

TWO BELLS



NEW CITY HALL



EDITORIAL

To My Friends

I have put on a new dress today, and have tried otherwise to improve myself; and instead of the regular weekly visit I have been making for the past few years, I am going to make a monthly call hereafter.

If I have been at all interesting as a weekly visitor, I am going to try to make myself more interesting, and therefore logically more welcome. You know even the best of friends may become a bore, even wear his welcome out, by monopolizing too much of your time.

Absence, it has been said, makes the heart grow fonder. I hope that adage may prove itself in my case. As for myself, I shall treasure my rarer visits more highly than I did when they were four times as frequent. I hope all you friends will do the same.

TWO BELLS.

141st Anniversary

SEPTEMBER 17, 1928, marks the 141st anniversary of the completion of the Constitution of the United States—"the most wonderful work ever struck off in a given time by the brain and purpose of man," as Gladstone termed it so adequately.

This Constitution was to take the place of the Articles of Confederation and Perpetual Union, which had been formed by a committee appointed by the Continental Congress for that purpose, but which did not meet the requirements in governing the States.

The convention that met for this great work was composed of 55 members and was signed by 39, including Washington. When one realizes that there were no means of personal communication by telegraph and almost none by mail, no stenographers or typewriters, not even clerical assistance, as the work was done in secret, it is truly remarkable that less than 100 days were spent in framing this marvelous document. It is still more remarkable that although 141 years have passed it remains substantially unchanged from the original.

There is no work of its kind that equals the Constitution, or approaches the patient, painstaking endeavors of the great men who were its framers. The more we contemplate the tests to which it has been subjected the more we realize its necessity.

Injustice

IF we are to expect justice, we must show others that we ourselves are actuated by the spirit of justice. A man who suspects that others are treating him unjustly is probably prompted by the fact that he himself is not always just.

Psychologists tell us that even if others harbor no unjust thoughts or manifest no unjust spirit toward us, our suspicions of such injustice are apt to produce a state of injustice in ourselves.

Rarely will the man who is just to himself and to others suspect that others are unjust to him.

Here is a topic that may incite a little profitable self-analysis.

Two Bells

A Herald of good Cheer and Cooperation.

Vol. IX.

SEPTEMBER, 1928

No. 9

Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE

Publicity Manager

W. T. SHELFORD

Editor

Division Five Captures Pinochle Trophy After Breaking Tie With Division Two

AFTER suffering defeats right from the start of the Pinochle Tournament, Division Five "warmed up" while the series were pretty well under way, and, toward the close, they made a spurt that resulted in the capture of the Traveling Trophy and all the honors that go with it. This is how the teams stood at the finals:

Division	Won	Lost	Pct.
Div. Five	22	18	.550
Div. Two	21	19	.525
Div. Four	20	20	.500
Div. One	19	21	.475
Div. Three	18	22	.450

Up to the last series, which was held on August 1st, Divisions Two and Five were tied for first position. In this last series Division Five won the first two games, with Division Two coming back in the third to capture that game. However, the fourth and deciding game went to Division Five. Division Two captured the fifth and last game.

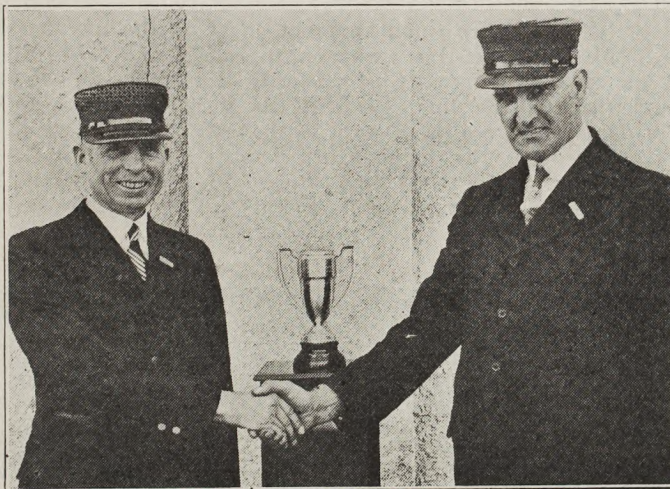
There was plenty of spectacular playing on both sides, and for that matter, all through the series. As is indicated in the above chart, there is very little difference in the results. Division Five finished up as winner with a percentage of .550, and Division Two a close second with .525.

