. W. Slocum is first, spending his two weeks just in and around town. Operator W. W. Morse is the Extra Clerk in his absence.

A card was received from Operator W. F. Weber by the office force, mailed from Vancouver, B. C. Weber says he is having one grand time and wishes to be remembered to all the boys.

Conductor J. P. Stone, who broke his ankle about a month ago, was around the Division on a pair of crutches last week. He says he is getting along fine, but it will be some time before he is able to grab any dimes.

Garage News

Day Foreman R. W. Anderson and his wife were called East on account of the serious illness of Mrs. Anderson's mother.

Harry Van Den Berg loaded his fam-

ily and camping equipment into his car and headed north for a two week vacation in the vicinity of Bishop. Elmer Wood is back of the wheel during Harry's absence.

Machine Shop Foreman W. J. Dewhirst is watching the walnuts grow at his Fontana ranch during his vacation.

Dean Ovard is getting up earlier now to walk to work on account of having lost the right of way at Slauson and Main.

Jimmy Deam and Jack Savage practiced walking the other day when the job they were trying out suddenly came into the garage while they were around the corner.

Decker, Marine and Kanka were hunting rabbits near Lancaster last Sunday. They said the country was "lousy with 'em." We have seen no proof of it, however. Marine did part with the information that they found one dead one under a cactus.

Percy Bosanko and Jack Savage can each vouch for a different reason why an automobile motor will not start by towing.

Mr. and Mrs. N. W. Lane wish to express their appreciation for the wonderful gifts from their L. A. Railway friends.



Division One

H. N. COLE

Motorman F. E. Kimble took Motorman E. O. McKinney out for a short early morning drive last Sunday and covered only three hundred and fifteen miles.

Vacation fever has stricken Conductor G. R. Evans. He is spending a few days up in the mountains and the remainder of his two weeks, so he says, will find him riding around on the different Coach Lines.

Motorman J. H. Schrader has given up everything in connection with work for the next two weeks and will be found drifting hither and thither in search of recreation.

There is another missing in the picture, and that is Mr. Rafferty, the man who everyone calls in time of trouble. He is on his vacation and Janitor Eddie Sweets is taking his place.

Conductor Ed Urban is taking a much needed rest for the next two weeks. Of course he will do a little fishing to while away his time.

A letter from Clerk Charlie Farrah, who was called back east on account of the serious illness of his father, states that his father passed away last Saturday. All the boys extend their sympathy.

With a coat of tan that reminds one of a bronze statue, Clerk Roy Ruggles returned from his vacation last Monday full of vim and vigor and all set for another twelve months of hard work.

There is some class to our switchmen here at Division One. Chester Hill and Charlie Adolphson both recently purchased new Chevrolets, and now they are strictly in the swim.

On the sick list we have the following: Conductors R. S. Davis and Pat Kelly. Motormen H. C. Fowler, S. H. Brody and H. W. Brown.



Shops

JACK BAILEY

J. Hayes of the Winding Room has returned from his two week vacation spent via Chevrolet as far north as Santa Barbara. He made daily trips to the beaches.

H. Heuer is reported on the Winding Room sick list.

A. Gerrard and M. Weller, both of the Winding Room, spent the weekend at the beach. Unguentine a la Red.

E. E. Wing and W. B. Wilson, two top men of the Upholstering Department, took last Saturday off to try their luck ocean fishing. It was hard to get them to say they caught any fish so draw your own conclusions.

Abey Schneider and J. A. Willer of the Paint Shop and Ray Weatherby of the Trimming Department are away on their vacation at Mono Lake. Hunting for trout and fishing for rabbits!

Truckman F. Goodman is back on the job after spending two weeks on the sick list.

L. H. Sawyer of the Machine Shop Drill Room leaves next Monday on his vacation to be spent as far up the Columbia Highway as time will permit. Vancouver will probably be the turning point.

The boys wish to express their sympathy to Carpenter W. Pattinson upon the passing of his daughter.

Mr. and Mrs. W. T. Reynolds of the Store Department are spending their two weeks vacation in places unknown. During their absence Miss Christensen of the Purchasing Department is taking Mrs. Reynolds place and Mr. Bollette makes a fine Chief Clerk.

Cards have been received from Machine Shop Foreman L. J. Hathaway wishing all the boys well and wishing they were with him to do some shopping in Vancouver.



Division Five

FRED MASON

Switchman "Heine" Heinzman, who is vacationing at El Verano, California, postcards "Arrived O.K. Sunday, ran a nail in my foot Monday and am sitting here like a bump on a log. Hoping you are the same." With feet like Heine's it's a wonder he doesn't run a telephone in one.

Conductor Frank Adams overheard this one between two male passengers on his car the other day: "Come on over and see me, Bill, the wife's away and I'm batching." Bill replied, "Sure will, Charlie, how many batches have you put up?"

Motorman Bill Hewett recently celebrated his nineteenth wedding anniversary, and he says it's that same grand old world.

The weather got too nice for Motorman Harry Bush so he wouldn't wait for the delivery of his new Ford, but went on a vacation for a couple of weeks to California Hot Springs with some friends.

Conductor A. J. Maryhew is off for a couple of weeks, vacationing in San Diego.

On his first real vacation for about ten years, Motorman Louis Erickson takes three weeks off and heads for the big trees at Yosemite.

From Detroit, Motorman W. F. Kenney writes to his "little" pal, Motorman Henry Mast, saying that he is having a wonderful time and wishes to be remembered to all the boys.

Motorman Bill Blakely is running his little Overland Redbird all over town, and his final destination will be Phoenix, Arizona. He's off for a couple of weeks.

Our Foreman A. F. Grant starts his vacation Sunday and after a few days at Monterey will give San Francisco a play.



Division Three

L. VOLNER

Our genial clerk H. W. Gilmore, has returned from his vacation but he did not get to go as far as he wanted to on account of so much rain up north.

Flagman Wm. Bailey, who is now en route to Connecticut via auto, writes from New Mexico that he is feeling fine and that his "Chevy" is doing her stuff.

Motorman G. H. Bedbury will spend thirty days vacation in the city.

Detroit, Michigan, will be the destination of Conductor J. C. Phillips during his thirty day vacation.

Motorman M. L. Bybee has gone to Kansas City, Missouri, on a ninety day vacation.

During his thirty day vacation Conductor O. S. Garrison will be in Monterey, Calif.

Motorman A. Benson will spend his thirty day vacation in the city.

Hillsboro, Oregon, will be the destination of Conductor C. Lange during his thirty day vacation.

Motorman R. W. Carter is off duty for seven days, which will be spent in the city.

Conductor F. E. Sparks will be around home for the next eight days.

Motorman F. T. McClendon is going to Madill, Oklahoma, on his sixty day vacation.