

Standing, left to right: W. D. Smith, G. Alimonti, A. Normand, A. O. Malm, Seated: F. W. Buswell, Foreman, W. L. Williams, Assistant Foreman.

The gentlemen in the picture this week belong to the order of South Park Shops' W. O. W. (Wows On Woodwork) and these knights of the sawdust are capable of turning out anything in wood on street cars, motor coaches, work cars—from a bell knob to the entire roof of a street car.

All work is enumerated and several hundred classifications are necessary to include every conceivable piece of equipment in the building or repairing of street cars. This work requires machinery such as planers, dadoing and sticker machines, band saws, sanders, etc.—everything that is necessary to transform wood in the rough to the finished product.

W. D. Smith is a cabinet maker and has been with the Company five years next October. He specializes on sash and doors.

G. Alimonti repairs sills and takes care of all turning work. Alimonti has been with the Company for about eleven years.

A. Normand is a sticker man and operates the machinery for sash and doors. He has been with the Company for about five years.

A. O. Malm is a step specialist. He has put in about eight years with the Company.

G. Neuschwanger, who was absent at the time this photograph was taken, has been with the Company for the past eighteen years. He is known as shaper man at the Mill.

F. W. Buswell, Foreman, has been with the Company for twenty-four

years and certainly knows the grain. That's why he is Foreman.

W. L. Williams, Assistant Foreman and Foreman Buswell's right hand man has been with the Company for about nineteen years. Williams is a cabinet maker, and knows whether or not a knot will knot up a certain piece of work or not. Anyway, if you happen to be going through the Mill the buzzing of saws and planers will tell you that the woodwork keeps these fellows busy.

Come and Get It!

The following letter has been received by Two Bells and we hope, through its publication, the conductor in question can be located:

"On May 9th, a passenger boarded one of our cars at Santa Barbara and Dalton Avenue and discovered he had lost his money. The conductor paid his fare and gave him a transfer. The passenger states he wrote to us on May 9th, relating the circumstances and requesting that the enclosed amount be given to the conductor.

"This office never received the man's letter, therefore the conductor was not reimbursed.

"I would appreciate it if you would mention this in the next issue of Two Bells and request the conductor to come in and see me as I am very anxious to locate him.

R. A. Pierson,
Supervisor of Merit System."

Division Four Holds Lead With 9.00 Witnesses For May

Although Division Four fell a little short of the high mark established in April when they made the U. S. record with 10.48 witnesses per accident, still 9.00 for the month of May is no small figure. It must be admitted that the men of this Division are consistently good.

Pinochle Tournament

Next Week's Games

Monday, June 11—Division Two at Division Three. Wednesday, June 13—Division Four at Division One.

Division Standings

	Won	Lost	Pct.
Div. One	6	4	.600
Div. Two	3	2	.600
Div. Four	5	5	.500
Div. Five	4	6	.400
Div. Three	2	3	.400

Last Monday, June 4th, the game between Division Three and Division One proved disastrous for the former. Division One took the first game and lost the second to Division Three. However, One came back and took the third, and just to show that they didn't like it, Division Three evened the score and took the fourth. The fifth game was a real contest and was finally cinched by Division One. Score—Division One, 3; Division Three, 2.

The game on Wednesday, June 6th, between Divisions Four and Five, ended in a 3 to 2 victory for Division Four. The first game was a close one and went to Division Five, which also came back in the second game and took it also. C. W. Allen, of Division Four, took out his lucky coin, made a wish and, of course, Division Four took the third game. The lucky charm received the hocus pocus touch for the fourth game with the result that Division Four took that game and also the fifth with plenty to spare.

While this is the second series that Division Five has lost by the odd game on their own roost, they are still in the battle and confident of picking up more than the two games they are down.

Among the ringsiders present were Superintendents L. L. Wimberly of Division Four and E. R. Dye of Division Five. Foreman J. B. Lair of Division One was also present to get a line on the result.

Landings Started on Mesa Drive

The Engineering Department has commenced work on the curbs and landings along the private right of way on Mesa Drive between Vernon Avenue and 60th Street.

An outstanding feature in last month's report is the fact that four of the divisions went over the seven mark. Division One stepped out of the six class into the seven class with 7.16.

