

Car Whackers Of South Park Shops

Demerits Drop Credits Gain



Back row, left to right: Ed Baker, J. Kennedy, H. Campbell, Geo. McMillan, F. Cummings, A. Horn, M. Chavez, W. Kirby. Fifth row: H. Lock, R. Williams, F. Joyce, A. Harlow, J. Giles, J. Schreiber, F. Brenon, L. Thomas, W. Thun, R. Baxter. Fourth row: A. Fabregat, J. Condon, J. DeLatorre, A. Leisure, W. Morgan, H. Thompson, J. Glenn, E. Edwards, W. Leisure, A. Perris, H. Benzel, L. Plummer. Third row: E. Kinion, F. Hart, H. Turner, H. Baldwin, J. Glaumuzina, W. Davis, J. Davidson, M. Christiansen. Second row: F. Marshall, E. Sundeen, J. McAndrews, W. Amos, Assistant Foreman, H. Longway, Foreman, B. M. Cinnamon, C. Smith, E. Lendy, R. Wallace, F. Rappe. Front row: L. Lock, C. Thun, R. Catherman, F. Bickford, D. Ferris, E. McCleanthan, C. Reed.

Although they are commonly known as "car whackers," nevertheless they are masters in the art of whacking, and we take pleasure this week in introducing the truckmen of South Park Shops.

As one might well imagine, there is a whole lot under the floor boards of street cars, in fact so much that these fellows are kept busy, and on regular overhaul trips of cars to the Shops, the men of this particular department take care of what you might call the street car chassis. When a street car pays its visit, to the Shops, the trucks are removed and the motors taken out. All dirt and grease that has accumulated is removed on the steam rack, and the equipment is then returned to the Truck Shop and replacement of parts is made wherever it is found necessary. The electrical equipment is taken to the Electrical Repair Department and repairs to the metal parts are sent to the Blacksmith Shop.

The chief of the group is Foreman Harry Longway. W. Amos is Assistant Foreman and B. M. Cinnamon is Clerk.

J. Kennedy, H. Campbell, Geo. Mc-

Millan, J. Giles, J. Schreiber, F. Brenon, L. Thomas, W. Thun and R. Baxter are known as "Motormen" and, as the name implies, take care of all work on the motors with the exception, of course, of the electrical apparatus.

Ed Baker and H. Lock are known as Shop Switchmen and they do the piloting of cars that are being overhauled, from one department to another.

F. Cummings is the drill press expert of the group and A. Harlow is the machinist.

E. McCleanthan and F. J. Bickford are the transfer table operators.

The balance of the men take care of the various phases of work connected with the Truck Shop.

Special Work Change

The Engineering Department is at present at work on the special work at 7th and Mateo changing the layout. The north to west curves are being removed and a four-unit crossing is being installed. The west to south curves will remain as at present.

Company Dance

The regular monthly entertainment and dance for the employes of the Company and their families will be given on Saturday evening, June 30th, 1928, at Foresters Hall (fifth floor), 955 South Olive Street.

Arrangements have been made for the usual good vaudeville show to be followed by dancing. The show starts promptly at eight o'clock.

Employes will be admitted on their passes or identification cards. The cards may be obtained from the Heads of Departments or from the Foremen and are furnished for the use of the members of families in case the employe is unable to accompany them.

The evening has all the earmarks of being highly entertaining. Get the habit and bring the family along. Let them have a good time. Remember the show starts at eight o'clock sharp.

And, folks, if you can do the "Wobbly Walk" or the "Varsity Drag," or perhaps just the old-fashioned dancing, you will enjoy the dance music.

Just when it looks as though discourtesy on the part of trainmen is to be a thing of the past, along comes a report showing a gain for this particular classification. In the Merit report for the month of May, there is an increase of eleven demerits—seven in April and eighteen in May.

Running Ahead of Time showed an increase of twenty. There were eighty-three demerits in April and one hundred and three in May.

Missing Out marked up an increase of nine. Ninety-four cases were reported in April and one hundred and three for May.

The biggest contributor to swelling the total number of demerits for May was Smoking While On Car. This classification jumped forty-six. There were thirty-four demerits in April and eighty in May.

