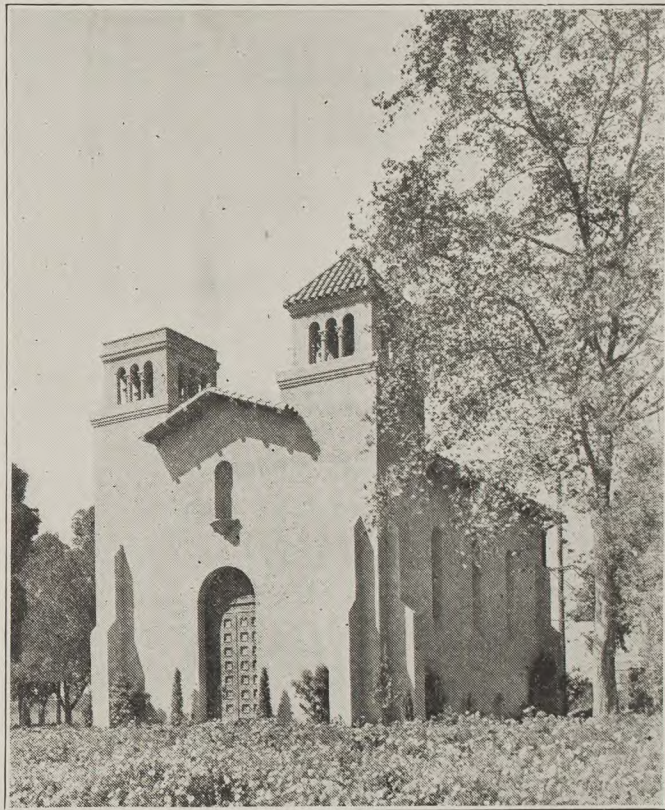


TWO BELLS



NEW INGLEWOOD SUBSTATION



EDITORIAL

Let's Hear From You

WELL boys, how did you like my first appearance as a monthly magazine? It took quite a little bit of adjustment to get myself into shape and maybe there are some rough spots that need ironing out.

To make me interesting is a job that requires continual thinking, and occasionally it is necessary to call on my friends for help.

Please let your suggestions come freely. The more specific you are, the better. Let us know how you like the printing, the arrangement of photographs and selection of subject matter, the style in which it is prepared and the thought which it contains. In other words, what changes or improvements would you make? I have to go over big and any suggestions that you may care to make will be appreciated very much.

TWO BELLS.

Discovery Day

AT two o'clock on the morning of October 12, 1492, a cannon shot fired from the ship "Pinta" announced the discovery of America by Christopher Columbus.

Now, after 436 years, we honor the memory of the man who set sail from Palos, Spain, with his three small ships, Friday, August 3, 1492, to prove his belief that the world is round. That August morning marked the end of eighteen years' struggle against ridicule, poverty and neglect. After applying in vain for aid from three different countries, he finally appealed to Spain and in Queen Isabella found the champion of his cause.

While the shorter route to India being sought by the navigators of that time was the aim of Columbus, and while he went to his grave in the belief that his discoveries belonged to the eastern part of Asia, time cannot dim the greatness of his accomplishment.

Rules—and A Rule

A Rule is prescribed for practice under normal conditions.

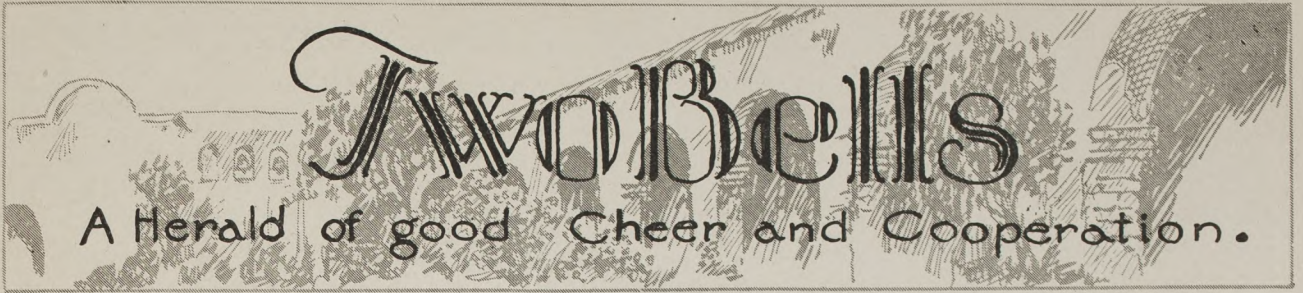
A written or printed rule is a memorandum of proper procedure under normal conditions.

We make it a rule, for example, to arise at say six a. m. We break that rule when, under some unusual situation, we arise at 5:30 or 6:30. But the rule still stands—a good rule.

Rules that are laid down for our government in the performance of our daily work should not be broken—of course, unless we are confronted by an unusual condition, an emergency.

But when it is impossible to follow an established rule, or when as the result of an emergency when disastrous consequences might ensue if we were rigidly to follow such rule, we should "use our heads"—calling our intelligence and our experience to our help.

The man who always "uses his head" in an emergency will generally be found to be a pretty safe man to have around.



Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE	Publicity Manager
W. T. SHELFORD	Editor

Reorganization Places All Discipline in Hands of Division Superintendents

On September 15th a complete reorganization of the Transportation Department became effective.

The positions of Superintendent of Operation and Assistant Superintendent of Operation were abolished. Mr. George B. Anderson retains the title of Manager of Transportation and Mr. R. B. Hill is now Assistant Manager of Transportation.

All business pertaining to trainmen and their duties, including discipline, is now in the hands of the Division Superintendents and it is up to the platform men to satisfy their Division Superintendent in regard to their work. Any cases of appeal by trainmen from the decision of their Division Superintendent will be handled by Mr. R. A. Pierson, Superintendent of the Discipline and Merit System.

Mr. Pierson will spend a day of each week at each division; his schedule will be announced later.

Mr. J. H. Sheridan has been appointed Superintendent of Employment, Instruction and Safety, with headquarters at Division Four. Both the Safety Department under Mr. Collins and the Instruction Department under Mr. Healy are now merged with the Department of Employment, Instruction and Safety under Mr. Sheridan.

Mr. L. A. Recappe, Superintendent of Schedules, and Mr. C. V. Means, Traffic Manager, report direct to Mr. Geo. B. Anderson, Manager of Transportation.

Mr. R. R. Smith, formerly Assistant Superintendent of Operation, has been assigned to special work for the Manager of Transportation.

The Office of Director of Traffic has been abolished and Mr. W. H. Snyder has been placed in charge of the supervising force and the Dispatchers' Office, with the title of Chief Supervisor.

Old Centinela "Sub" Retires From Service

To take a look at the picture on the cover and then compare it with the accompanying photograph of the old Inglewood Substation, should give the reader a very good idea of the progress made by the Engineering Department in keeping pace with the power demand of modern street car transportation.

This old building, known as the Centinela Substation, was built prior to 1902. Besides being a substation, it served as a shelter for passengers who patronized the old Los Angeles-Redondo Line in the early days. For years it has served faithfully during many changes in the system. Its equipment consisted of three small generating units with a total capacity of 600 K W, and it was manually operated.

However, with increased car service and passenger travel, it was found that greater substation capacity would



be necessary. The cost of modernizing the general appearance of the building, together with installing new equipment, was too great—hence the new building.

(Continued on Next Page)

The new substation, which is of cathedral design, is probably the only one of its kind in architecture in the United States. The modern equipment of this station consists of two 500 K W, rectifier units with full automatic control. Like the other modern substations of the system, it is absolutely noiseless.

It is a Class A building of reinforced concrete. There are no windows and air is forced through filters in the ventilating system to prevent dust from entering the mechanisms and the building is so designed and constructed as to withstand possible earthquake shocks.

Discourtesy Drops in September

Discourtesy took an awful flop during the month of September with only 22 cases reported during that month as against 54 for August, or a decrease of 32. That's going some!

Fare and Transfer Trouble also had a shrinkage in the number of complaints, there being only 33 for September and 43 for August.

Passing Up Passengers decreased 6 complaints and Miscellaneous, 7, with the total decrease of 39 complaints. There were 137 complaints in August and only 98 in September.

The classifications to offset these decreases were Starting Too Soon, which went up 5, Carrying Passengers Past Stop 3, and Short Change with the biggest increase of 8.

Commendations Less

September report shows four commendations less for that month as compared with August. August shows 47 and September 43, or a decrease of 4.



In between emergency calls we managed to get a picture of the new hurry wagon No. 10, successor to No. 32, which has been in service since 1921. The body is remodeled from old No. 32 and is mounted on new White chassis. O. J. Moser is the gentleman on the ground and M. B. Smith is the driver who is seen supporting the windshield.

September Witness Report in Slump

The witness report for the month of September gives Division Four first position with 7.52, but this figure is very closely followed by Division Three's showing of 7.51. Division Four has slipped back considerably from the figure of 8.43 in August, while Division Three has slightly increased its figure.

Division Two crowded Division Five out of third place for September with 6.74 witnesses. Division Five dropped back from 7.19 in August to 6.14 in September.