Division Three again came in second place with 7.96 and it won't be long now they say before they will make it eight. Division Five is of the same opinion as far as they are concerned and are trailing Division Three with 7.75.

Division Two decided to remain in the cellar position with 6.70. However, this is a little better than April's report of 6.56.

The following is the standing of the Divisions for May:

Division	Witnesses per Accident
Division Four	9.00
Division Three	7.95
Division Five	7.51
Division One	7.16
Division Two	6.70

The average for all Divisions for May was 7.57 which is slightly under April average of 7.64.

No Accident Day For Division Four

Sunday, June 3rd, was one of those no report days for Division Four and the men of that Division demonstrated that they could operate 10,168.09 miles without a scar, scratch or blemish to a car or injury to a passenger.

E. L. Lewis To Give Talk

A very interesting talk will be given by E. L. Lewis, Vice President of the Los Angeles Railway Land Company, at a noon luncheon of the Wilshire-Western District Association meeting at Marchetti's on June 14th.

The subject of Mr. Lewis' talk is the pictorial early history of Los Angeles and the development of the local transportation system. A number of the pictures used in stereopticon slides portray the old type of street cars and many of the old timers can be recognized in the crews of early days of the railway system of Los Angeles.

~ 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

Our Mission

By George B. Anderson
Manager of Transportation

This issue of Two Bells marks the beginning of its ninth year. In the first issue, June 7, 1920, the purpose of the publication was set forth as follows:

"To trainmen throughout the country 'two bells' means 'go ahead.' It means co-operation between conductor and motorman, indicating the car is clear so that they may proceed in mutual safety. Such is the spirit intended for this little newspaper to be published by and for employes of the Los Angeles Railway. * * * *

"Just as two bells signifies co-operation between conductor and motorman, so this paper hopes to establish co-operation between all employes, from the newest trainman to the General Manager, G. J. Kuhrts. It is well to remember that working together helps you just as much as it helps the other fellow."

I believe that Two Bells is fulfilling and will continue to fulfill its mission. I believe that a better mutual understanding exists today than eight years ago. I believe that the rank and file of employes have a better understanding of the spirit of the management; and I know that the management, on the other hand, has a keener, livelier understanding of the spirit of the employes as a whole.

In an organization like ours perfection in all things can not be attained, of course. But with such intercourse as that which has been made possible through Two Bells, with the opportunity afforded to gain a clearer mutual conception of the problems incidental to the type of service we are rendering, it seems to me to be within reason to anticipate that as the result of this endeavor to bring about a clearer conception of the duties and privileges of all concerned, all working toward a common end—the advancement of corporate and individual interests—a proper subordination of individual wishes and a greater spirit of co-operation is bound to ensue.

Mutual recognition of the rights, duties and prerogatives, as well as the privileges of all involved, make for harmony and success, and without such mutual recognition and compliance there is ever present danger that pleasant relationships may be impaired and the atmosphere of harmony clouded.

If through Two Bells this atmosphere has been clarified and organized effort made more effective and of greater mutual benefit, then indeed are all concerned to be congratulated over the outcome.

Flag Day - June 14

There are only four places in the United States where the American flag is flown continuously night and day—the National Capitol, Senate and House office buildings and over the grave of Francis Scott Key, the author of the "Star Spangled Banner."

Each star in our flag reading from left to right represents a definite state—they start with Delaware and Pennsylvania and end with New Mexico and Arizona.

On the shore the flag should never be dipped by way of salute to anyone or anything. Non-uniformed men and citizens always remove their hats when the flag passes in parade, but how many women know their salute is the placing of the right hand over the heart?

Prof.: "What is the difference between 'I will hire a taxi' and 'I have hired a taxi'?"
Student: "Usually about seven dollars and a half."

"Say waiter, I ordered strawberry shortcake and you brought me a plate of strawberries. Where's the cake?"
"Well, suh, that's whut we is short of."



Lary Laffs

Doctor: "What did you do with the patient's temperature?"
Nurse (frightened): "Oh, gracious, I left it in the thermometer."

Old Gentleman: "Young man, when I started life I had to walk."
Young Motorist: "You are lucky. I had to be carried."

"She frowned on him and called him Mr.,
Because in fun he'd merely Kr.,
And then in spite
The following night
This naughty Mr. Kr. Sr.

She-sez: "I have no sympathy for a man who gets drunk every night."
He-sez: "A man who gets drunk every night doesn't need sympathy."