To offset these increases Excessive Speed dropped thirty-five demerits, from fifty-eight in April to twenty-three in May; Giving Bells Too Soon from fifty-five in April to twenty-seven in May; Going Against Traffic, nine; Not Stationed at Fare Box, nine; and Calling for Bells Too Soon, eighteen. These decreases were responsible for bringing the total for May down to 662, as against 698 for April—a decrease of 36.

Credits Go Up

A very favorable report is given for May in the number of credits given. April report gives 309 and May shows 367—an increase of 58. There were perceptible increases in practically every classification.

Pinocle Tournament

Next Week's Games

Monday, June 25—Division Three at Division Four. Wednesday, June 27—Division Five at Division Two.

Division Standings

	Won	Lost	Pct.
Div. Two	10	5	.666
Div. Four	8	7	.533
Div. One	10	10	.500
Div. Three	6	9	.400
Div. Five	6	9	.400

Square and Compass

Tonight's the night for members of the Square and Compass Club in a little get together on some initiates who are joining the ranks.

Those who were fortunate enough to witness Dave Mears and assistants perform on the last occasion will need no urging to be present. Refreshments will be served after the ceremony.

~ TWO BELLS ~

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

A Herald of Good Cheer and Cooperation

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

News

Well, the dinner is over. Oh yes, of course, we almost forgot to mention just what dinner it was, because there are dinners and dinners. But the one we refer to particularly in this reminiscent mood, is the one recently given to the Scribes, or Columnists. Maybe you call them news-hounds or worse. However, these young men got together in a little confab and the talk varied from cabbages and kings to who's who in this great street railway system of ours.

Now one might say that there is nothing new in this old world of ours—nothing new at all, and of course this would naturally apply to a street railway system. But with an organization of approximately five thousand employes, there must be a great variety of happenings, particularly when one considers just how this number is increased to a very large extent if each member of the employe's family is included.

We believe our Scribes are doing very well with their columns in the amount of space they are allotted, but they say it is exceptionally difficult to get news at times. Sometime ago boxes for news items were placed in the different divisions but they were only successful in collecting spider webs and dust. Now the spider is evidently optimistic in getting his dinner just the same as the Scribe, and it must be discouraging to both when they take a peep into those boxes. The Scribes are willing to work on anything in the line of news that may be submitted to them so that they may eat at the annual dinner. With the hundreds of trainmen at each division this task of getting news ought to be easy, and if each trainman, at some time or other will only get over that stage fright feeling about going to the Scribe with news, the volumns will include many names and happenings. "No news is good news" might well apply in some instances, but not so with the Scribes. Don't feel self-conscious about submitting news of yourself and family. That is what we want. If we are crowded for space at any time, that is for us to worry about. Just get in touch with your Division Scribe, you will find him interested in whatever you have to offer in the way of news.

Step Lively, Please!

"Move up ahead, step lively, please!"
The trolley conductor yells with stress,
And never he thinks that words like these
Are part of the creed that wins success.
"Plenty of room up front," he cries,
"Move up, you people, don't block the aisle!"
And never knows that his chant applies
To life itself in a vivid style.

For life is a sort of trolley car,
With Fate conductor and Time the grip;
Where all must travel o'er near or far,
And take their chance of a pleasant trip.
And some folks stay in the sweaty crowd
That grunts and grumbles and fights for straps,
And roasts the service and swears aloud,
And steps on corns; but the keener chaps

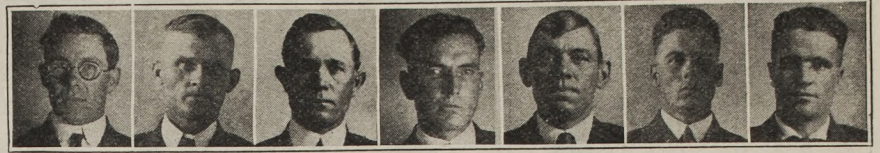
Hearken wisely to Fate's clear shout,
"Move up ahead, step lively, please!"
Out of the crowd that packs about
The trolley entrance they lithely squeeze,
"Plenty of room up front," is right.
They look around and they pick their seat,
While the crowd in the rear, still wedged in tight,
Stands and curses its aching feet.

So take your choice, for it's up to you
Whether you ride in pain or ease,
While Fate shouts loudly the thing to do,
"Move up ahead, step lively, please!"

—Author Unknown.