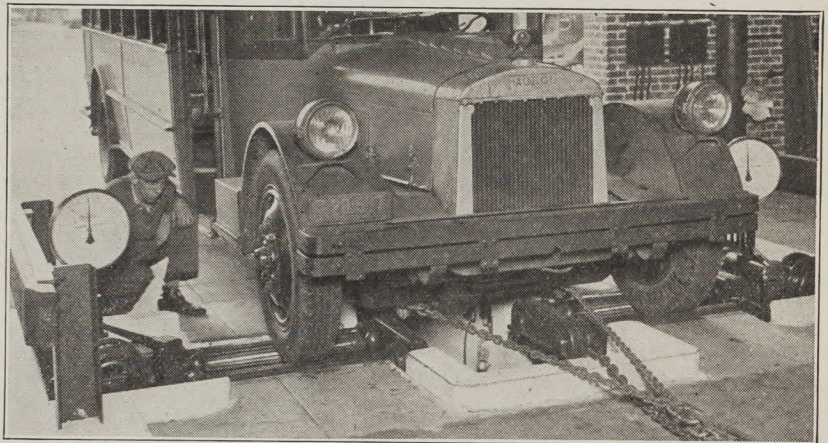
Division One has raised its ante

from 5.92 in August to 6.10 in September, but it still holds cellar position.

The following are the relative positions of each Division for the months of August and September:

	Aug.		Sept.
Div. 4	8.43	Div. 4	7.52
Div. 3	7.45	Div. 3	7.51
Div. 5	7.19	Div. 2	6.74
Div. 2	6.76	Div. 5	6.14
Div. 1	5.92	Div. 1	6.10

The total average for all Divisions for September was 6.82 witnesses, as against 7.14 for August.



The new brake testing machine of the Motor Coach Division. Jack Savage is giving the device his undivided attention.

A new brake testing device was recently installed at the Motor Coach Division by the Engineering Department.

This brake testing machine is so constructed as to show the road pull in pounds, or retardation in pounds,

between the tires on the wheels of the coach and the road, and the result of the test is indicated by the dials. The total sum shown on the dials for all four wheels gives the total retardation for the coach in pounds.

The rollers are operated by motors so that each wheel can be tested separately. While the wheels are in motion, the brake of the coach is applied and the amount of retardation is indicated on the scale.

The brakes are then adjusted so as to bring this total up to a predetermined figure which has been arrived at for the various weights of coaches.

This machine eliminates the necessity of adjusting the brakes and then running the coach on the road to see if the required result has been obtained. Also by means of this machine, the mechanic operating it is able to determine if the brake on each wheel is doing its share.

As will be seen in the photograph, a chain is fastened to the axle to prevent the coach from pulling back off the rollers. The other end of this chain is securely anchored in the cement floor.



Seated on the left: Mr. and Mrs. John Roberts, Mr. and Mrs. Wm. Snyder with Virginia and Franklin, Mr. and Mrs. W. P. Flannery, Mr. and Mrs. George E. Ferguson and Louis, Mrs. L. A. Recappe, Mr. L. A. Recappe, Mr. and Mrs. L. C. Morton. On the right: Mrs. F. E. Denison, Mr. F. E. Denison, Mr. and Mrs. J. G. Phebus, Mr. and Mrs. Grant Clear, Mrs. W. T. Brown and Mr. W. T. Brown. In the center of the table, reaching from end to end, are the eats, and "nothing else but."

Scene of Festivities At Twin Oaks Rancho

Once each year the pilgrimage to Twin Oaks Rancho at Encino, the home of Mr. and Mrs. Frank E. Denison, takes place and this time it happened Sunday, September 16th. In the neighborhood of thirty former co-workers, wives and children made the trip, and it is not necessary to say that the day was heartily enjoyed by all who were fortunate enough to be present. The only trouble is that the hours pass by all too quickly and, as the evening shadows steal over San Fernando Valley, one feels loath to leave this beautiful spot where, for several years past, they have been privileged to recall the days of long ago.

Our hosts met all as we entered the premises and the welcome given was a hearty one. When the mess call sounded the assemblage all sat down to a feed, that, in a way, can't be described. Variety, quality and quantity marked the choice array of food stuff that graced the festal board, and if anyone was uncomfortable at the meal's end, no complaint was uttered, because things were just too good to pass up.

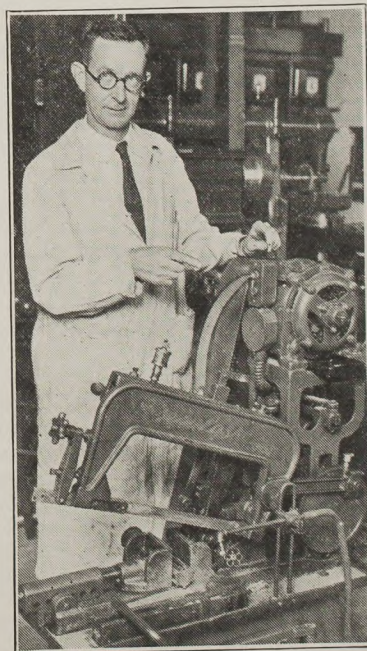
The gathering this year was especially honored by the presence of Mrs. Roberts, a real old timer in years of service for the Los Angeles Railway.

These yearly gatherings, in remembrance, seem to serve as a stimulant to all who attend, and on return to regular routine one feels after the review of past performance, an urge to do his or her work in a way that will help our Company to continue its successful march onward.

To Mr. and Mrs. Denison, the appreciation of all is expressed for their excellent hospitality. It is sincerely hoped that there will be many more of these gatherings in the years to come.

Simple Device Saves Juice

There is a saying that necessity is the mother of invention, and so with Walter Dewhirst, Foreman of the Machine Shop of the Garage, the saving of electricity on a saw machine is a necessity, particularly when the machine is not in use.



It all came about through a noiseless motor that would continue to run after the saw had stopped working, and because it was noiseless it would be running for a considerable length of time before it was noticed.

So Walter got his inventive brain working with the result that the machine now has a metal strip that automatically presses the switch button when the saw is through cutting, and presto—the motor stops. He is seen, in the photograph, pointing to the device that does the trick.

If you have a non-stop saxophone artist or a chronic radio set in your neighborhood that is in dire need of some automatic stop—see Walter, he may be able to help you.

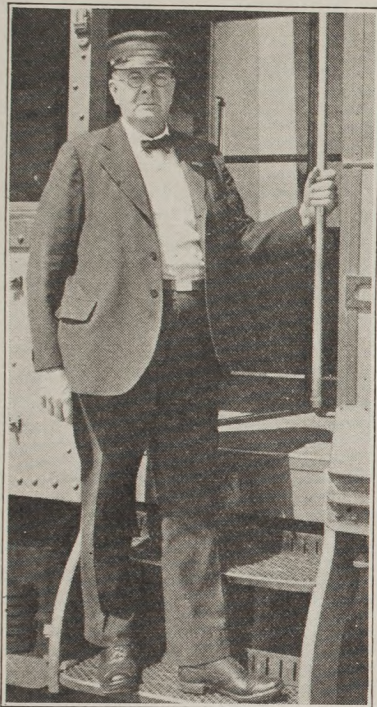
Square and Compass Doings

Before an audience of about one hundred and fifty people, members of the Square and Compass Club and their relatives, Bethel No. 54, Order of Job's Daughters, exemplified their degree work at the regular meeting of the Club, September 15th, in the Masonic Temple at Pico and Figueroa Streets. President P. T. Klingelsmith and J. H. Sheridan were made honorary members of Bethel No. 54.

STATED MEETING OCTOBER 27

The next stated meeting of the Club will be held on October 27, the fourth instead of third Saturday in October. Initiatory ceremonies will be the order of the evening.

Trainman—and Scholar



A familiar figure on the front end of an "M" car is pictured above in the likeness of Motorman Harry D. Gordon of Division Five, who has broken into print in the Bouquet Column on more than one occasion for his "service with a smile."

Gordon, who was born in Fairfax County, Virginia, grew to manhood on the farm, and horseback was the mode of travel when he attended Grammar and High Schools. Among his classmates were the grandsons of General Robert E. Lee.

Graduating from High School, Gordon went to the National University of Washington, D. C. There he studied law and graduated with the degrees of LL. B. (Bachelor of Laws) and LL. M. (Master of Laws).

For several years after leaving the University, Gordon practiced law. Later he became interested in investments and banking. He was president of a bank in Washington, D. C., for a number of years. Fate, however, played a cruel part and Gordon was stricken with a very serious illness, and to cap the climax, the World War brought about a failure in his business.

Completely broken in health, he went to Portland, Oregon, where, when well enough, he enlisted in the

war as steel planer in a machine shop making munitions. After the war Gordon decided he would make for the semi-tropical climate of Southern California, and he finally started with the Company in September, 1919, at Division Five. In December of the same year he worked out of Division One, but the call of the sea gull was music to his ears and he traded seniority to get back to the old roost, where once more his smiling countenance beams as he calls the streets from the rostrum of the pilot house of his car.

Coach Division Shows Progress

By C. B. LINDSEY

Supt. of Automotive Equipment

About the first question asked by visitors to the Motor Coach Garage at East 16th Street, is "Why do you have more than one type of motor coach? So it is thought that a few words along this line, together with a few figures illustrating the strides made in our Motor Coach Division may be of interest to readers of Two Bells.

Foremost comes the surprising information that the motor coaches ran the staggering total of 4,107,524 miles during the year 1927, (a figure that will be greatly exceeded in 1928!) The 768,897 gallons of gasoline used in piling up this mileage would keep all the flivvers in Scotland running until knee whiskers go out of style for kilt-wearers!

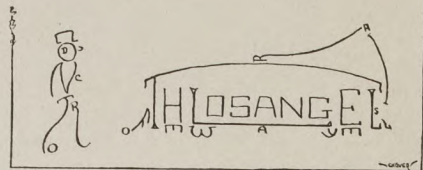
A trip over the system, from the "Twin Coaches" of Figueroa to the "Bob Tails" of Eagle Rock; from the "Silent Knights" of East 9th Street and Whittier Boulevard to the "Double Deckers" on Wilshire and a side trip or so on the "Hill Climbers" on Alvarado, not forgetting the "Alpine" operating in Happy Valley, will soon convince the visitor of the necessity for the different types of equipment.