BOUQUETS



The public's appreciation garden bloomed profusely during the month of May, the bouquets received from 104 patrons numbering 182. This is by far the largest list of commendations received in the history of the Company. The tabulation below gives the number received by each division.

Division Five	65
Division Two	40
Division Three	40
Division One	20
Division Four	15
Motor Coach	2
<hr/>	
	182



Left to right: Conductors C. V. Jones, H. E. Tetreault, Motormen F. C. Sommer, A. T. Nunn, E. J. Roche, Conductor L. E. Adkins, Operator F. L. Shafer.

For Conductor C. V. Jones of Division Four from M. V. D'Arsie Jackson for his attention to a crippled lady, helping her off the car and through dense traffic to the curb.

For Conductor H. E. Tetreault of Division Five from C. E. Carter for his pleasantness to him and to other passengers.

For Motormen F. C. Sommer and A. T. Nunn both of Division Two from Mrs. M. Catherine Van Vleet for their kindness and courtesy to her.

For Motormen E. J. Roche and Conductor L. E. Adkins of Divisions Two and One respectively from Mrs. Anne Kenworthy for calling streets after dark and extra attention to their passengers.

Motor Coach

For Operator F. L. Shafer of the Motor Coach Division from Mrs. William T. Fahey who writes in part, "I believe I am in a position to appreciate his careful attention and gentlemanly courtesy to young and old and to his duties in general."



Left to right: Motorman J. G. Adair, Conductors T. C. Chase, B. Germain, T. H. Carey, A. H. Boivin, Motorman F. J. Cimmino, Conductor M. C. Aspinwall.

For Motorman J. G. Adair of Division Two from Miss Fannie Stein for his manly conduct, patience and efficient service.

For Conductor T. C. Chase of Division Two from Miss Grace P. Richart for his "good cheer and smiles that offset the disagreeableness of the crowds."

For Conductor B. Germain and Conductor T. H. Carey of Divisions Two and Five respectively from Wm. L. Oge, for their courtesy in loaning him car fare on two different occasions when he found he was without change.

For Conductor A. H. Boivin of Division Two from Mrs. G. E. Angell for paying her car fare when she entered the car without it.

For Motorman F. J. Cimmino from Dr. Thomas D. Craig who writes, "I do not know this man's name but I cannot forget that smile, and the careful and courteous manner in which he gathers up his passengers."

For Conductor M. C. Aspinwall of Division Five from E. Goldberg for his kindness in paying his car fare when he boarded the car with nothing less than a ten dollar bill.

Bulletins

ISSUED JUNE 9, 1928

Street Car

NO. 75—NOTICE TO TRAINMEN

Effective June 11th. Paragraph No. 7 of Sec. F of Rule No. 67 on Page No. 2 of the Rule Book is amended to read as follows:

JEFFERSON AND MAIN

Conductors are not required to flag either NORTHBOUND or SOUTHBOUND at the AIR LINE tracks. Cars must be stopped in the clear of the air line tracks. Motormen must make observations and proceed on conductor's bell signal. Northbound motormen are not required to stop at track intersection on Jefferson Street.

Southbound, WHEN A FLAGMAN IS ON DUTY, motormen are permitted to proceed across the air line tracks without stopping.

At the intersection of the AIR LINE tracks on Jefferson Street, east of Main Street, WHEN A FLAGMAN IS ON DUTY, motormen, on westbound cars, must stop in clear of air line tracks and obtain signal from flagman. Another stop must be made at the intersection of Main and Jefferson Sts., and another signal received from flagman.

Eastbound, when a signal is received from flagman at the intersection of Jefferson and Main Streets, motormen are permitted to proceed across the air line tracks without stopping. When flagman is NOT on duty the crossing must be flagged in accordance with the general rule.

NO. 76—NOTICE TO CONDUCTORS

Pass No. 347 issued to D. B. Cherniss, Inspector, Health Department, City of Los Angeles, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 77—NOTICE TO CONDUCTORS

The following passes are reported lost: Firemen's Pass Book No. 38063 issued to Fireman William Tynan.

Firemen's Pass Book No. 38678 issued to Arthur G. Schuster.