In the games between Divisions Three and Four on July 30th, Division Three took the odd game—three to two. Division Three won the first, second and fifth games, allowing Division Four to take the third and fourth. The result of this series knocked Division Four out as contender for first position. So far as Division Three was concerned, the result did not make much difference to them—they were in the basement anyway.

Division One started out with all the earmarks of

champions in the first few games of the Tournament, taking the odd game in many a tilt, but they weakened toward the middle of the derby and finally sank to oblivion together with Division Three at the finish of the tournament.

Divisions One, Two and Four have all held first place during the tournament, Division Two holding that position longer than any other division. And to think that it took only the odd game to put them down at the finish! Division Five worked its way from the basement position at the beginning to trophy holders at the finish.



Motormen Jack York and Jim Morton of Division Five exchange felicitations over the capture of the cup for 1928. It will hold one quart of clear, sparkling,—er, water.

Well, fans and contenders for the next derby, get your playing form whipped into shape for the schedule of series to be played next year. There will be elimination contests held so that in all probability some new material will be called upon to represent the different divisions. If you are a pinochle player,

who knows but that you may be the one called upon to help uphold the traditions of your division and wrest the cup from its present home?

Of course, the boys of Division Five are going to hold this cup at all costs and the first taste of victory is only a beginner for them, they say. Three successive wins mean that the cup will make its home permanently in the Division so winning.

It is proposed that the 1929 series be started earlier in the year, and in a later issue of Two Bells it is planned to give the dates of the elimination contests. Only a few minor changes in the rules have been suggested for the 1929 series.

Witness Report Trends Downward

The figures in the August report of Witnesses Per Accident showed a downward trend, with the exception of Division Five's showing of 6.57 for July and 7.19 for August, and Division Two's showing of 6.65 and 6.76 for the same months.

Division Four continues to lead above the eight mark—8.68 for July and 8.43 for August. Division Three also continues to occupy second place, with Division Two taking third place in July, but losing that position to Division Five in August. Division One evidently does not choose to run in 1928 and remains in cellar position.

The following are the figures made by each division during July and August:

	July	August
Division One	6.17	5.92
Division Two	6.65	6.76
Division Three	7.70	7.45
Division Four	8.68	8.43
Division Five	6.57	7.19

Discourtesy Gains In August

In the Complaints and Commendations Report for the month of August, Discourtesy gained 9, Fare and Transfer Trouble 1, Passing Up Passengers 5, and Carrying Passengers Past Stop 1. However, to offset these increases, Starting Too Soon decreased 9, Dangerous Operation 2, Short Change 3

Your Attention, Please

The attention of all employees of the Company is called to Bulletin No. 112, which reads as follows and is self-explanatory:

"Employees when giving their names as witnesses to accidents will please note on card the fact that they are employees, also stating in what department or division employed.

"This will be of great benefit to the Claim Department in interviewing such witnesses.

R. B. Hill

Supt. of Operation."

and Miscellaneous 8. These decreases brought the total number down for August, which stood at 137 and July, 143.

COMMENDATIONS GAIN

There was a gain of ten commendations in August. The total received last month was 47 and for July, 37.

Fewer Demerits

There is an apparent effort on the part of the trainmen to reduce the total number of demerits, according to the July report of the Merit System which shows a marked shrinkage over the report for the month of June.

In the July 21st issue of Two Bells the June report showed a total of 516 demerits, the lowest figure in several

months, but the report for July goes it one better with 466, or a decrease of 50 demerits. While this decrease is not as great as in previous months, still it is in the right direction.

The biggest contributor to the shrinkage was Calling For Bells Too Soon which showed a decrease of 25 demerits. Smoking on Cars came next with a decrease of 12. Discourtesy dropped from 10 demerits in June to 8 in July.

To offset what otherwise would have been a big decrease, several classifications showed increases. Giving Bells Too Soon went up 15; Not Stationed at Fare Box 12, and Missing Out increased its number by 12. Seventy-seven men missed out during July.

Slight Gain In Credits

There was only a slight gain in credits for July. The total for that month stood at 290 and for June 288, or an increase of 2.

Beverly Line Extended

The Beverly Boulevard Coach Line was extended yesterday, September 9th, from its former eastern terminus at Vermont Avenue along Beverly Boulevard to Bonnie Brae Street, connecting there with the "D" and "I" car lines.