When the modern motor coach is compared with the lumbering, noisy remodeled truck of but a few years ago, it will be easily seen how impossible it would be to standardize on any one particular type of coach. Competition in economical operation, coupled with the public demand for swift, comfortable transportation, will not permit the motor coach builders to stop for an instant in improving their product. Operators like ourselves are directly responsible for the many changes in design of recent



years, and it is interesting and gratifying to note the adoption of our specifications by the majority of manufacturers.

The engineers of the Los Angeles Railway are continually studying in an endeavor to bring the coaches to a high point of efficiency as well as provide safe and luxurious transportation for our patrons.



Old Faded Transfers

The following piece of poetry written "in great anguish of spirit" and "under stress of very great emotion" is dedicated to conductors who litter up this patron's lawn with torn up transfers.

The gentleman, whose name we are withholding, says that he does not hope that it will be printed, but inasmuch as it may "alleviate the mental anguish of a lowly commuter and property owner" and incidentally bring to task the guilty persons, we are taking the liberty of publishing the poem, with apologies to the shade of the author of "Old Oaken Bucket."

How dear to my heart is the sight of my homestead,

At night after toiling from bright early dawn.

And I look for the verdure I saw there at morning,

And find little papers all over the lawn.

The dear little papers,

The cute little papers,

The darn messy papers,

The "Cons" throw around!

The bright yellow car that I ride after toiling,

(I usually get there just after it's gone)

While I wait for the next one, my blood starts to boiling,

When I think of the papers that litter my lawn.

The dear little papers, etc.

Oh, the wheels may be flattened, the seats may be taken,

But that ain't the reason I wearily yawn,

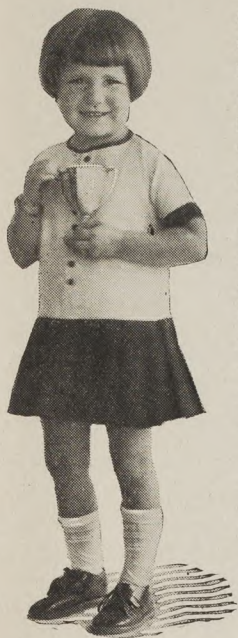
But, why don't they furnish a waste paper basket

So "Cons" won't throw papers all over my lawn.

The dear little papers, etc.

She is A Winner

To this young lady, Miss Marion Nichols, three-year-old daughter of Conductor W. R. Nichols of Division Five, go all the honors as a winner



over a field of some two hundred babies for being the most perfect and healthy child. The silver trophy she is seen holding in the accompanying photograph was presented to her at a business men's association picnic held in the city recently.

Conductor and Mrs. Nichols are as proud of little Marion as she is of the cup, and we all agree that they have good reason to be.

Pinochle Champions in Seclusion

With the contemplated elimination contests of the Pinochle Derby for the year 1929 looming up on the horizon, efforts have been made to get a look in on the training camp of the champions of 1928. Motorman J. H. Gorby of Division Five, special representative for the Unassociated Press, sends the following report which gives only meager details:

"Numerous requests have been received from spectators and pinochle-maniacs of the 1928 championship battle regarding biographical data, favorite flower, etc., of the heroes of the series — Motormen Jim Morton and Jack York.

"Inasmuch as these two gentlemen are reported in retirement at their respective training camps, it has so far proven impossible to grant these requests. We have reports that the gentlemen from the press are 'persona non grata,' so we will play safe for a while yet.

"A few rumors have been received from publicity agents and managers which we pass along at their face value:



Left: Dorothy G., 2½-year-old daughter of Operator J. S. Thornton of the Motor Coach Division. Top center, Gene Carl, 22 months and Betty Marie, 3½ years, children of Carl Thun of South Park Shops. Right: Robert, 2½ years, son of W. M. Nally, Conductor, Division Two. Center: Lorraine, 8 years, Earl, 1 year, and Leland, 10 years, children of Conductor L. E. O'Bar of Division Two. Bottom: Betty, 6½ years, Phyllis, 2½ years, daughters of J. S. Fishenden, Auditing Department, Donald, 6½-year-old son of A. J. Reid, Auditing Department, and Ralph, 4½, son of Stanley Underwood, Head Timekeeper, Auditing Dept.

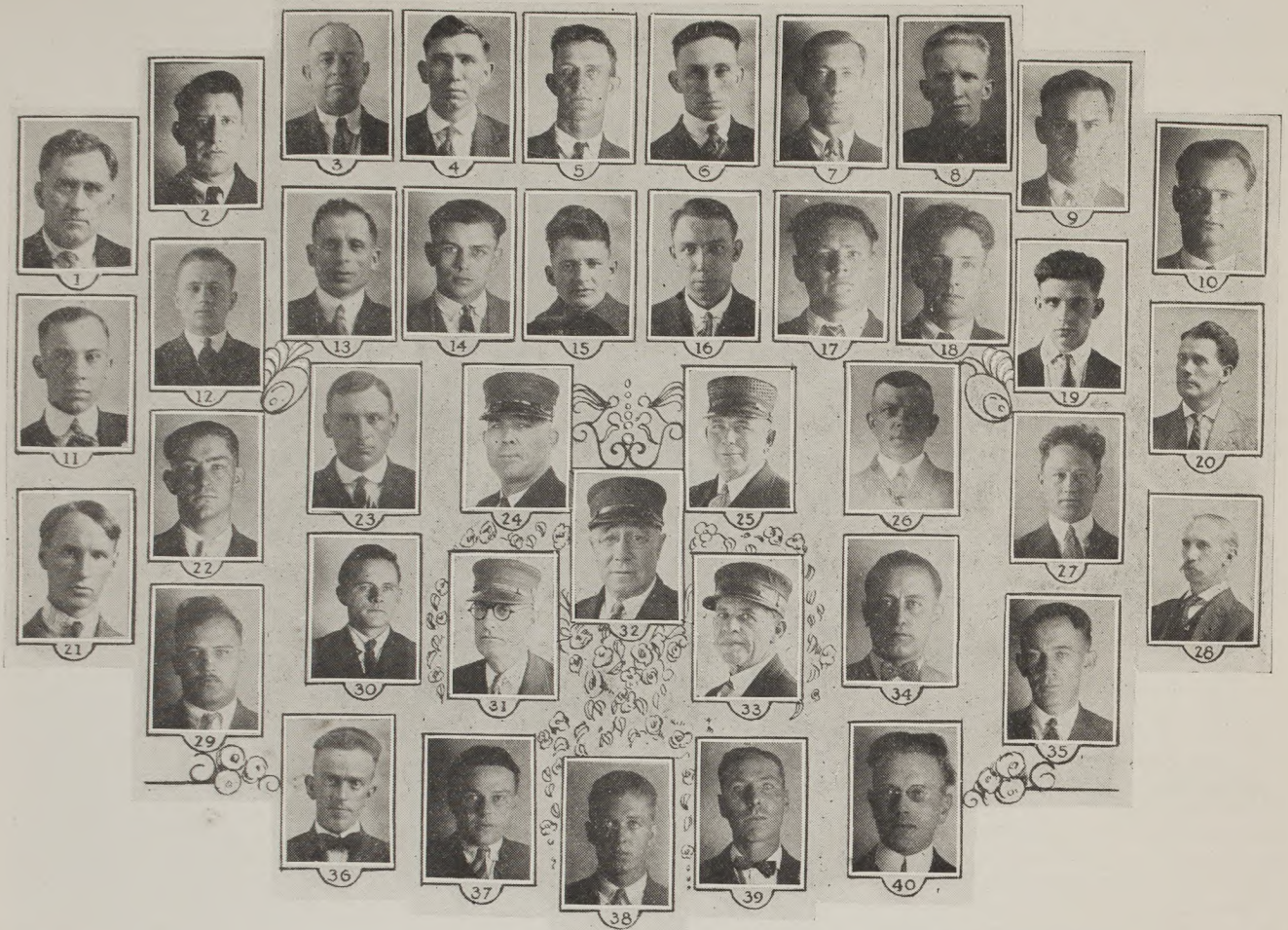
"Director of Publicity, Motorman 'Cal' Calloway, reports that efforts will be made in the near future to enter into telepathic communication with the late Hoyle regarding some of the fine points of the game.

"Reports of Jack York's retirement from the square table were today declared unfounded by his manager, Conductor Tex Hiller.

"Tex also let us in on a secret. He declares that Motorman Rufus Farmer has been offered a long term contract for next season as a partial reward for his efforts in throwing a protective smoke screen across the table at critical moments. Rufus declares that one of the results of his barrage is to make four 9's in the hands of the enemy look like four aces, resulting in overbids and backward jumps."



Two partners in crime, if it is criminal to enjoy a quiet smoke at the terminal. Left to right we have, Motorman F. L. Hutchison and Conductor T. G. Cumberland of Division Three.



RECOMMENDATIONS

For (1) Conductors A. O. Johnson and (38) W. E. McGuyre both of Division Two from Mrs. C. M. Trethagen for their helpfulness and courtesy to her.

For (2) Conductor W. R. Nichols of Division Five from M. J. Kearns for his courteous handling of passengers.

For (4) Motorman J. A. Wear of Division Two from R. Lucille Jacobs for his unusual thoughtfulness and helpfulness to an elderly lady.

For (5) Motorman L. R. Thompson of Division Two from Nurse Miriam Jean Rollins for his care in giving her correct information regarding cars.

For (6) Conductor J. Pewitt of Division Three from A. Christine Lewis for giving information so willingly and pleasantly, and for his sunny disposition.