BOUQUETS



Left to right: Conductors W. W. Nally, J. D. Robertson, Motorman T. E. Boydston, Conductors R. V. Noakes, J. H. Martin, L. F. Vernoy, J. W. Godel.

For Conductor W. W. Nally of Division Two from Mrs. B. Johnson who writes: "His courteous manner, never failing tact, patience and kind consideration under all sorts of trying conditions are more than appreciated."

For Conductor J. D. Robertson and Motorman T. E. Boydston of Divisions Two and Three respectively, from Mrs. Mary Brock for their extreme kindness to her when her husband was suddenly taken ill and had to be carried from the car.

For Conductor R. V. Noakes of Division Five from P. H. Melhuish for his kindly advice and assistance.

For Conductor J. H. Martin of Division One from Geo. M. Shields whose letter is quoted in part: "He is punctual at his work, courteous in his manners. He bears a good character as a gentleman as well as a man of business."

For Conductors L. F. Vernoy and J. W. Godel of Division Two for their pleasant and courteous manners.



Left to right: Motorman R. J. Schneider, R. Gholson, Conductors J. Pewitt, R. F. Ridell, J. B. Wintermute, Motor Coach Operators H. E. Whiting and F. P. Morse.

For Motorman R. J. Schneider of Division Three from Mrs. Kate Parvin who explains how he held his car for her when she ran to catch it. "It is kindly deeds like this that help us in our daily work," she adds.

For Motorman R. Gholson and Conductors J. Pewitt, R. F. Ridell and J. B. Wintermute all of Division Three from Dr. Charlotte Escudi for their courtesy and kindness in holding their cars for her on several different occasions.

Motor Coach

For Motor Coach Operator H. E. Whiting from Mrs. E. Walstrom in appreciation of the excellent service and kindness received.

For Motor Coach Operator F. P. Morse from H. F. Scheigner who explains in detail the thoughtfulness and kindness of this operator in assisting an elderly blind couple to the bus from the curb and seating them inside.



LARY LAFFS



Rastus (after a visit to the doctor): "Dat doctah sure am a funny man."

Wife: "How come?"

Rastus: "Made me swallah two cartridges filled with powder, and then tell me I shouldn't smoke. As if ah would!"

A man was arraigned on a charge of bigamy, but after the jury had deliberated he was acquitted.

"You may go home," said the Judge.

"Thank you, your honor, but I don't want to make no mistake. Which home shall I go to?"

"What time do we get to New York, George?"

Porter: "We is due to get there at 1:15, unless you has set your watch by Eastern time, which would make it 2:15, then, of co'se, if you is goin' by daylight savings time, it would be 3:15, unless we is an hour an' fifty minutes late—which we is."

He: "I want to marry your daughter."

Father: "Have you seen my wife yet?"

He: "Yes, but nevertheless I prefer your daughter."

Mother — "Oswald, you should never do anything which you would be ashamed for the whole world to see."

Oswald—"Hooray! I won't have to take any more baths."

"And how have you been getting on, Mrs. Mumble?"

"Ah, miss, not too well. My poor 'usband 'ad a parallel stroke, and we've had a 'ard time to make both ends meet."

"Mandy, I'se heerd yo' is still lettin' dat no 'count nigger from Dow Town hang 'roun'. Is you?"

"Who dat bin sayin' I is?"

"Dassall right you bin sayin' yo' is. De pint is, is you?"

"I ain't sayin' I is."

"Well, ye' ain't sayin' you ain't. Ef you ain't, you is."

"Ef I is, I is, ef I ain't I ain't. 'Tain't none o' yo' buznness whether I ain't or is!"

"You ain't sayin' you ain't. Dat mek it yo' is. Ain't yo'?"

"Is dat so? Ef I is, I ain't gwine say I is, an' ef I ain't, I ain't gwine say I is or ain't. Is dat plain, or ain't it?"

Bulletins

ISSUED JUNE 23, 1928.

Street Car

NO. 85—NOTICE TO CONDUCTORS

City schools will close for summer vacation on Thursday, June 28th. School tickets will not be honored after that date until further notice.

NO. 86—NOTICE TO CONDUCTORS

Los Angeles Motor Coach Company Wilshire Boulevard exchange tickets, Form Ex. 6, and Pacific Electric Railway Company Joint bus ticket, Form BU. S-6, are now being issued, bearing information on the reverse that, these forms of transportation are not good after 1:00 p. m. if coupon is detached, instead of until 2:00 p. m. as heretofore.