The five cent fare with transfer formerly in effect between Vermont Avenue and Larchmont Boulevard is now in effect between Larchmont and Bonnie Brae. Service is provided at approximately twelve-minute intervals.



Scene on the battlefield of the last series of the Pinochle Derby in which Division Five is just about to take the deciding game and the cup. Superintendent Dickey occupies the most expensive seat. Foreman Grant is also getting an eyeful, and the most thrilling part of the photograph is the capture of the likeness of Mechanical Foreman Carl Gordon of Division Five. Superintendent Dye was away on vacation but the news was telegraphed to him—collect.

Division Heads Speak at Meeting

Oration, extemporaneous and otherwise, predominated at the meetings held at the various divisions during the week of August 20th, with Superintendents E. C. Williams, T. Y. Dickey, G. E. Ferguson, L. L. Wimberly and E. R. Dye breaking out as speakers.

Many phases of the work of a superintendent in his daily contact with trainmen were dealt with and in some instances certain violations of rules were vividly expressed in an attempt to acquaint the trainmen with some of the problems that confront a superintendent—demerit slips and trainmen's alibis, which at times necessitate Solomonic judgment.

T. Y. Dickey of Division Two, gave a short talk on the subject of Courtesy. He stated that many years ago this matter was not considered as important as it is today, but that competition has brought about a "tightening up." This competition is the privately driven automobile. It was Mr. Dickey's contention that many of these drivers at some time or other had met with discourteous trainmen and had resented it to the extent that they were using their own cars. Dickey stated he believed the majority of complaints were unfounded; on the other hand, there was no question in his mind but that a great many cases of discourtesy were not reported where complaints would have been justifiable. "Keep control of yourself even though the passenger is irritated, and speak to him with a smile. This will help considerably to avoid a clash. If you exercise self control, you will gain the good opinion of your passengers, while the man arguing with you will lower himself in their estimation," said Dickey.

He then read several commendations to show the high regard in which many trainmen are held by passengers who ride their cars. He pointed out that it does not take any more time to answer questions politely than harshly, and a smile will win your passengers.

Superintendent Ferguson gave a short talk on "Hitting the Ball" and by that he did not mean the "speed ball" that each division inherits at some time or other. This fellow either reduces his speed or is removed from the service. "Proper operation of your car; observance of the rules; a pleasant 'thank you', 'yes sir' and 'yes madam' will increase your list of friends," said Ferguson.

The next speaker was L. L. Wimberly, Superintendent of Division Four, who told the trainmen that he was not there to criticise or find fault, but to give his impressions of what he considered good and poor records. Wimberly said that approximately 90 per cent of the trainmen live up to the rules and give the best of service. Missouts are a bugbear, however, and spoil many a man's record. He impressed on the trainmen the value of maintaining good records so that recommendations can be given if trainmen desire to leave the service or to return to the platform after once leaving.

Superintendent Dye spoke on "Knowing Your Job." "The successful man," said Dye, "is the one who knows his job. Successful men go

CITY ORDINANCE
No. 14261, N. S. Sec. 5
(b) "It is unlawful for motormen to fail to stop for waiting passengers at any regular stopping place unless they first let down the sign reading 'TAKE NEXT CAR' before reaching such point. Sign must be put up after passing the point where waiting passengers stood. Penalty for violation \$100.00 fine and 50 days in jail."

into details by paying attention to the little things. The Los Angeles Railway cannot be a success unless its employes are concentrating their efforts in an attempt to learn more about their jobs." Dye admonished the old timers to help the new men and to exercise patience.

He also pointed out that knowledge of the rule book is a requisite and every trainman should make it a point to study this book from cover to cover. It is written by experienced men and out of courtesy to them trainmen should acquaint themselves with its requirements. "Play a fifty-fifty job with the railway," continued Dye, "perform your duties in a satisfactory manner, and you will find the officials of the Los Angeles Railway always ready to meet you half way."

Service To Air Field

During the National Air Races and Aeronautical Exhibition at Mines Field near Inglewood, September 8th to 16th, special coach service to the field is being operated, connecting with Line "E" cars.

El Segundo Transit Company operates half hourly from the Union Stage Depot in Inglewood, from approximately 6:00 A.M. to 10:00 P.M., and, in addition, operates on Saturdays, Sundays and holidays service along Pine Street from Hawthorne Avenue to Mines Field.