For (7) Motorman J. M. Stevens of Division Two from Mrs. H. Cutner for his quick thought and action in stopping his car when an automobile with-

out any warning cut in directly in front of his car.

For (8) Conductor E. C. Croughan of Division Three from Mrs. C. Gardner for assisting an elderly lady off the car and to the sidewalk.

For (9) Conductor H. Bruggerman of Division Two from Mrs. S. M. Moodson for his helpfulness and courtesy to two elderly ladies.

For (10) Motorman G. R. Phillips of Division Three from Mrs. L. Myrtle for his courtesy to her.

For (11) Conductor K. E. Sloan of Division Two from Miss Minnie Miller for his kindness and courtesy to patrons; also his efficient manner of calling streets and handling large crowds.

For (12) Conductor H. J. Cormier of Division One from Mrs. E. G. Davis for his kindness in directing her to the proper car line and also for taking a blind lady to the curb.

Mr. Lymond also recommends Conductor Cormier for his courtesy and careful attention to his duties.

For (13) Motorman J. York of Division Five from Mrs. O. K. W. for carefully assisting a blind man across the street after helping him down from the car.

For (14) Conductor R. R. Hayman of Division Five from Dr. Edward C. Manning for calling streets and for his cordial manner.

For (15) Conductor G. J. Stoddard from Mrs. Martha Dyche for his courtesy and helpfulness to her.

For (16) Conductors L. F. VanZile and (27) E. E. Sanders both of Division Two from Mrs. Catherine Van Vleet for their cheery helpfulness to their passengers.

For (17) Conductor J. W. Riesland of Division Three from Wilber S. Thayer who writes: "During the recent hot spell when both passengers and trainmen had good grounds for being a bit cranky, he was as cheerful, polite and solicitous for the comfort of his passengers as though he were entertaining them in his own home."

The following is the outstanding bouquet for the month:

For (32) Conductor A. A. Goldsmith and (24) Motorman J. Z. Gascon of Division Four from Anna Bowmann who writes in part: "They found they could not go to the end of the line because of a house in the process of moving, which blocked the middle of the street. The conductor, leaving the motorman in charge of the car, walked to the end of the line, about six blocks away, and putting the patrons into a milk wagon he had called into service, took them all to the car and got them to their work on time. One can but be appreciative of this kind of service."

For (18) Conductor R. Clark of Division Five from Miss Ruth Dixon for his assistance to a crippled lady.

For (19) Conductors T. D. Hall, (20) G. R. Perdew, (28) H. W. Corneth and (3) W. Jennings all of Division Three from Ella M. Kennedy for special courtesies.

For (21) Motorman M. Grammer of Division Four from Francis A. Wallace and A. J. McKay for his kindness and courtesy.

For (22) Conductors J. F. Bray and (35) H. Cannon both of Division Two from R. M. Thomson for their efficiency and careful attention to their passengers.

For (23) Motorman A. O. Swoboda of Division Four from J. W. Sangster for courtesy in waiting until a boy brought his hat when it blew out the window and down the street.

For (25) Conductor J. F. Barrier of Division Two from M. F. Parker for helpfulness to elderly ladies and to children.

For (26) Conductor R. C. Young of Division Five from Earle M. Price in appreciation of the many courtesies extended his father during his regular trips from down town.

For (29) Conductor J. M. Baker, Jr., of Division Three from Ralph R. Garlow for paying his fare when he found he was without change. Conductor Baker is also commended by Ida M. Fry for his pleasantness and consideration for his passengers.

For (30) Conductor C. E. French of Division Two from Thomas S. White for his obligingness in securing change for him.

For (31) Motorman D. Rogers of Division One from Mrs. Otter for holding the car for her a second when the bell was ringing.

For (33) Motorman C. E. Peregoy of Division Four from Mr. Williams in appreciation of his courtesy in waiting for passengers transferring from the shuttle line.

For (34) Conductor P. M. Turner of Division Three from F. K. Robertson for enforcing the smoking rule without being requested to do so by another passenger.

For (36) Motorman R. A. Knudson of Division Four from Stoughton Cooley for his kindness in holding his car, saving a half dozen passengers a ten minute wait.

For (37) Conductor M. N. Andrews of Division Three from George Greenwald for his unfailing courtesy at all times.

For (39) Conductor P. E. Atchison of Division Three from Nancy C. Jacobs who writes in part: "He knows the meaning of courtesy and wears a smile at all times."

For (40) Conductor G. C. Parson of Division Three from Charles Schafer for assisting a helpless man through the traffic and to the car.

Living a Sermon

Mr. R. A. Jernberg, Librarian of the University of Southern California School of Religion, admires the universal courtesy of motormen and conductors of the Los Angeles Railway and states that he feels the same admiration for the man at the motor as does Dr. Gammon who wrote an article in *The Congregationalist* of September 20th entitled "The Motorman's Sermon." This article is written about a motorman on the Chicago Surface Lines, and as the article is somewhat lengthy, we are taking excerpts from Dr. Gammon's story:

"I rode in the front vestibule of a crowded surface car at the rush hour this morning. It was a little hard to believe it a world of law and order, while in the midst of all the chaos on the street at that time. Overhead the 'L' trains thundered, flocks of automobiles thrust themselves into the avenue from both sides, insistent truck drivers tried to monopolize the right of way, swift cabs were speeding, now on this side and now on that side of the pillars of the 'L', and folks were entering and leaving the car at every crossing. It was bedlam.

"I watched the motorman for a sign of nerves. He was the embodiment of poise, of self-control, of calmness, and every movement he made seemed to come from forethought... He watched everybody and everything and got the true perspective of all the seeming chaos... He lived a sermon, but was totally unconscious of the fact."

On behalf of the trainmen of the

Los Angeles Railway, we thank Mr. Jernberg for submitting what he considers a fitting tribute to them.

Chivalrous Act Commended

The never-ending sea of traffic on Wilshire Boulevard proved too much for an elderly woman who was attempting to cross and her predicament was apparent to Operator W. E. Keys of the Wilshire Coach Line.

He got off his coach and assisted her across the entire width of the boulevard. His gentlemanly conduct toward her was noticed by the passengers on his coach, from whom he received plaudits, but that was not all.

A Mr. Anderson who has charge of a restaurant on Wilshire near Fairfax, also witnessed the incident and invited Operator Keys, through Manager Van Vranken, to come to his restaurant and have dinner free of charge. Needless to say, Keys availed himself of the opportunity. Who says courtesy doesn't pay?



Timely Assistance Reaps Reward

Motorman F. C. Cimmino and Conductor J. S. Meehan of Division Three, had it demonstrated to them is a very substantial way that courtesy is highly appreciated.

A passenger riding their car was suddenly taken ill. They decided that he should be sent to the hospital and so called up the dispatcher. An ambulance was sent and the crew helped to transfer the sick man to the hospital.

Several days afterwards this man rode their car again, and asked how he could find out who the crew was on a certain car and date, not telling about the incident at the time. Cimmino questioned him about the car number, line, and other particulars but the man did not know. He finally related the incident and how the crew had treated him. "We are that crew," said Cimmino, "we called the ambulance and had you taken to the hospital."

"Well, I have been trying to locate that crew," said the man, counting out ten one dollar bills, "five for you, five for your conductor—just to show a little of my appreciation."

Four of A Kind



Reading down the family tree, we have: Edward J., George V., Jacob H., and Eugene M. Lendy.

Georgia, the land of cotton, mint julep, Democrats and large families, has contributed very largely to the mechanical force at South Park Shops. In the accompanying photograph are the four Lendy brothers, part of a family of nine. Five sisters make up the quota.

They were all "bo'n" in Atlanta, from the oldest to the youngest. Two of the boys are married and two are single.

Edward J. is Truckman and packs journals in the Truck Shop. He and George V. formerly worked with the Richmond Light and Railway Company at Staten Island, N. Y., for a number of years. George was also a conductor on the cars of the Georgia Railway and Power Company at Atlanta, Georgia. He is now one of "Doc" Robey's groupmen at Division Two. Edward started with the Company in June, 1923, and George in October of the same year.

Jacob H. is Wireman and Eugene M. is Helper. They work out of the Electrical Repair Department on repair jobs. Jacob H., or "Hugh" as he is called, also worked with his brothers for the Richmond Light and Railway Company, while Eugene M. was at that time attending high school. They are arranged in the photograph according to their ages, but we believe it prudent not to reveal the number of mile-stones in years. Hugh started with the Company in October, 1923, and Eugene joined the ranks in November, 1925.

The foremen of their various depart-

ments in referring to the Lendy brothers speak highly of their work and say they are "one fine bunch of boys."

Returns to Studies at Stanford

James M. Shrader, Jr., formerly of the Engineering Department on surveying work under the direction of Andrew Egan, has resigned to resume his studies at Stanford University. He is the son of James N. Shrader, Chief Investigator of the Claim Department.



Motorman Jack Critchett of Division Three took one of his Michigan friends out to show him that he could fish as well as play pinochle.

Big Fill To Be Made on Vermont

One of the largest fills, if not the largest, ever undertaken by the Engineering Department will be started shortly on Vermont Avenue between 4th and 6th Streets.

This fill, the maximum depth of which is twenty feet, from curb to curb, will require approximately 80,000 yards of dirt to bring it to the new street level.

Spur tracks will be constructed paralleling the present rails on each side, and it is expected this job will take at least six months to complete.

The present rails which were installed in 1915 will be used and will be completely retied, reballasted and equipped with tile drains.

More Track Jobs

On Pico, from Georgia to Westmoreland, complete reconstruction of track is under way. The old rails are being replaced with standard 116-pound girder rail.