Conductors receiving such forms of transportation will be governed accordingly.

NO. 87—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 1857 issued to W. J. Dewhirst, Garage Department.

Pass No. 6761 issued to E. Yohler, Conductor, Division No. 1.

Fireman's Pass Book No. 38666 issued to Fireman Michael J. Fay.

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

NO. 88—NOTICE TO CONDUCTORS

Pass No. 6968 issued to R. M. Carter, Motorman, Division No. 4, which was reported lost in Bulletin No. 82, has been recovered.

NO. 89—NOTICE TO CONDUCTORS

Pass No. 3554, issued to Marie Frasier, wife of R. P. Frasier, Motorman, Division No. 3, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill

Old Timers to Start on Long Trips

W. O. (Bill) Bailey, formerly Conductor at Division Three, and who has been flagging since 1922, is taking a three month cross-country tour and will drive to Connecticut in his brand new Chevrolet Coach. He is taking his wife and granddaughter with him and they plan to leave Los Angeles on June 25th. Bill has been with the Company for twenty-two years and it is his first real vacation.

Another Flagman to join the ranks of the knights of the open road is L. W. Howe, formerly a Conductor at Division Five.

Howe is taking a ninety day trip commencing June 22nd to New Haven, Indiana, where he will visit his son, W. L. Howe, who was a conductor at Division Three several years ago, and who is now a prosperous farmer with a farm near Fort Wayne. Flagman Howe is also making a health trip out of his leave of absence.

Division Assignments

To Division One: Motormen L. M. Braucht, C. E. Berry, Conductors L. L. Fletcher, W. G. Chesley.

To Division Two: Conductors R. M. Richards, J. O. Hollis.

To Division Three: Motormen J. S. Talbot, L. G. Blanks, G. S. Wheeler, J. O. Houk, W. A. Bundy, J. W. Dilley, Conductor P. Y. Mangus.

To Division Four: Motormen F. L. Culverson, C. W. Freeman, R. G. Nelson, Safety Operator L. A. Starkey.

To Division Five: Motorman J. Thomas.



There is no extra charge for this view from the ringside seat of the pinochle battle between Divisions Four and One, in the latter's own salon (yes, that is spelled correctly) on June 13th. The picture was taken just at the dramatic start of the fourth game when the boys of Division One rallied and stopped Four from taking any more games. As you may have guessed, the two gentlemen at the right of the picture are Superintendents Williams and Wimbler eagerly awaiting results.

Last Monday, June 18th, Division Three visited Division Five, and as real hosts, the boys of the Seagulls' Roost politely let the Foothill Division take three games out of five. Division Five is very consistent in losing the series by the odd game, and this is the third offense.

The first game was won by Division Three. Division Five made it even by copping the second. Three came back to win the third and fourth games. The fifth game was very closely contested with Division Three only three points behind on the last hand, making it a bidder's game. Five bought the trumps and made its bid with plenty to spare.

Superintendent Dye expected George Ferguson to visit with the players, but George had housemaid's knee or some other kind of knee and could not ankle over to the Seagulls' Roost.

On Wednesday night, June 20th, Division Two mixed matters with Division One and took three games out of five. Division One started out strongly and took the first game, but lost the second, third and fourth. To save it from becoming a one-sided affair, the boys of Division One won the fifth game.

Among the spectators were R. R.

Smith, Assistant Superintendent of Operation, and Superintendents Williams and Dickey.

Personal Mention

W. C. Bourland, Checker, Schedule Department, was seen around the general offices on crutches last week. Bill is improving in health somewhat.

William St. John, Investigator, Claim Department, has returned to the fold after an absence of about three months.

Miss Violet Sundt, Reception Clerk, Claim Department, is on vacation taking local trips around the city. Supervisors S. S. Dill and H. M. Farr are on vacation. We don't know where but here's hoping they are having a good time anyway.

From the Auditing Department the vacation absentees are S. C. Haygood in Roseburg, Oregon; Miss Alma Watkins in Inyo County and Miss Ruth Bell at Catalina Island.

Instructor C. A. Kern of the Instruction Department, has left for Kansas City, Missouri, to visit his father whom he has not seen for over nine years.

New Arrivals Now In Service



Operators K. J. MacPherson, J. D. Smithson, S. Searfus, M. E. Watson, F. Rauzon and J. F. Ester.