Los Angeles Railway is operating coach service along Pine Street Saturdays, Sundays and holidays, and all coaches operating along Pine Street operate right into the bus and taxi entrance of the field.

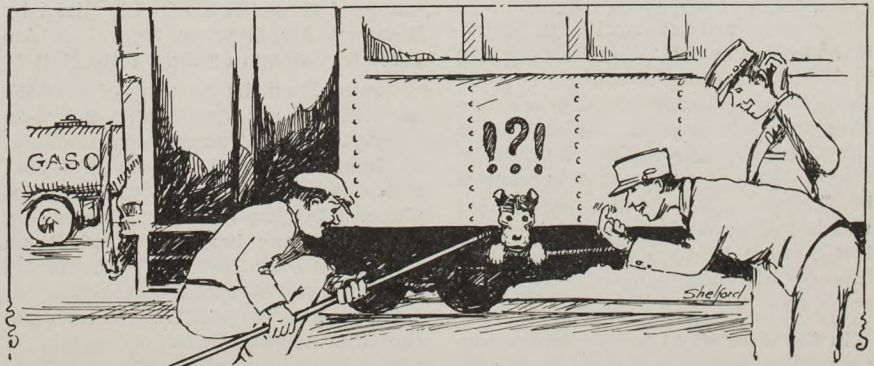
The fare on all coaches is ten cents, without transfers.

A Pup's Predicament

He was no lap dog, and he wanted a ride! His hound friends no doubt had told him that he could not ride the cars of the Railway, but he was undaunted. His father was, in all probability, a traveling man, maybe of the hobo type. Anyway a standing street car looked good to him for a ride so he crawled underneath and up on one of the motors.

This incident happened on a "V" car standing at Leonis Boulevard and Downey Road on August 7th, last. The crew, Motorman M. D. White and Conductor M. Taylor of Division Two, discovered the dog and endeavored to get him out by persuasion and other means, and finally did, but when they boarded the car to proceed, the dog returned to his former position and this time they were unable to remove him.

A truck driver in charge of a gasoline truck came to the crew's assistance and with a measuring pole they finally succeeded in getting the little fellow out, the truck driver holding him until the street car got away. There was a ten-minute delay.



The Bond Testers

A chiropractor may know the joints of the human system, but you certainly have to hand it to these young fellows for their knowledge of all the joints in the tracks of the Los Angeles Railway system.



These young lads, Walter Whiteside and George Wilson have been doing this work regularly now for several summers during vacation periods, and are getting to be familiar figures to trainmen.

This highly important work calls for the test of all track connections to determine whether or not any particular joint is in need of repair. All reports of bad or broken connections are sent in immediately to the Engineering Department for attention.

The tests are made with an instrument known as the "T" pole, as shown in the illustration. A contact is made on the connecting rails and wires running from the contact register on a meter, indicating whether the connection is efficient or whether current is being lost. This testing equipment weighs 15 pounds, which is practically four times lighter in weight than the old equipment of some fifteen years ago.

In the days when paved streets covered very limited areas, a small pick

was included in the equipment so that the person making the test might pick his way to the joint.

With the present equipment, and under normal conditions, it is possible for these boys to test approximately 1800 joints in a day, but automobile traffic hampers them to a considerable extent, despite the fact that the boys carry a red danger flag and are pretty good jumpers. It will be noticed that the pants on the lad on the left are in jumping position, although he is standing upright in them.

Walter will remain with the Company, but upon completion of this work George will go to the Frank Wiggins Trade School. Both boys are high school graduates.

Job's Daughters To Be Guests of Square and Compass Club

Officers and members of the Bethel No. 54, Order of Job's Daughters, are to be the guests of the L. A. Railway Square and Compass Club at their next stated meeting on Saturday, September 15th, in the Masonic Temple at Pico and Figueroa Streets. Refreshments will be served after the initiatory ceremony.

Plane Battles Storm On Trip To Chicago

To soar like a huge bird over fertile valleys, over mountains, deserts and plains, to attain the speed of winged lightning, to surmount storms at thousands of feet in frigid atmosphere, and to ride through surging billows of phosphorus clouds at night while passing over brilliantly lighted cities—all this and more is in store for the passenger traveling the continent by the modern mode of transportation—the airplane. At least, Arthur Genn of the Engineering Department can testify to many of these thrills in his flight by Western Air Express from Los Angeles to Chicago on July 14th, last.