Reconstruction work on track is also under way on Washington Street between Flower and Figueroa. One hundred and sixteen pound girder rail is also being used on this job.

At 8th and Grand the old four-unit crossing has been removed. This crossing was installed in 1911 for test purposes, two units being of manganese hard center and two of the built-up type, to determine the most favorable wear. On removal it was found that each had stood up equally well. Manganese hard center, however, is now being used by the Engineering Department on crossings.

Coach Line Extended

On September 14th an extension was made on the Washington-Adams Coach Line, which is now known as the Washington-Adams-Jefferson Coach Line.

This extension is from the Adams Street terminal, south on Verdun Street to Jefferson, then east on Jefferson to 9th Avenue, where connections are made with Line "J" cars.

A 15-minute headway prevails from approximately 5:45 A.M. to 12:20 A.M., except early Sunday morning and late Sunday evening.

The fare is five cents without transfer.

Gets New Top

The Central Substation at 16th Street is now being fixed up by the Engineering Department with a brand new galvanized iron roof.



Larry Lauffs



"Tom, you old loafer," said Col. Smith, "do you think it's right to leave your wife at the washtub while you pass your time fishing?"

"Yassah, colonel, it's all right. Mah wife doan need any watchin.' She'll shorely wuk jes' as hard as ef I was dere."

There once was a man not unique
Who imagined himself quite a shique,
But the girls didn't fall
For the fellow at all—
He made only twenty a wique.

Abie: Vot is de idea of raising de price of gasoline all de time?

Garage Man: What do you care? You haven't a car.

Abie: No, but I got a cigar lighter.

Johnny came back from the circus much excited. "Oh, mamma," he exclaimed, "Katie spilled some peanuts on the ground and what do you think happened? The elephant picked them up with his vacuum cleaner."

Mr.: "If you hadn't been so long dressing we wouldn't have missed the train."

Mrs.: "And if you hadn't hurried me so we wouldn't have had so long to wait for the next one."

Patient—"Doctor, how are my chances?"

Doctor—"Oh, pretty good, but I wouldn't start reading any continued stories."

An Irishman, just before committing suicide, left a note so people would not dishonor him. It read:

"My death is the result of an accident—the pistol went off as I was cleaning it."

How you all gettin' on wid yous 'rith-metic, Sam?

Well, I learned to add up de oughts but the figgas bottah me some.

"What do you make a week?" asked a judge of an Italian organ grinder.

"Twenty dollar, sare."

"What! Twenty dollars for grinding an organ?"

"No, sare; not for da grind, but for da shut up and go away."

Mike (with heat): "I wouldn't throw ye a rope if ye was drownin'."

Pat (with more heat): "An' I wouldn't ketch hold of it if ye did."

"Who's that old fellow you were talking so nice to?"

"That's my old family druggist."

"What did he say?"

"No."

"Modern marriage," allows Oscar the Operator, "Is like a cafeteria. A man just grabs what looks nice to him and pays for it later."

A traveler stopped to change tires in a desolate region in the far west.

"I suppose," he remarked to a native onlooker, "that even in these parts of the country the bare necessities of life have risen tremendously in price."

"You're right, stranger," replied the native, gloomily, "and it ain't worth drinking when you get it."



"Bruddern," reproved the parson, "don't you all know it's wrong to shoot craps?"

"Yeh, parson," admitted one parishioner, "an' believe me, Ah's payin' fo' mah sins."

Two convivial friends were wending their way home about 2 a.m. when one stopped to gaze at a sign.

"Watcha lookin' at?" asked the other.

"That sign," was the reply.

"Whazzit say?"

"Ladies Ready to Wear Clothes."

"Well, it's dern near time, if you ask me," came the reply.

"Ah wants to divorce mah husband," declared Aunt Jemima, to the lawyer. "He's done got religion, an' we ain't had a chicken on de table fo' six weeks."

After a long run of hard luck an Irishman was offered a job at big pay in a tropical country.

"You'll never be able to stand it there," a friend declared. "The temperature is more than a hundred in the shade."

"Well," the Irishman replied, hopefully, "I'll not be workin' in the shade all the time."

A patrolman brought in a negro woman. The desk sergeant scowled and roared at her:

"Liza, you've been brought in for intoxication."

"Dat's fine!" beamed Liza. "Boy, you can start right now!"

"Jimmy," I wish you'd learn better table manners; you're a regular little pig at the table."

Deep silence on Jimmy's part. So father in order to impress him more added, "I say, Jimmy, do you know what a pig is?"

"Yes, sir," replied Jimmy meekly, "it's a hog's little boy."

Passenger (after the first night on board ship): "I say, where have my clothes gone?"

Steward: "Where did you put them?"
Passenger: "In that little cupboard there with the glass door to it."

Steward: "Heavens, sir, that ain't no cupboard, that's a porthole."

Pa: "Was Jack intoxicated when he came home last night?"

Daughter: "I didn't notice anything—except that he asked for a mirror to see who he was!"

"You must find that impediment in your speech rather inconvenient at times, Mr. Biggs?"

"Oh, n-no; everybody has his peculiarity. Stammering is m-m-mine; what is yours?"

"Well, really, I am not aware that I have any."

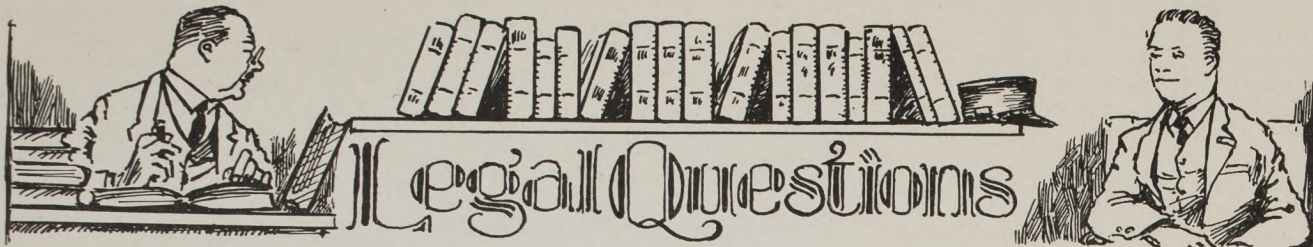
"Do you stir y-your tea with your right hand?"

"Why, yes; of course."

"W-well, that is y-your p-peculiarity; m-most p-people u-use a t-teaspoon."



George Riggs, Driver of Emergency Truck No. 64, heard of a beauty contest to be held at one of the beaches. However, the photographer and censor caught him in the back yard before the riot call was sounded.



Q. Do the trees between the sidewalk and the curb have to be trimmed?

L. T.

A. Yes. Trees must be trimmed to preserve their symmetry. Where trees are greater than fifteen feet in height the lower limbs must be kept removed so that at no time shall any portion be nearer than nine feet above the sidewalk, street or alley.

Q. Who is Registrar of Titles under the Torrens System?

G. C. S.

A. The County Recorder. Land being once registered, it is the duty of the Registrar to keep the title brought down to date at all times.

Q. Is it necessary for an Executor or Administrator to be a resident of the state?

T. H.

A. It is not necessary for an Executor to be a resident of the state but upon issuance of Letters he must appear and qualify. An Administrator must be a resident of the state.

Q. Can a keeper of a hotel, lodging house, boarding house or furnished apartment hold baggage and other personal property of tenant or guest for the proper

charges due for accommodation, board, room-rent and other extras furnished at the latter's request?

R. M.

A. Yes, also costs of enforcing lien. Property so taken may be sold after sixty days at public auction.

Q. What is the difference between executed and executory contracts?

E. S.

A. A contract is executed when the thing agreed to be done has been done. A contract is executory when the thing has not been done.

Q. What crimes are felonies in California?

J. F.

A. All crimes punishable by death or imprisonment in the state prison.

Q. Is a dog classified as personal property?

C. G.

A. Dogs are personal property, and their value is to be ascertained in the same manner as the value of other property.

Q. Will you please define arson?

H. T. L.

A. Arson is the willful and malicious burning of a building, with intent to destroy it, and is divided into two degrees. Arson in the first degree is the malicious burning in the night-time an inhabited building in which there is at the time some human being. All other kinds of arson are of the second degree. Arson is punishable by imprisonment in the state prison, as follows: (1) Arson in the first degree, for not less than two years; (2) Arson in the second degree, for not less than one nor more than twenty-five years.

Q. What becomes of property which has been stolen and which is unclaimed by the owner after trial and conviction of the person who stole it?

R. W.

A. If property which has been stolen or embezzled is not claimed by the owner before the expiration of six months from the conviction of a person for stealing or embezzling it, the magistrate or other officer having it in custody must, on the payment of the necessary expenses incurred in its preservation, deliver it to the custody of the county treasurer, by whom it must be sold and the proceeds paid into the country treasury.



The following items come from Division Two:

It has just been learned that while on leave last June, Conductor R. C. "Bob" Robson took unto himself a wife. Who the lady is or where she is from could not be learned, but here's wishing them all kinds of luck.

Here's another hot tip. Conductor S. D. "Chubby" Selby was also married while on leave this summer in Idaho. He has just returned to Los Angeles and is finishing up his honeymoon with a trip to Catalina. Congratulations.

Real news. We had heard that Esther Ebermayer, formerly Stenographer for Mr. Collins, would report to Division Two, but when she arrived she introduced herself as Mrs. A. D. Pearce, but as to the date of the wedding we are still in the dark.

Harry Hunt, Division Two Mechanical, is away on a fifteen day vacation, he said that he was going to pick apples, but we found out that he has picked himself a peach. Congratulations, Harry, and don't forget the cigars.