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

NO. 78—NOTICE TO CONDUCTORS

Employee's Ticket Book issued to Amanus Horn, Ticket Book No. 18899, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 79—NOTICE TO CONDUCTORS

Pass No. 5578 issued to J. B. Kaiser, which was reported as lost in Bulletin No. 71, has been recovered.

NO. 80—NOTICE TO CONDUCTORS

The following passes reported lost during the months of April and May have not been recovered:

59	3393	5612
1261	3467	6117
1268	3735	6155
1513	4223	6314
2255	4373	6768
2458	5116	6929
3288		
Firemen's Pass Books Nos.	13074	
35124	38945	40191

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

NO. 81—NOTICE TO TRAINMEN

At all terminals whenever a car arriving at the terminal can pull over the crossover without having to wait for its leader to pull out, this must be done, in every case, before stopping to change the fenders.

P. B. Hill

Treadle Steps Operate Doors

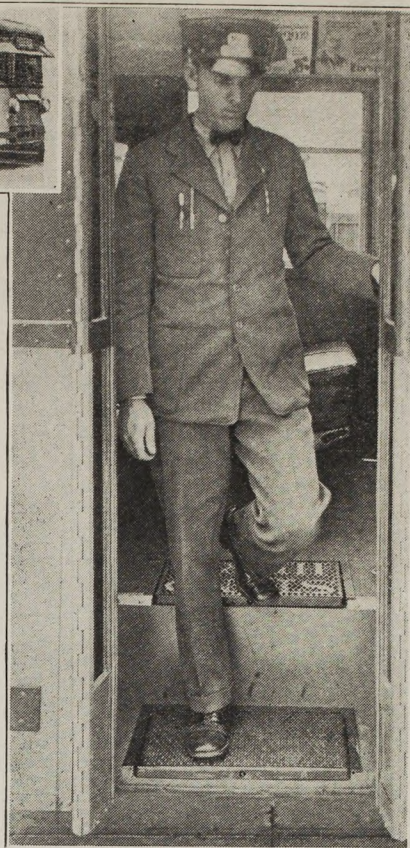


This picture is of Motor Coach No. 2004, which, together with Coaches Nos. 2003 and 2002 are the latest word in motor coach transportation and are a part of the fleet of coaches operating at present on the Figueroa Street Line.

These coaches are equipped with treadle steps that control the doors at the rear end. Supervisor H. C. Lehnhart is demonstrating how these steps work. By stepping on the top plate, when the coach comes to a stop, the doors will open. When the passenger steps on the lower plate the doors will still remain open until he or she steps to the pavement and clear of the doors.

The steps are air controlled and automatically lock the brakes, thus preventing the coach from moving while the doors are open.

Supervisor Lehnhart, who is instructor on this type of equipment, also instructs new men on the rules and regulations of the Coach Division. Lehnhart started with the Company in October, 1922, as conductor at Division Five. In October, 1923, he transferred to the Motor Coach Division working on several of the



lines as operator. In November, 1925, he was promoted to Supervisor and since that time has been assigned instruction work together with supervisory duties.

Company Orchestra To Play For Vets

The Los Angeles Railway Orchestra is to furnish the music at a dance to be given by the Society of the First Division, A. E. F., at Patriotic Hall on Figueroa Street, Saturday, June 16th.

The admission is fifty cents. There will be special features in entertainment and a new Ford Sedan is to be given away.

For Sale

Whippet Touring, A-1 shape, driven only 3,222 miles, \$150 down, full price \$275. Truckman R. Baxter, 311 E. 59th Street.

Grand Rapids Refrigerator, 50-pound size, nearly new, \$5. C. G. Heiser, 2328 Redondo Blvd.

Gentleman's Solitaire Diamond Ring, set in platinum top, perfect blue-white, valued at \$400, will take \$300 cash. J. H. Meiers, Motorman, Division Four.

For Rent

Three-room House, unfurnished, garage. C. Larson, 157 West 58th Street. Phone AXridge 3785.

Three-room Apartment, furnished, garage, convenient to car line and Division One. Reasonable rent to desirable tenant. Sam Edwards, Flagman, 1009 South Alma Street.

Personal Mention

Instructor Grant Clear leaves on vacation for San Francisco tomorrow in his new Essex Sedan.

From the Schedule Department, Checker E. L. Dandurand is vacationing at Clear Lake, and G. A. Woolley at Lake Elsinore.