Genn left on the morning of the 14th at 7:35 in an open plane for Los Vegas, Nevada. To make a person feel at home, a parachute is provided which is used as a seat while in the plane. Circling once over the flying field the plane headed toward Cajon Pass, then over Barstow, Death Valley and on into Nevada. On arrival at Los Vegas at 10:30 A.M., Genn reports the thermometer was perspiring at 112°. However, only a twenty-minute

stay was made at this point for a change of planes.

From Los Vegas, Genn reports they reached an altitude of 11,200 feet and were flying at the rate of 128 miles per hour. Heading for Salt Lake City, Utah, they passed over Zion National Park where they encountered a thunder storm which was accompanied by rain and hail. Genn says that at times it seemed as though the plane was riding through Niagara Falls. They arrived safely at Salt Lake City at 2:30 P.M.

At Salt Lake City another change in planes was made for the cabin type, and departure was made, with Cheyenne, Wyoming, the next stop, where they arrived at 7:30 P.M. After leaving Cheyenne and arriving at a point about seventy-five miles from North Platte, Genn relates that the heavens opened up with a real Fourth of July celebration, and it was necessary for the plane to ride above the storm and hover for one hour over North Platte before a landing could be made. When they finally landed on the field, it was covered with about five inches of water and the passengers had to be transferred by automobile. It was a cloudburst, and how!



Arthur Genn

The balance of the trip was more or less uneventful and they finally arrived at Chicago two hours behind scheduled time.

Genn attended the Knight Templar Convention while in Detroit, and then proceeded by train to New York City. He made the return trip to Los Angeles by train, but he wouldn't give a million for his experiences by plane, he says.

Com-pan-ee Atten-shun!



Capt.
A. L. Tucker
32nd Inf.
Res.

On the roll call of the reserve officers of the Regular Army participating in intensive training at the Presidio at San Francisco last month, appeared the name of Captain A. L. Tucker, 32nd Infantry, Reserve.

Captain Tucker in private life is a familiar figure as Extra Clerk at Division One, where he tends to the wants of the trainmen and imparts information and instructions.

At the Presidio each year, Regular Army officers in reserve are called to undergo class training in "tactical walks," which is an army term for the plotting of sham battles and the studying of attacks and defenses of an imaginary enemy.

The 32nd Infantry, Reserve, is composed largely of U. C. L. A. men. Captain Tucker, however, is a graduate of the University of Oklahoma, where he received the degree of Bachelor of Arts. During the World War, he saw service at several camps on the Atlantic Coast, but the major portion of his service was with the 48th Infantry guarding the port of embarkation at Newport News, Virginia.

Captain Tucker was born in Gainesville, Kentucky. He came to Los Angeles from Fort Worth, Texas, and started with the Company as Motor-man in October, 1923.

Making The Most Of Your Job

By J. B. Hayner, Supt. of Employment

In keeping with the new and improved issue of Two Bells, let us also do our part to adopt new and improved ideas, casting off the shackles of pessimism and dissatisfaction, starting out with a firm determination to make the best of our job, performing our duties in a more satisfactory and efficient manner, correcting our faults and mistakes as we notice them, and last but not least, discarding the grouch habit



It costs us nothing to make this special effort, and the results will be more than gratifying, and in addition we need not fear any unpleasant consequences when we perform our duties properly and meet the grouch with a smile.

We fully realize that there are many disagreeable features connected with our line of work, particularly the introductory part. However, let us not overlook the fact that we are fortunate in spite of the many drawbacks, and let us consider the redeeming features.

For instance, let us take a peep into the outside world and look upon the multitude of worthy unemployed who have been unfortunately laid off or dropped from permanent employment largely through the perfection and efficiency of our modern machinery. The condition is general, and trade of every sort, name and nature is more or less affected, creating an unemployment crisis which is distinctively different from any other heretofore known to civilization.