Be Sure and Vote!

Tuesday, November 6th, is the date set for the Presidential election.

As a patriotic citizen, it is your duty to go to the polls and vote.



Births

Another tourist has arrived in Los Angeles and will make his home permanently with Motorman-Line Instructor E. R. Rath of Division One. His name is Bobby and he joined the family circle September eleventh. Mother and boy doing well and Rath is stepping high.

On Labor Day, September 3, Conductor P. Gillespie of Division Three became the father of a big 11½-pound boy.

To say that Mr. Gillespie is proud of this son is expressing it very mildly, and he says he will soon have him broken in as a conductor.

On September 21st, Sally Louise Rogers, weighing ten pounds, arrived at the home of former Operator J. R. Rogers of the Motor Coach Division. We are glad to hear that everything is O.K. and extend our congratulations to the proud parents.

J. Scothorn, Division Three Mechanical, has been made a regular repairer in place of M. Morrison who has resigned. To celebrate this event Jim announces the arrival of a 6¾-pound son. Jim, congratulations to you and

On Vacation

E. L. Stephens, Master Mechanic, South Park Shops, and C. B. Lindsey, Superintendent of Automotive Equipment, Garage, together with their families, are on a pleasure tour of cities as far north as Vancouver, B. C., Banff and Lake Louise, Alberta, Canada.

Congratulations

C. H. Campbell, Joint Pole and Line Inspector of the Engineering Department entered his 34th year of continuous service with the Company on Friday, September 28th.

Teaching Biology

R. J. Sunderlin, formerly of the Engineering Department, left the services of the Company September 11th, to accept a position as teacher of biology in the Polytechnic High School of this city.

Mrs. Scothorn and thanks for the cigars.

Also from the same department comes the following: We don't know whether it's the high altitude or not but following the above announcement here is another one. To Mr. and Mrs. S. Tucker, a 7½-pound son, on the 23rd ult. Congratulations.

A seven-pound baby girl came to the home of Tom O'Connol of the Shops Winding Room, on August 23rd. This is a little late but every one is happy, smokes and everything. Congratulations to both parents; she's a big girl now.

C. Reed, Truckman of the Shops, is also reported as entering the record-breaking contest. A seven-pound boy arrived at his home on September 2nd. Mother and son are just fine.

N. A. Land, Division Five Mechanical, came down to work on September 20th shouting "it's a boy." Thanks for the cigars and congratulations.

Appreciations

Your kind expression of sympathy is deeply appreciated and gratefully acknowledged.

John Bruce and Family.

This is to acknowledge with sincere thanks the kind expression of your sympathy.

C. H. C. Parker.

Your kind expressions of sympathy in my bereavement are deeply appreciated and gratefully acknowledged.

Mrs. Fred T. Wicks.

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

Chas. Kincaid and daughter.

For Sale

New Regulation Sweater, size 36. See R. G. Monahan, Division Three, or 2807 Huron Street.

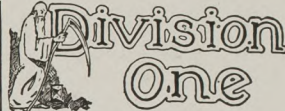
1927 Nash Four Door Sedan, \$700. In perfect condition. Has several extras. J. E. Summers, Garage.

Bedad—He's Back

Pat Fitzgerald, Flagman, believes that the wisest Irishmen in Ireland are in America today, "becuz the divill a toime he had gettin' back to dear old Los Angeles." It cost him extra to leave there on the 29th of July and had not someone cancelled his reservation, Pat would be there still.

Pat left Los Angeles May 30th for a visit to his old home and two brothers in Ballyneety, near Limerick. The

house of the Fitzgeralds where Pat was born was erected in 1410—the real old stone type that stands for centuries. He helped his brothers with the farm work during his stay and also visited the new Shannansceam Dam built by the Free State Government to serve light and power to the counties for miles around. Of course, Pat was not interested in water all the time he was there so he made the best of his visit by taking on some of the finest beverages that have made Ireland famous.



H. N. COLE

After being off ninety days, Motorman E. A. Gardner returned to his run for a few days but found it necessary to take another ninety days leave of absence on account of his health. He will recuperate at Lane Springs, California.

Conductor Martin Saslow has returned from a two months leave and seems well satisfied with his vacation. New Orleans was included in his itinerary.

Motorman J. S. Peach has resumed his duties and is working an A. M. tripper every day for a while. It will be remembered that Mr. Peach was painfully injured several months ago in an automobile accident.

Saturday afternoon Motorman C. W. McKellip had a premonition that something would happen to mar the pleasure that Saturday usually brings, and so expressed himself to his conductor. Sure enough something happened. His relief man looked at the wrong schedule and Mac had to make an extra half trip.

An elusive ten dollar bill played a prank on Conductor W. E. Elliott last week, by concealing itself in an obscure pocket. He made good the ten spot and the next morning it was found in said obscure pocket much to Elliott's mental, as well as financial, relief.

Motorman R. E. Burrow and Conductor W. L. Borsch have taken a leave of absence. They said they would probably venture as far as Watts.

After an absence of several weeks, Conductor A. A. Lithgow has returned to his job on the "D" Line.

Accompanied by his new Ford, Motorman O. V. Lawrence has returned from a trip to St. Joe, Missouri. He reports an excellent trip and a good time.

Among the motormen on the sick list we regret to report J. H. Schrader and F. J. A. Sharon.

Conductors on sick leave are O. Arguello, D. L. Weiland and C. E. Stevens.

Conductor-Line Instructor L. M. Hills is resting up and taking in the sights of the city for ten days.

For the next sixty days Motorman L. Eastman will be found here and there seeing the sights about the city.

On account of his health Conductor J. H. Merritt has taken a leave of absence for thirty days.

Motorman G. M. Katzenberger has returned to work after taking three weeks off to rest up and look around the city.

Conductor William Sproule has returned from a three months tour to New York. He reported a good trip and is feeling and looking fine.

Conductor H. Bunes has treated himself to a two weeks vacation. It is not reported where he will spend it, but it is presumed that it will be at the various beaches.

For the next fifteen days Motorman W. D. Averett will be taking a rest.

A thirty days leave has been granted Conductor L. B. Evans. Destination is unknown.

Fresno, California, will claim the presence of Motorman J. N. Smith for the next forty-four days. He is driving his Ford, and it is equipped for any emergency, such as sleeping, cooking, fishing and sight-seeing.



H. F. Nelson

Conductor A. E. Potts has resigned from this Division and is now operating a Super-Service Station at 94th and San Pedro.

After spending ninety days visiting in Iowa, Motorman M. D. McGivney is again back on the "S" Line. He enjoyed his trip very much, but says it seems good to be back to work.

Motorman A. T. Cameron has resigned and is running a grocery store. Here's wishing him all sorts of good luck in his new venture.

Conductor R. L. Gearhart is working as a brakeman for the Sante Fe at Winslow, Arizona.

Motorman M. M. Moore and Conductor I. H. Stewart are in Canada visiting the folks and taking in the sights. They will return just in time for the Christmas rush.

After spending several days at the Good Samaritan Hospital and a few more at home, Motorman B. M. Ihrig is again back to work.

Not having seen his mother for over twelve years, Motorman J. H. Roberts left for Kansas City on the 26th of last month to spend a month with her.

We will be unable to furnish a picture of the deer that Supt. Dickey and Conductor Conkling brought back. They managed to hear several crashing through the brush but were unable to get close enough to get a shot at them. There had been no rain since January and everything was so dry that the deer had a good chance to keep out of the way. Here's wishing them better luck next year.

Conductor R. E. Cleland has his arm out of the cast and is getting along fine. He expects to be able to return to the old run in about ten days.

Motorman J. Waddell has improved and is able to work a tripper each morning. He expects to be able to work his run soon.

Conductor R. Wilkins tried flagging for a month, but is back on sick report.

Motorman J. I. Webb is back to work after spending several weeks on sick report.

The only kick we have heard on the new radio is from Tex Bourland. When the radio is on he cannot be heard and that makes him peevish. But when its turned off, he makes up for lost time.

Cider time is here again, Motorman J. G. Adair left two weeks ago for his ranch in Yucaipa Valley, where he will harvest his apples, and also make a bit of cider. You can expect him in any day with a few gallon jugs. If it is as good as last year he will have no trouble in disposing of it.

Conductor M. L. Davis obtained a few days extension to his leave on account of his eyes. The day before he was to leave Oklahoma for home, he put in some time watching an electric welder at work. This affected his eyes.

Motorman H. T. Hansen was granted a months leave to go to San Francisco with his wife who has been quite ill.

Motorman O. C. Milton returned to the front end after flagging for several months.

Work being a little slack at the M. of W. Dept., Motorman F. E. Cavenee has returned to the Division.

Wishing to show some of the boys a little class, Conductor G. E. Barnes traded his old car in on a new one. He says he doesn't care if they never mark him up to a night run again.

Motorman G. Schultz, E. T. Ellegood and W. R. Kitson are on leaves of various lengths and for various purposes.

Motorman-Line Instructor F. O. Roberts, who has been spending the past three months in Canada, has decided to stay there and so mailed in his resignation.

Motorman-Line Instructor C. C. Roush made a trip to the Division a few days ago. He has been on the sick list for several weeks. Here's hoping he will be able to return to work soon.

Motorman A. T. Munn is also a member of the sick club.



Division Three

L. VOLNER

Acting as a temporary flagman, Motorman C. R. Ballard has now received his appointment as a regular flagman.

After five months off duty on the sick list Motorman W. W. Yates has returned to his old position on the "E" Line.

Conductors M. S. Fury and Ira Gott enjoyed a very pleasant fishing trip in the northern part of the state.

The youngest son (age 17) of Motorman M. L. Hersom is making his dad very proud of him, as he has been appointed leader of a university orchestra.