Coach Line Extensions

The Board of Public Utilities has granted authority to extend the Beverly Boulevard Motor Coach Line east along Beverly Boulevard from Vermont Avenue to Bonnie Brae Street. It is intended to give service from approximately 6:00 A. M. to midnight on a twelve-minute basic headway, but service will not be commenced until sufficient motor coaches are on hand. Just what date these will be available has not yet been determined. The same fare that has been in force between Larchmont and Bonnie Brae Street. This motor coach line will connect with Lines "I" and "D" at Beverly and Bonnie Brae, the connection with Line "I" providing a more direct service to the new Civic Center than has heretofore been available.

Manchester Avenue Line

The Manchester Avenue Motor Coach Line will be extended along Firestone Boulevard (which is the name of Manchester Avenue east of Central Avenue) from Cedar Street to Ivy Street, effective Tuesday, June 12th, 1928. There will be no change in fares or schedule.

Stork Visits

The following activities of energetic old Doc Stork are reported as follows:

Conductor E. D. Hickox, of Division Three, is the proud father of a baby girl born May 31st.

Conductor W. R. Ward also of Division Three, announced that on the 17th a new Conductor arrived at his home, an 8½ pound boy.

Not to be out done, Motorman M. Langager of the same Division Three, announced that on May 29th Doc Stork presented him with an 8 pound boy.

Conductor W. R. Nichols, of Division Five, last Monday, June 4th, came waltzing in with a million dollar smile. It was his birthday and the day before his wife had presented him with a ten pound baby girl.

All mothers and babies doing fine.

Division Assignments

To Division One: Motormen G. F. Green, G. E. M. Thomas, A. H. Nylander, Conductors M. J. Thomason, H. N. Martin, W. T. Lewis.

To Division Two: Motormen A. B. Cotton, H. H. Morgan, J. J. McDonald, Conductor V. L. Fields.

To Division Three: Motormen J. B. Reid, C. T. Vaughn, C. W. Trice, Conductors H. T. Calkins, L. A. Therien, G. W. Wheeler.

To Division Four: Motormen S. H. Lewis, J. W. Jergensen, Safety Operators M. Buchko, J. R. Harvey, W. A. Guthrie, Conductor M. B. Assell.

To Division Five: Motorman H. J. Morgan.

Anyone Driving To Vancouver?

Wm. McLellan, Flagman and formerly motorman out of Division Two, is extremely anxious to make a short visit to his son in Vancouver, B. C. If any trainman is contemplating a trip to that city, McClellan would like to get in touch with him.

Appreciation

We wish to thank the Los Angeles Railway Cooperative Association and the employes of the Company for the beautiful floral piece, their sympathy and help in our great sorrow.

Mrs. W. B. Zink,
J. E. Summers.



Motor Coach Division

ELMER WOOD

The clerks in the office would like to remind you that leaving the small windshield "School Sign" on the coach when you pull in, makes it hard to locate the next day. So your cooperation in returning them to the office will be greatly appreciated.

We are glad that Conductor J. S. Thornton didn't break his neck the other day when the coach swerved out to miss an automobile and threw him off the rear platform. The coach was traveling around twenty miles per hour. Thornton received a few minor bruises and sprained his fingers. His uniform was completely ruined but outside of that he is O. K. M. N. X.

The boys extend sympathy to J. C. Sausser and wife in the loss of their three weeks old son.

Supervisor Dave Schantz has received a letter from R. Marshall, formerly Operator and also a mechanic in the garage. Marshall is working in the garage of the Detroit Motor Coach Co., and states that he is saving up his money to come back to L. A. as soon as possible and that there is no place like California.

Garage News

Dorothy Rankin, our telephone operator, is vacationing for two weeks. Home and taking local trips will be the extent of her pleasures this year.

"Fatt" Riggs, driver of No. 64, was almost run down by a careless motorist the other day. George says, "It would have served him right if he hit me and wrecked his car."

If you see anyone eating Planters Peanut Jumbo Bloch candy, have them save the wrapper for J. H. McCornack of the office. We understand he is trying to collect enough to get a box of paints. But there is one thing we don't know and that is who are the paints for. Mack are you holding something out on us?

Ben Rogers was transferred from the Second Shift to the First replacing F. Szager. D. B. Sterling is the new man on the Second Shift.