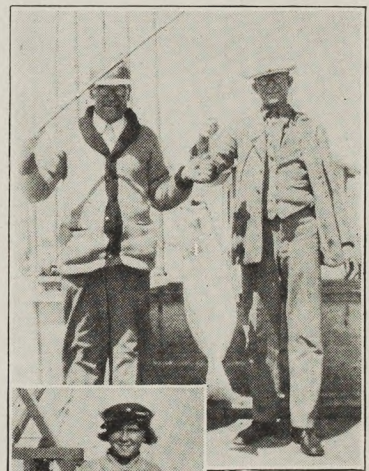
In order to further allay the continual unrest and dissatisfaction with our jobs, and to help us divorce from our minds the feeling of discontent, let us glance over a few cold facts and figures which have recently been compiled after careful surveys by national and state authorities. These surveys show that our factories produced 16 per cent more than they did eight years ago with 11 per cent fewer workers. Last year we produced 4 per cent more than we did in 1923, with a reduction of our labor force of 9 per cent in the various manufacturing industries.

Cigar and cigarette factories show a 53 cent per cent increase in output for the last four years with 13 per cent fewer workers. The coal mining industry shows that 71 per cent of

bituminous coal is now mined by machinery, reducing the forces approximately 15 per cent. Harvesting and other improved farm machinery has replaced 130,000 workers throughout the nation. The building industry has also made spectacular advances in the way of labor-saving devices, throwing armies of men out of employment by the use of steam shovels, trenching machines, cranes, bucket and other types of conveyors, mixers, etc. Hundreds of other industries show similar conditions which we are unable to mention on account of limited space.

After carefully digesting the few preceding paragraphs, let us be thankful and contented that we are blessed with the privilege of permanent and healthful employment, and do not have to constantly live in fear of being laid off or dropped entirely by the ever-changing economic conditions which seriously affect other industries.

Whose Fish?



Above
W. T. Hambley
and
Dick Windsor.
Below
Doris Windsor

Players in the cast "Whose Fish."

Hambley is Night Foreman at the Garage, and Dick Windsor is Manager of the Uniform Department.

Hambley reeled in a twelve-pound halibut on Dick Windsor's line at Huntington Beach. Doris, ten-year-old daughter of Windsor, acted as Portia and awarded six pounds of flesh to each contestant.



BROADWAY BOYS

For (1) Conductor H. V. Rock of Division Five from Johanna Alson for his courteousness and helpfulness to passengers at all times. "I have traveled his car often and he certainly deserves a lot of praise," she concludes.

For (2) Conductor O. Arguello of Division One from Wm. V. Young for his kindness in paying his fare when the money rolled into the street while the car was moving.

For (3) Conductor A. R. Brown of

Division Two from Mrs. D. Oxarart who writes, "I never saw a more useful, courteous and delightful fellow; it was a pleasure to watch him, he was so helpful to both young and old and reminded strangers when they arrived at their street."

For (4) Motorman W. Rasmussen of Division Two from Oliver C. Laizure in appreciation of his careful manipulation of his car. Mr. Laizure writes that it was due to the exceeding care and ability of Motorman Rasmussen

that an accident was averted when a motorist turned immediately in front of the car.

For (5) Motorman A. A. Middlecoff of Division Three from Rowland Harrison for his politeness at all times. "From time to time I have heard men and women talk about him saying good things always," he adds.

For (6) Conductor F. A. Russell of Division Three from Edith V. Putnam for his kindness to her.

For (7) Conductor T. R. Latham of

Division Two from Mrs. G. Wallace for his kindness in helping her on and off the car and giving her his stool to sit on.

For (8) Conductor H. R. Buzzell of Division Two from Mary Rallings for his kindness in helping her off the car and also giving her his stool to sit on.

For (9) Motormen R. M. Sexton, (10) L. E. Mills, and (11) Conductor E. L. Tree all of Division One from Mrs. May E. Marshall for their kindness, courtesy and efficient management during heavy traffic hours.

For (12) Motorman W. A. Pilon of Division Two from Mrs. Mary M. Joris for his kindness in waiting for her to run across the street to catch the car.

For (13) Motorman W. M. Carter of Division Three from Wm. E. Hullinger for his foresight, the efficient handling of his car averting a collision with a carelessly driven automobile.

For (14) Conductors I. L. Loverin and (15) J. F. Lilley of Division Three, (16) Motorman E. W. Swaby of Division Four and Conductors (17) A. J. Baker and (18) D. D. McClurg of Division Two from C. H. Johnson who writes: "They are a credit to the company; for courtesy and duty they rank with the highest."

For (19) Conductors E. W. Deane of Division Three and (20) C. D. Sayers of Division Four from Mrs. Catherine Van Vleet for their kindness and helpfulness to passengers.

For (21) Conductor H. Bunes of Division One from Ella C. Stimson for politeness in answering questions, and courtesy in directing passengers to their destination.