The pleasant smiles which have been missing from the countenance of our jovial conductor of the "B" Line, Mr. Clyde C. Coates, have returned. His motorman, F. S. Ellermer, is back after being off duty several days with the flu.

Motorman Wm. Carter, who has been confined to his home in Lankershim for the past two months on account of sickness, is improving and hopes to be able to resume duty in the near future.

Conductor A. F. Munson, who was called home on account of the ill health of his mother in Denver, Colorado, is back on the job.

The greatest pleasure to our genial clerk, J. W. Allen, is hunting, not small game but the largest the country affords, so each year during his vacation he goes up in the big tree country to try his skill. This year it seems he bagged a couple of deer, but we can't get the particulars of the trip. Just ask him, he will tell you all about it.

The large gang of men in big straw hats, overalls, etc., who assembled at the gates of the car barns very early on the morning of September 20th, were not harvest hands as thought by some, but were members of switchman M. H. Meloy's fishing party. The following conductors and motormen were in the bunch: M. M. Warren, P. M. Turner, H. F. Hill, H. B. Thompson, A. F. Eckenwiler, P. G. Roberts, R. F. Ridell, D. D. Carr, C. T. Vaughn, W. Hetze, W. E. Ruth, J. R. Holland, J. T. Hall, J. S. York, W. H. Deskin, L. A. Barnes. Some caught fish, some didn't, but a fine time was had by all.

Needing a grip, bag or something of the kind to carry his equipment in, Conductor T. G. Cumberford saw an advertisement where he could get just the required article on sale for 69c. Crowding in the store he managed to get one of the bags, but you should have heard him when he got it home, and upon examination found the regular price had been 47c.

Our Superintendent is sporting a new Chevrolet Coach.

Motorman D. W. Allen is one of our successful hunters now eating deer meat.

Robert Reid is becoming quite a fisherman, sea food is more to his liking than the game of the forest.

Mrs. Hanby is the owner of a new Chevrolet Sedan. Suppose Dan will be taken out some in same.

Motorman J. T. Martin and mother have gone to Nebraska to visit relatives.

Several days were spent by Motorman J. R. Grove viewing the beautiful California scenery in his new sedan.

Motorman F. Malano has secured two weeks off duty to follow his favorite sport, duck hunting.

After a delightful vacation spent at the Grand Canyon and in the fisherman's paradise in the mountains of Utah, Motorman E. C. Helbling has returned to duty.

Motorman M. B. Capps has returned from the High Sierra country. The cold weather caused his engine to freeze.

Motorman C. R. West has gone to Omaha to visit his mother and bring his family back.

After a ten thousand mile trip through the Eastern States, Motorman M. J. Sherman is back on the job.

Motorman Horace Miller is off to take his family to the Pomona Fair, and afterwards they will go on a visit to Tennessee.



Division Four

E. E. JOHNSON

We are glad to welcome to our midst Miss Helen Falconer, stenographer, replacing "Johnny" Johnson. Johnny is now switching on the night shift.

Switchman W. J. Harris is back on the Birneys from the day shift switching crew. F. W. Seega has gone from switching nights to days, replacing W. J. Harris.

Motorman M. B. Madden took sixteen days in the fore part of the month to rest up and enjoy life in general.

While his motorman was off on leave Conductor H. O'Neill decided it was a good time to take a ten day leave.

Cards have been received by many from Extra Clerk and Operator W. L. Greenwood from various points of the east telling us he is having a wonderful time.

Just a jump ahead of the recent hurricane in Florida, Conductor A. C. Freeman heard it was coming and decided to take the next train and come back to L. A. and so missed its greatest fury. A. C. says he found time also to visit Havana, Cuba, which he couldn't miss while so close.

Motorman W. H. Wisdom has returned from a thirty day leave spent in and around Los Angeles.

I. R. Tilton is on a thirty day lay off from the Birneys sojourning here and there from his home in Altadena.

Conductor Joe Howarth writes from Wichita Falls, Texas, where he is on leave and tells of meeting his old friend, Pete Lapan, formerly a motorman of Division Four. Pete is playing ball with the Wichita Falls ball club.

Conductors F. W. Reynolds and E. L. Bailey spent ten days remodeling Reynolds' cottage at Manhattan Beach.

Taking forty-five days more, Conductors M. W. A. Berg and G. Granger have gone to the Dakotas from Moscow, Idaho, where they spent most of the summer.

Conductor A. S. Martin has reported back from an extensive trip to Mecheche, Alberta, and surrounding territory, and says it was one grand trip.

Conductor W. W. Fast is on a twenty day leave to take life easy.

Going to Modoc County for twelve days and enjoying some good hunting, Conductor C. McAtee and party returned with two deer. Several men of the division reported a good feed of venison on Mac.

Motorman R. W. Harry is resting for seven days.

Answering the call of his Buick and the wide open spaces, Motorman M. E. Francisco is on a thirty day leave to parts unknown.

Motorman H. DeJager made one attempt this summer to go to Vancouver but got only as far as Frisco, and now "Dutch" is on another fourteen day leave but didn't say where to this time.

Motorman C. B. Hunter is on a seven day vacation mostly to rest up.

Last month Foreman B. B. Boyd and Motorman J. W. McKeown left on a tour

of the National Parks in a 1913 Ford and returned the fifteenth after covering about 5000 miles. They report a wonderful trip of scenic wonders and not a bit of trouble.



Division Five

FRED MASON

Motorman Bill Marion, who spent his ninety day sick leave in and around New York State, is back in town, but is not feeling well enough to be back on the job yet. He's coming along pretty well though and hopes to be working soon.

Motormen Earl Downing and L. Schoffner, who are vacationing together, write from Wenatchee, Washington. They are having a wonderful time hunting and fishing, and are very anxious to get in on the deer hunting which starts on November 1st. They asked for an extension and got it. Now all they have to get is the deer.

"The best vacation I've had in years," said Conductor Roy Meggison on his return from a hunting and fishing trip at Hobo Hot Springs, Kern County. That's the second trip this year Roy has made up there and he's looking forward to more next year.

Motorman Ed Austin is back on the job after a fifteen days vacation motoring to Los Vegas, Nevada. Ed passed the spot where he turned his old Buick over last year.

Motorman G. Cook was off for the last fifteen days of September and spent the time entertaining his father from the east.

Another fifteen days vacationist was Motorman Fred M. Hestilow, and he put his time in at Weldon, Arizona.

For a good rest up at home Motorman J. L. Hoffman takes off a couple of weeks.

Conductor E. H. Buchanan is off for thirty days and is making the trip to San Francisco by boat. A couple of cards from him say he is having an excellent time.

Another one who likes to hunt is Conductor Q. E. Stone. He's off for thirty days and doing his hunting at Visalia, California.

Motorman John Celus took a much needed rest of thirty days, most of which will be spent in Oakland, California.

The inseparables, Conductor Line-Instructor H. V. Skoog and Motorman H. E. Hutchison, are off for sixty days visiting relatives at Marshall and Chicago, Illinois.

Conductor W. A. Swanston has taken sixty days off and is now in Seattle, Washington.

For a trip back to Memphis, Texas, Conductor V. Z. Watson takes off ninety days and is getting some real home cooking, including plenty of fried chicken.

Motorman W. Dudley was called back to his home in Warrensburg, Mo., on account of illness in his family, and will be gone for ninety days.

With the nice new Chevrolet Cabrolet nicely broken in Motorman H. Boewingloh takes off ninety days and is just running hither and thither.



Motor Coach Division

ELMER WOOD

Now for another three months of the occupation some people call a pleasure. The quarterly shake-up creates a lot of enthusiasm around the division, even if it does add a few more gray hairs to the head of our Foreman Charley Morse, and perhaps a few more can be found on the clerks, too.

Operator H. H. Houseworth had leave for thirty days and drove his car to visit friends in Denver Colorado Springs, Casper, Wyo., (his home town) Salt Lake and Minneapolis. Outside of having a rock break his windshield and four flat tires the trip was indeed a pleasant one.

Operator B. B. Towsley had his car wrecked but was very fortunate to escape injury as the other car struck his new sedan in the center and completely demolished the body.

Sixteen days was granted Operator T. R. Swisher to see the northern part of California. Visiting some friends on a ranch north of Sacramento, Swisher tried to fish, hunt and be a farmer but did not have much luck.

Words cannot express the appreciation of Mr. and Mrs. Bruce Pentland for the lovely baby carriage presented to them by the boys of the Division for Miss Barbara Dawn Pentland.

Night Clerk C. V. Coleman's ideal spot for a vacation is Coronado Beach, where he made his headquarters for two weeks.

After appearing on time for roll call, Operator H. W. DeGroot discovered that he was off that day and had forgotten all about it. Just think of the nice slumber he wasted. 'Twas a tough break.

Word was received from Operator S. N. Cookson from Bishop where he is on his thirty day leave of absence, that he caught nine trout that morning before breakfast, and that he intended to bring the head of a buck home for mounting.

Operator Fred Rauzon resigned September first to accept a job driving for the Red Feather Stage Co.

Scheduled to be back from Seattle, Washington, this week, Operator J. Lerner has been away for thirty days. Here's hoping everything went O.K. It will provide no one offers John some ham.

Back from Portland, Oregon, and Seattle, Washington, ends the twenty-five day leave of absence granted Operator O. J. Ryan to visit friends and relatives.

After spending a few days at Catalina, Conductor E. W. Thompson wished that he could have parked there the remaining seven days which he spent taking in the local beaches.

Supervisor H. E. Sweet was out of service for a few weeks on account of a boil which closed up both eyes for several days.