Here are the latest arrivals in motor coach equipment taken at the Motor Coach Division last Saturday.

These coaches were placed in service on the Alvarado Street Line last Wednesday. They are twenty-nine passenger seating capacity coaches, and are equipped with rear door treadle steps.

This is the second order of coaches for the Railway to be equipped with the treadle step for the rear door,

the operation of which was described in "Two Bells" of June 9th.

This type of equipment was decided upon after several days test, and is particularly adapted to the comparatively difficult service on Alvarado Street arising from the many hills and the large volume of on and off travel. Equipment formerly in use on Alvarado Street will be used in extensions and to increase service on other lines.

Bowl Concerts Start July 10

Hollywood Bowl, Southern California's unique music amphitheatre under the stars, which attracts thousands of music lovers annually, will open for the seventh season on July 10th.

The special nights policy which proved so popular last year will be continued this summer with Tuesday as "Symphony Night;" Thursday, "Novelty Night;" Friday, "Solo Night" and Saturday, "Popular Night." The very best talent from the great music marts of the world will appear as conductors and soloists.

No More Hurry

The retirement last Thursday of Emergency Truck No. 32, best known to all of us as the "Hurry Wagon," marks the closing chapter of a colorful career of a service unit that has been a friend in need in numerous cases of distress and traffic tie-ups, and old Number 32 is being replaced with brand new equipment with the arrival of White chassis of the very latest type. The specially equipped body of Number 32 is being replaced on this new unit and will be in service very shortly.

On January 17, 1921, the Emergency Truck No. 42 was put into service to answer calls, and on March 3rd, 1922, several changes were made in the equipment for rendering this service. At that time the truck appeared under the title of No. 32. Since then this truck has been in constant service and has been a very familiar unit in time of trouble.

The old chassis is being overhauled and will be placed in service in some other capacity in the Line Department.

Cupid's Darts

The victims pierced this time by the well known little cherub were Norman Lane of the Motor Coach Division, whose name appeared recently under the marriage license column beside that of Miss L. J. Seavers, and Conductor David A. Buzzell of Division Five, who broke out in print in the same manner last Wednesday. The young lady in this case is Miss M. Sample.

For Sale

Five Piece Hand Decorated Breakfast Set, forty inches square, drop leaf table, \$14. Conductor L. Volner, Division Three or 1916 West Avenue 30, CApitol 6071.

Four Good Tires and Tubes, 32x4, in good condition. Will sell cheap. Motorman J. W. Hanchey, Division Four.

Four Room House, two bedrooms, double garage, chicken house, lot 40x120. \$3500, \$100 down, balance to suit. Also two adjoining lots located at 3135 Hollydale Drive, ten minutes from Division Three. Motorman F. W. Preston, Division Four.

One Complete Electric Paint Spraying Machine, nearly new, cost \$250 for \$100. J. P. Palmer, Air Department Clerk, South Park Shops.

Twenty-one, Four-Compartment Dalian Rabbit Hutches, nearly new, will sell at a sacrifice. Truckman F. Joyce, South Park Shops, or 11243 Mansfield Place, Lennox.



Division One

H. N. COLE

It was quite a surprise to Motorman Wm. Lambertson of the Register car, when Wm. Fenwick, a conductor out of this division some twenty-five or more years ago, called on him last week. Fenwick is now in San Francisco. Lambertson says that a few of the real old timers will remember him well.

Among the visitors at Lake Arrowhead last Sunday was Conductor B. T. Olsen of the "J" Line. Olsen drove his Chrysler coach, and it is an even bet he didn't take the trip alone.

One of the sensations of the recent shake-up: B. B. Baker chose a run on the "R" Line.

After being on the sick list for something over a month, Tom Forrester has returned to his duties on the "J" Line.

Motorman C. Culver has recovered from his two month illness and is back on the works.

A leave of absence has been granted to Conductor N. C. Fisher to try out a job with the Post Office Department as letter carrier.

A nice little check was received by Conductor O. Arguello of the "J" Line, from a passenger, for turning in a lost article found on his car.

Mike Scherer, formerly a motorman out of this division, who resigned about two years ago and went back to Austria, has returned and was around shaking hands with the boys a few days ago.

A few days leave has been taken by Motorman A. Mariscal and he will drive to Fresno.