For (22) Conductor C. O. Boyd of Division Two from Charles L. Truitt for calling all streets plainly and clearly and answering all questions with a smile.

For Conductors (23) H. F. Hames and (24) C. L. Vaughn of Division Four from A. G. Beaman—Hames for his uniform courtesy and intelligence and Vaughn for his kindness in helping a blind man on and off the car.

For (25) Conductor F. U. England of Division Four from Mrs. H. T. Whitmarsh who writes: "We were a little late in getting to the car and he was very courteous and showed us unexpected attention."

For (26) Conductor R. H. Jackson of Division Two from Miss LaBurns who writes in part, "I have been particularly impressed by the ease and dignity he has shown in handling large crowds."

For (27) Conductor J. W. Martin of Division Five from Mrs. L. K. Farmer for his considerate attention to every one of his passengers, and also for calling all streets.

For (28) Conductor B. Still of Division Two from Mrs. M. Brown for his

courteous treatment of both young and old.

For (29) Motorman G. M. Katzenberger of Division One from Nurse Miriam Jean Rollins for his pleasant manner and his thoughtfulness in reminding her where she should change cars.

For (30) Conductor C. A. Taylor of Division Five from A. L. Randall for his courtesy and efficiency in serving the public.

For (31) Conductor W. H. Laing of Division Two from Mrs. William James Preston for his "unfailing courtesy and unswerving honesty."

For (32) Conductor A. A. Sears of Division Three from A. J. Clark for his kindness and courtesy.

For (33) Motorman H. Smith of Division Two from Mrs. Kate C. Hamilton in appreciation of the careful manner in which he handles his car.

For (34) Conductors D. J. Haverstick and (35) F. Clavin of Division Five and (36) Conductor R. E. Johnson of Division Two from Mrs. Catherine Van Vleet for their kindness, helpfulness and pleasantness to all.

For (37) Conductor Wm. Sambus of Division Four from a lady who does not wish her name published, who writes: "His quick thinking and quick action saved the life of my boy."

For (38) Conductor W. R. Nichols of Division Five from Mrs. B. P. Brockway for his kindness in lending her car fare when she found she was without change.

For (39) Conductor W. E. Griffis of Division Four from H. E. Brownson for his kindness in assisting an elderly, feeble woman to alight from his car.

For (40) Motorman H. C. Hubbard and (41) Conductor C. L. Fleeman of Division Five from Miss Gladys M. Yakel for the dignified manner in which they handled an awkward situation when a collision between their car and an automobile occurred.

For (31) Conductor W. H. Laing of Division Two from John Abbott who writes: "I have ridden in numerous street cars throughout the United States, England and Canada, but have never yet come in contact with a man on any car line with the courtesy and good manners such as this conductor possesses."

For (42) Conductor S. O. Osburn of Division One from Mrs. M. Lyman for his thoughtfulness in helping her to a seat and also his endeavors to please all his passengers.

For (43) Motorman H. Johnson of Division Five from Mrs. C. Warner for efficiency in the operation of his car, and also for his courtesy to elderly people.

For (44) Conductor A. M. Wood of Division Two from Leo Wolin for his

kindness in paying his fare when Mr. Wolin found he had left his money in another coat.

For (45) Conductor J. L. Davis of Division Two from MacGregor Wamsley for helping a blind man from the car to the curb.

For (37) Conductor W. Sambus and (46) Motorman C. L. Ferris of Division Four, (47) Conductors V. E. Neely, (48) L. T. Frise, (49) Motormen W. D. Billipps and (50) W. F. Hoover, all of Division Two from Harriet E. Howard, for their courteous and kindly attention in making the trips of the Y.W.C.A. girls so pleasant.

For (51) Conductor P. E. Atchison of Division Three from Dr. Emily R. Mode who writes in part: "I wish to express my appreciation for his uniform obligingness and courtesy and the cheerful good will which he always radiates."

For (52) Conductor A. B. Conway of Division Five from Mrs. F. B. Weidler for his courtesy and thoughtfulness to her when she boarded the car with her five children.

For (53) Conductor F. C. Sommer of Division Two from C. W. Haggerty for his exceptional kindness and courtesy to all.

For (54) Conductor T. G. Cumberland of Division Three from M. Burney Porter for his helpfulness to an elderly woman. Also from Robert W. Brydon for his kindness in paying his fare.