I. E. Church of the First Shift and R. Glassburn of the Third Shift have swapped shifts.

We were very sorry to hear of the death of H. L. Clinton's grandmother, Mrs. Mary A. Clinton. Although she was eighty years old she was very active up until her death June 2nd. She was only ill a few days before she passed away. She was the mother of W. A. Clinton of the Machine Shop at South Park Shops.



Division Three

L. VOLNER

As the weather has been rather cool and as he is somewhat behind his fishing schedule, Motorman J. H. Critchett has taken a few weeks off to try his luck.

Conductor A. Valenzano has resigned to go into the bottling business.

Motorman H. C. Hansen, who recently returned from a trip to Oklahoma, has resigned.

Conductor I. J. Kramer will be off duty for one week, which he will spend autoing between 'Frisco and San Diego.

Conductor W. O. Butt is to make a trip East during his vacation.

Conductor M. B. Wickline has gone to Idaho for a month vacation.



Division One

H. N. COLE

A certain milk dealer in this city should furnish Conductor W. R. Elliott with milk enough to last him the rest of the year and this is the reason. Elliott had pulled up at Walnut Park and stepped out to inhale a few whiffs of ozone, when two horses hitched to a milk wagon came tearing down the street, scattering milk bottles on all sides. Elliott grabbed them by the bit and after being dragged for a considerable distance succeeded in bringing them to a stop, thus saving the loss of more milk and bottles and perhaps damage to the wagon.

S. R. Edwards, formerly a conductor out of this division but now flagging, either dreamed that he could play checkers or some one has been kidding him, anyway he has taken several days off and is spending most of his time at the barn challenging all comers to a game. George Williams has taken him in charge and at the rate Edwards is learning he will soon be able to hold his own.

For the benefit of those who do not know him, we will say that the dignified looking hombre working traffic at Vernon and Santa Fe, is Conductor E. S. Lee of Division One, who is working in the place of Traffic Man White, who is off on a vacation for ninety days.

Motorman-Line Instructor L. Scott, who is well known around the Division on account of his ability to play

not only a crack game of pinochle, but expert chess and checkers, is now breaking in as Supervisor. Supervisor Tuberdye has him in charge.

Motorman A. E. Gardner has taken sixty days off and will go to Santa Rosa on account of his health.

Conductor A. G. Rex has returned from a trip to Seattle, Washington, and is back on his West Ninth Street run.

Motorman W. L. Sullivan has sixty days leave and is driving to Claffin, Kansas.

Conductor J. M. Boehm is taking a ninety days' vacation and it is understood that he will spend most of his time in Canada.

Conductors A. Haley and P. H. Cross have fallen heirs to regular runs after bucking the extra list for quite a while.

Motormen R. A. Baudisch has fallen heir to a night run on the "D" Line. He has Conductor P. H. Cross on the back end.

Conductor H. L. E. Roberts is vacationing in San Diego for the next thirty days.

Conductor H. J. Klingsick has changed from a night run on the "R" Line to a day run on the "D" Line.

On the sick list we have: Conductors H. Emmett and B. V. Peacock. Motormen: G. C. Hanson, N. Robinson, H. C. Fowler, Harry Lozier and R. D. Tolliver.



Shops

JACK BAILEY

We are not quite sure but we think that J. Rayburn of the Blacksmith Shop is in line to pass the cigars.

H. P. Dicken of the Blacksmith Shop suffered from a piece of steel in his eye, but everything came out O.K.

Machine Shop Clerk, F. A. Frazier, is away to Catalina on his vacation.

Machinists, S. C. Kriewald, M. E. McCune, H. S. Nutter and one of Doc Robey's men known as "Sea Sick" Sayer and owner of the boat, spent a most delightful week-end on the waters near Catalina, fishing. There were no samples brought back.

George Sleppy of the Truck Shop has been given a 60-day leave of absence. He will make a round trip back east to visit his daughter.

B. Goy of the Store Department is away on his vacation following the return of James Brown.

Mr. and Mrs. R. Dwyer wish to express their sincere thanks and appreciation to their many friends in the offices and Shops at South Park for the beautiful chest of silver.

(Division Three Continued)

Conductor D. R. Janes has returned to duty after a month leave, which was spent in the city.

Two months leave has been granted Conductor E. B. Keever.