Conductor O. W. O'Neil also has taken a few days off to rest up and see the sights of the city.

Motorman H. D. Ortega, Conductor A. G. Macdonald and Trafficman George Moore have passed the examination for deputy sheriff.



Division Two

E. A. MOXLEY

Stenographer H. F. Nelson is back with a healthy coat of tan and the engine and front wheels of his Star. The last he saw of his top, it was sailing off over the mountains of a puff of wind.

J. G. Frantz, Conductor on the "S" Line, is taking a short vacation and will spend some of it on an auto trip north.

Motormen Jimmy Bell, E. L. Lewis, J. H. Roberts and J. D. Davidson are taking a short vacation.

Conductor B. Still was granted a short vacation to rest up for the summer rush. B. has been on the sick list for some time.

Word was received from M. Fornator, formerly a conductor at Division Two. He is now working for the Western Pacific Railway at Spring Garden, Nevada.

J. F. Kirk, Motorman, has taken a few days leave. He is going north to see his brother who is sick.

Mrs. Stoddard, wife of Motorman G. L. Stoddard, is spending a short vacation in Yosemite.

F. B. Slaughter, Clerk on the P.M. Shift, has been on a vacation and is making an awful fuss because he has to resume work again tomorrow.

Conductor D. A. Tierney called on the office force yesterday.



Motor Coach Division

ELMER WOOD

Operator L. L. Kidder has sworn off helping women motorists from now on. The other day an automobile was stalled in the intersection of 54th and Figueroa. No one attempted to assist the lady driver, so Kidder big heartedly tried to push the vehicle to one side of the street. But just as he put his weight against the car it started up, and left Kidder scrambling around in the middle of the intersection trying to regain his balance. Those were embarrassing moments, eh, what, Kidder?

Last Wednesday, Operator W. F. Weber left for Portland, Oregon, in a brand new Ford sedan. He is also going up the Columbia River Highway from Portland. He was granted a thirty day leave of absence, so he will turn back when his time looks close.

Operator S. D. Hubbel and Conductor H. C. Habura have been on the sick list for the past few weeks.

It was recently learned that Conductor J. P. Stone is off with a broken leg. We regret to hear this, and wish him a speedy recovery.

The daughter of Conductor L. A. Martin had an accident at school in

which she broke her arm. We wish her a speedy recovery.

Garage News

The office clerks and everybody else were sure glad to see Dorothy Rankin, the Telephone Operator, return last week from her two weeks vacation. The boys in the office all took turns in running the switch board during her absence and the result was a few bawling outs and every one kicking about poor service. The poor boys.

W. B. Decker of the office is at Wheeler Hot Springs, fishing, swimming, hiking and horse-back riding for two weeks.

J. Laughlin returned last week from a seven day trip to Ogden, Utah, and enjoyed a few days visit with his parents and friends. He traveled by train.

H. Webb has resigned to accept a job with the Pan-American Oil Company. He will start in as a service station operator.

R. Brown, Mechanic on the Third Shift, has been transferred to the First Shift, and will assist D. J. Sullivan on the "Proving Stand."

C. B. Coen and G. E. Penny are the new men on the Second Shift.



Division Three

L. VOLNER

Another one of our popular clerks, Mr. Dan Hanley, is now on his annual vacation, but owing to so many important engagements, Mr. Hanley could not go far from the city to spend same. Most of his time will be spent at Venice, where he will be a judge in a Bathing Beauty Contest, and where he will have the opportunity to display his many medals won in various aquatic contests, and also by his "perfect 36" of which he is very proud. He will have to be close to attend the baseball games, as no game at Wrigley Field would be complete without his presence.

A sixty day vacation has been granted Conductor C. N. Denton to allow him time to go back to his old home in Kentucky.

After having put in about five years on the cars, Motorman G. S. Wheeler decided to try some other line of work, resigning February 1st, 1928. The work did not suit, so Mr. Wheeler is back again at the old post on the front end. While he was off, however, he did some mighty pretty work with a paint brush, painting his house, garage and chicken house.

A welcome visitor at the office last Monday was Conductor A. P. Keran, who came up from his ranch near Carlsbad to take a job of flagging, but is unable to work at present on account of having taken sick.