Operator E. C. Dalbey has been on the sick list for several weeks. We all wish him a speedy recovery.

The latest report from the Golden State Hospital, concerning Operator C. W. Shelton who was injured in an accident, is that he will soon be out and we are sure glad to hear that.

At the General Hospital, Operator F. G. Ballenger underwent a blood transfusion. Latest reports say that he is better.

Operator V. A. Lincoln has been absent for several days with the grippe.

The height of forgetfulness is to bring your car to work and then ride the street car home. Of course it has been done before but Supervisor L. Nowak isn't proud so he tells this one on himself.

Garage

H. Clinton, Mechanic on the First Shift, accompanied by a boy friend drove an old 1919 Cadillac for ten days through the Grand Canyon and the Painted Desert, which Harold says is the prettiest piece of land he ever saw.

D. H. Weaver, Mechanic on the First Shift, is leader of the Doug Weaver Joy Makers and also Manager of the Palis Majestic Dance Hall in Burbank, just opened up last Wednesday night.

We are also very proud to have in our midst the leader of the "C. R. G. Hawaiian Trio" which has been playing over radio KGFH in Glendale for several months. He is none other than Bill Craig of the Machine Shop.

Our Store Keeper, G. A. Holmes, was away for two weeks at the beaches.

It would be very unjust to refuse to mention anything about the bright colored shirts worn by one of the boys in the office. If you haven't heard or seen this hot looking merchandise you are missing a treat.

Doyle Rishel, General Foreman, and G. A. Holmes, Store Keeper, attended the launching of the "Bonhuer" a new boat belonging to Horace Croker Westinghouse. The christening took place September 26th at the Wilmington Boat Works. Bud Eaton took the party for a little spin.



Shops

JACK BAILEY

William DeLawter, Night Watchman, boasted of a 360-non-stop night shift up to the first of September. The books say he is right and he is now taking two weeks off to sleep nights.

J. Buxton, of the Carpenter Department, spent the last week of September at Catalina.

Carpenter F. D. Mears has returned after his one week vacation.

Carpenters A. L. Dellinger and L. A. Johnson went deer hunting near Acton, California. The first of the season did not seem to favor them.

Carpenter M. Langlois also took a few days off to rest up.

Steve Hickson, of the Winding Room, is back after two weeks spent at San Francisco.

E. E. Wing, Chief Upholsterer, came back from the National Air Races with a face full of smiles. It is said he gathered enough new cushion ideas from the planes to fill a book. Those who witnessed his visit there report that the salesman sure thought they were going to sell out to him.

Here's one that will make one-eyed Conley see double: C. Hatch, of the Mechanical Engineering Department, got a ride out to the Air Races with an official. At the gate the official was called back to town and Hatch frightfully discovered he had left his purse at home.

R. Shollin, of the Pattern Shop, has returned from his vacation and is sporting a new car.

A. B. Devore is a new man in the Trimming Department, replacing A. Lorrana, who left the service.

Benjamin Jenkins, Watchman, is back on the job after taking two weeks off to celebrate his seventy-eighth birthday.

Robert Harvey, Foreman of the Air Department, is away on his vacation but did not state definitely where he was going.

James Jensen, of the Machine Shop, is back on the job after taking a week off to go on that fishing expedition. No fish reported but he enjoyed the Air Races.

J. Holdsworth, of the Curtain Department, spent the week-end of September 16th at Catalina.

A. O. Malm, Millman, was called home on account of the serious illness of his wife. All the boys send their sympathy and wish for a quick recovery.

Tom Gray, sole heir of the Oil House Store Room, was away two weeks on his vacation. Upon his return O. P. Armstrong of Store No. 1 took a week off for local amusements.

Kenneth Harmon, also of the Store Department, is away due to an injured foot.

B. Goy, of Store No. 1, suffered a cut on his arm but stayed with the ship.

Carl Thun, Material Man, and wife took the first week of September for their vacation camping at Seal Beach.

Truckman James Davidson is back after spending the month of September on a vacation tour from Yosemite National Park to the City of Corona. Some trip for a bachelor.

Truckman Harvey Campbell spent his four weeks vacation locally and had a fine time.

Fred Brenom, Truckman, was away the second week of September. He took his brother, who is visiting him from the East, to all the beaches and also for a trip to Catalina.

William Amos, Assistant Foreman of the Truck Shop, spent the week-end of September 15th at Santa Paula.

When J. Smith, of the Truck Department, was asked if he was ever going to shave, he cheerfully told the boys he would when Inglewood won a ball game. Something wrong somewhere.

Vernon Yard

H. I. Schaubert

Sam Sommers was painfully injured last Friday night, when his thumb was crushed while coupling up cars. The Receiving Hospital gave him an O.K., and three stitches.

Herman Liebelt is recovering from his vacation spent at Pomona Fair, Venice and way points. He informed us that he felt the most pain in his right hand pants pocket. Pick pockets take due notice.

Frank Putnam is slowly recovering from a very serious sickness. We all hope to see him back soon.

Due to some very clever work on the part of the Vernon Yard Intelligence Department, the reason for Johnny Teegarden's late vacation arrangements is now accounted for. All the pieces of scrap rail that could be readily applied to his automobile are now distributed from Mexico to Canada, and as Johnny is a little short on gas, he does not want to handle any excess baggage.

The sympathy of the Track Department is extended to Charlie Kincaid, whose wife died recently.

Jimmie O'Connor and family left on the 19th for a stay of four or five days in San Francisco. They travelled on the good ship Humbolt.

E. C. Fleming and family braved the dangers of forest fires and San Bernardino heat on Sunday the twenty-third. They enjoyed a very pleasant outing at Cedar Pines Park.

Mechanical

H. K. Conacher

Division One

H. W. Lawrence is spending his vacation at Denver, Colorado, visiting relatives and friends.

T. T. Clark has returned from Salem, Kentucky, his old home town. He made the trip in his new Ford and says it never missed a stroke.

Geo. Monaghan spent two weeks fishing at Balboa, he caught lots of fish and a good coat of tan, we saw the latter.

Ruel Martin has returned to work after enjoying a few days at the Sequoia National Park.

T. C. Wiley is spending his vacation in Silver City, New Mexico.

Geo. E. Mawby went fishing down to Balboa and brought back a fine string of fish. When it comes to fishing and looking after the M. U. Equipment, George is right on the job.

Geo. S. King and Chas. Adolfson took Charlie's new car and visited Yosemite, Sacramento and Oakland and all points of interest down the coast including Carmel-by-the-Sea and Pismo Beach. They reported a wonderful trip.

H. Shenton, Groupman, who has been acting machinist in place of H. Schaller who resigned to go east, has been appointed as regular Machinist.

R. L. Lathrop is on a trip to San Diego and other points of interest, in his new car, accompanied by L. W. Stewart.

G. E. Atkins says fishing is good at Redondo Beach, sometimes.

E. C. Lathrop is sporting a new sedan, if it don't run one way he ought to know what to do with it.

A. J. Peterson, who has been off for several nights with a cold, has contracted pneumonia. We wish him a speedy recovery.

Wm. (Wild Bill) Hitchcock, our Central Avenue sheik, has had six of his lower molars extracted and we understand that the rest are to follow. Bill says that he always liked soup anyway.

Division Two

E. Sayre has traded his yacht for ten acres of land near Chino, where he will try his hand at farming.

Shorty Keys left on the first of the month on a fifteen day vacation. He expects to drive to Denver, Colorado, if his new "Lizzie" holds together.

R. S. Wilson spent one day at the L. A. County Fair. He said that those big Missouri mules sure made him homesick.

L. Martin has taken a ninety day leave of absence to spend on his ranch near Victorville.

Division Three

A deep sea fishing contest was held off Santa Monica on the ninth of last month and it seems that the fish carried away the honors. Howard Earl and Harry Wescombe of Division Three won first and second booby prizes in feeding the fish. When the contest closed S. Van Amberg of Division Four held the cellar position in the bottom of the boat. Result, no fish caught.

Bud Magin is on a visit to Sequoia National Park, where Mrs. Magin is recovering from sickness contracted during their vacation.

W. Alport spent his vacation visiting in San Francisco and some of the local beaches.

Clyde Hamlin, Groupman, is becoming very proficient in the art of locating hot wires in the buzzer circuits on the M. U. cars.

Division Four

Cecil Genard has returned from a very enjoyable trip to Mt. Shasta.

Mr. and Mrs. Geo. McCoy have returned from a trip to San Diego.

J. W. Melvin reports a gain in weight after two weeks vacation at the beach.

Mrs. A. Cameron is home again from the hospital and we all wish her a speedy recovery.

Since most of the streets have been widened Sidney Beard has bought himself a new sedan.

J. J. Pitts has been transferred to the night shift at Division Two.

Jim Inman is getting to have quite a reputation as a rabbit hunter and Van Amberg says that he hasn't found out yet if Jim uses a gun or a saxophone.

Division Five

I. C. Gordon is away at the present time on his annual deer hunt "somewhere."

Geo. Prakesel has returned from a trip to Black Hills, S. Dakota. He says that he didn't see President Coolidge but brought back a picture of his home.

Frank Gray has returned to work after a long spell of sickness, contracted while serving with the A.E.F. in France. Glad to see you back, Frank.

M. E. Pflipsen has resigned to try his hand at farming down in San Diego County.

E. U. Tuttle is among the newcomers at this division. Give him a helping hand, boys.

A. J. Hayward, Carpenter, is spending his vacation in Iowa and Minnesota. W. E. McDonald is pinch hitting for "Bert."

C. R. (Red) Fulton bumped into the wrong cop and it cost him ten dollars for headlight adjustment and accessories.