Supervisor Chas. Polchow of the "E" Line was a caller at the office a few days ago. All glad to see him out and hope he will soon be able to return to work.

Switchman W. H. Meloy and Motorman W. H. McClendon spent last Monday at Hermosa Beach, where they hauled in the fish. They brought back a large sack filled with bass, barracuda, etc.



Division Five

FRED MASON

Well, boys, the Silver Loving Cup, the Pinochle Traveling Trophy, was on display at this Division last Tuesday and Wednesday and we all agree that it's a beaut. It's not due to do any traveling though, is it? NO!

Here they go: Motorman G. A. Chambers, sixty days to Rupert, Idaho. Conductors "Hank" McDonald and Tommy Carey, ten days to Yosemite. Conductor Frank Weir, fourteen days to Yosemite. Conductor Art Vreeland, sixty days to Yellowstone Park and various other places. Motorman Gus Jacobson, just a week to rest up. Conductor A. J. Konecny, forty days to go back home to San Antonio, Texas. Conductor C. K. Stahl, fourteen days to Camp Seeley. Tia Juana, you'll notice, doesn't get a play.

We are all glad to see Motorman L. Blackburn back on the job again after being off six weeks following an operation.

Another Line Instructor gets a call. Conductor J. L. Crofts is breaking in as extra clerk to take the place of Conductor-Line Instructor Y. V. Hoffmeister, who is breaking in as Extra Supervisor.

Cashier Roy Banks is back from his two weeks vacation. He said not to say anything about his being back and nobody would know. He's wearing a coat of tan and a new straw hat and is much taller than Merdie.

Conductor Fred Buxton was off all last week fishing and he certainly brought home the bacon.

Nine days gone and not a June bride in sight. Oh well, today is payday so we'll see what happens during the week.



Division Two

E. A. MOXLEY

Conductor D. A. Tierney has been laid up at home for the past two weeks.

The vacation season is now on in full force. On the first, the following started out on from thirty to ninety days: Conductor F. J. Nimz to visit relatives in Vancouver, Wash.; Motorman C. H. Engle driving to Vancouver, Wash., to visit friends; C. R. Wilkins, Conductor, going to Seattle; Conductor R. C. Robson to San Jose to rest up on a friend's ranch; Motorman B. H. Elshire to Chamberlain, South Dakota; H. J. Gibson to Winnipeg, Canada, didn't say why; R. N. Bolding to visit sister in Washington.

H. F. Nelson starts the office force. He and family start out for San Francisco and way points next Sunday (10th). Motorman T. C. Strobel will keep the typewriter warm until he returns. T. C. will then make a trip back to the old home town for the month of July.

The boys of the Division regret very much to hear of the death of Motorman W. B. Zink, and all wish to extend their sympathy to his bereaved family.

Conductor S. M. Estes decided to stay in Texas, so sent his resignation in when his leave terminated.

Motorman T. Fitzmaurice resigned and left for Oakland where he intends to try out the cars.

Motorman-Line Instructor Charlie Roush, who can now be seen piloting the Rough Edge car around town, dropped in at the Division, Tuesday, to let the students give the place the once over. Here's wishing you luck C. C.

Motorman J. F. Kirk landed a night run on the "U" line after bucking the board for eighteen months.

Motorman J. Waddell has been on the sick list for several days. He is able to do a little flagging now and then but that is all.

Conductor R. Lightfoot spent Tuesday out on one of the barges. He brought in a sack of good sized fish and distributed them around among the boys.



Division Four

E. E. JOHNSON

Motorman A. G. Randolph writes that he is leaving the sanitarium at Phoenix, Arizona, to enter the Mont Alto Sanitarium at South Mountain, Pennsylvania.

Motorman F. Lehman sends word from Tucson, Arizona, where he is enjoying the desert sands and attending to business for 14 days.

Conductor J. L. Berry is on 7 day leave to take in the splendors of the Yosemite Valley.

With the annual vacation bug in his system, Conductor D. J. VanderLinden has gone to visit relatives in Chicago for 90 days.

Motorman H. W. Ross is roughing it northward for 90 days and maybe into Canada.

George Lee with his Pontiac all dolled up like a million dollars, left on an extended leave to New York and the boys are wondering if George would return looking as well.

Joe Turnbull is back again on the job after being off sick for three weeks.