A circuitous tour of the United States will be made by Motorman M. J. Sherman, and his seventy-four-year-old mother. They go to Boston via a southern route and return by way of a northern one, stopping at Minneapolis for Mr. Sherman to do some work on some property he has there. The trip will be made in his Chevrolet.

Conductor F. Rettke has gone to Frisco on a sixty day vacation.



Shops

JACK BAILEY

F. W. Buswell, Mill Foreman, and wife left with friends on the 16th on their regular annual outing. This year they will visit Cedar Brakes, Bryce Canyon, and Zion National Park, Utah. If they have time they will also stop at parts of the Grand Canyon. We can look forward to some interesting post cards from Mr. and Mrs. Buswell.

L. J. Hathaway, Machine Shop Foreman, is away on his vacation to Vancouver, B. C. He expects to find some very damp weather in Canada. (?)

The largest and best looking man in the Paint Shop, Otto H. Kirchoff, is back on the job after spending a three weeks vacation in San Francisco, Palo Alto and the Sequoia National Park. He and wife drove by Dodge, which made their trip very scenic. Otto has some very interesting pictures taken enroute.

Ted Ormston, of the Winding Room, and wife are back from a two weeks vacation, spent as far North as Chico, California, visiting Mrs. Ormston's father, who is with the Diamond Match Logging Camp. The Chevrolet made the 1276 miles without a miss, while the weather varied from hot sand to snow.

Fred Andrews, of the Winding Room, spent last week end at Manhattan Beach, fishing.

Rex Guignard, Mechanical Inspector, and Mrs. Guignard of the Master Mechanics' Office, left last week for a two weeks vacation at Lake Arrowhead.

F. De Baun, Section Storekeeper, went forth on his vacation last Monday. One week at the Palace, Ocean Park Beach.

Truckman Paul Abbey is back on the job and off the sick list.

We wish to express our sympathy to L. Venegas of the Machine Shop, upon the passing of his mother.



Division Five

FRED MASON

We suffered another reverse in the Pinochle Tournament and we are now scheduled to visit the other divisions. Watch our boys bring home the bacon now. "An eye for an eye" is out. It's going to be two hams for one. Next Wednesday, the 27th, we play Division Two at that Division. Be there.

Now that the general choice is over and everybody is happy, don't forget it goes into effect next Friday, June 29th, 1928.

Conductor Dave Scherzer, who is on an extended leave, was heard from last week. He was then in Kolomea, Poland. From an outside source, and a darn good one too, we learned that he is now in Leipzig, Germany, and from there is going to Paris.

The boys are still going on leave. Look 'em over. Motorman W. A. Richards and W. E. Openshaw, started out together last Saturday for Salt Lake City. Motorman A. J. Spohn is off for ninety days on account of his health. Motorman W. A. Fletcher seven days, Conductor O. S. Briley seven days to Palmdale, Motorman-Line Instructor C. A. DeGuire thirty days to Granite City, Illinois, Motorman W. C. Burnett thirty days to Roy, Utah, Conductor J. C. Clarke six weeks on a camping trip and Motorman Bill Marion ninety days to Grahamsville, New York, on account of his health.

Conductor E. J. McDonald, who is on sick leave, dropped in last Wednesday. Says he's feeling fine.

One more week for watch inspection and don't forget to sign the sheet.

The 13th was unlucky for Conductor W. H. Hickel, who was injured on duty and taken to the Good Samaritan Hospital. The address is 1212 Shatto Street. He is coming along nicely and would appreciate visits from any of the boys.



Division Four

E. E. JOHNSON

Now that the shake-up has come and gone despite the switching of runs and lines and bumping of which there was considerable, many who had worked together for years came to sad partings.

Clerk E. H. Ellis and party motored to San Diego last Saturday and Sunday, and also took in sights of Tia Juana.

After much consideration Operator A. Vejar, has traded his Essex for a Buick touring car so that he may enjoy the California sunshine more fully.

With a six weeks leave tucked away in his coat pocket Motorman M. B. Boyd has decided to visit the folks back in Kansas, and help with the harvest.

Motorman A. R. Buchanan left for Oklahoma with 90 days to make it in.

Operator S. W. Farrow has returned from a 30 day leave visiting his mother back in the Lone Star state.

A young man boarded Conductor F. J. Whelan's car and presented a transfer. After considerable persuasion Whelan was able to tell him that it was not BO but a dollar bill.