Motor Coach

For (55) Operator V. A. Lincoln from Mrs. Mary M. Joris for his thoughtfulness, kindness, and pleasant manner to all.

A Garden of Posies

It often happens that appreciative patrons of our cars cannot get the number of the conductor or motorman to report an unusual act of courtesy or kindness, so reluctantly let the matter slide. This has not been the case with Mabel Cushman Hardison, however, as her letter of recent date shows. She mentions in particular the helpfulness of the conductors of the "2", "3", "V" and "W" Lines, but praises all the conductors of the Los Angeles Railway for their courtesy and kindness.

Highly Commended

The World's Sunday School Convention held in Los Angeles has passed into history, but echoes of work well done during the convention still resound. In this instance Information Men Gallagher and Brassington are commended highly by Mr. O. A. Smith, General Passenger Agent of the Pacific Electric Railway, for their cooperation and assistance.

Three Musketeers 160th Infantry

When the 160th Infantry, "Los Angeles' Own," entrained on August 11th at Exposition Park for their new summer camp at San Luis Obispo, three regular fellows from the Los Angeles



Corporal Keersmackers, Sergeant Jergensen and Corporal Crosby getting a "drag" before assembly.

Railway were in the ranks—Corporal A. F. Crosby, Sergeant J. W. Jergensen and Corporal F. A. Keersmackers.

In street car life, Crosby is a conductor at Division Two; Jergensen a motorman at Division Four and Keersmackers is a conductor at Division Five.

These fellows were the only representatives of the Railway this year at camp. They report a splendid time.

A Knight in Detroit

It was "a hot time in the old town" as Dan Healy, Chief Instructor, puts it, in telling about the Knight Templar Conclave held in Detroit during the week of July 16th. Detroit literally overwhelmed the California Divisions with its sunshine, and when it didn't shine the heavens wept. Dan claims that his starched collar held him up the first two miles of the parade, but later it wilted in the mellow warmth and he got out of step with the result that Los Angeles Commandery No. 9 took sixth place with a percentage of 94.6.

Ivanhoe Commandery of Wisconsin was first, California No. 1 of San Francisco was second, Golden West No. 43 of Los Angeles was third, a Texas Commandery was fourth, Inglewood of Chicago was fifth and Los Angeles No. 9 came next best. However, there was only a difference of

2.9 per cent between the first and sixth teams, or 97.5 per cent for the first team and 94.6 for the sixth team.

Dan reported back to work the early part of last month after making a delightful tour of some of the eastern states.

Two Bells Helps Locate Owner of Suitcase

If you need identification papers when traveling, take along a copy of Two Bells. At least that is what Motorman E. E. Mueller of Division Two did on his leave of absence and he is happy about it. Here is why:

While driving along the highway between Council Bluffs and Denison, Iowa, a suitcase fastened to the car driven by Mueller broke loose and rolled into the street. He drove on quite unaware of his loss. It was picked up some time later by a party traveling the highway and on investigation a copy of Two Bells and some insurance papers identified it as belonging to Mueller. The person who found the suitcase left it in charge of some friends in Albert City, Iowa, and notified the Editor of Two Bells.

When Mueller returned to work last month, he was informed by Superintendent Dickey of the whereabouts of his suitcase, and he immediately got in touch with the people in Albert City. Mueller now has his suitcase and everything came back intact.

Engineering Activities

The third rail and special work on San Pedro Street between 9th Street and 9th Place (at the Ninth Street Market) has been removed by the Engineering Department. Standard 116-pound girder rail replaces the old equipment.

At Manchester and Vermont the third track terminal has been removed. This work called for the removal of the turnout, curbs and landings. The new crossover has been installed just south of Manchester on Vermont.

On Washington Street from Vermont to Orchard the Engineering Department has just completed reconstruction of track. The old rails have been removed and replaced with standard 116-pound girder rail.

Curbs and landings have been constructed on Glassell Avenue between Avenue 30 and North Verdugo Road.

The Engineering Department is at present at work lowering the tracks on Glassell Avenue between Avenues 30 and 34, to conform with the new street level occasioned by the paving of the west side of Glassell Avenue.

No Dance in September

There will be no company entertainment and dance in the month of September. Should a change in plans be made, an official bulletin to that effect will be issued.



The above picture was taken on August 13th, the seventy-eighth birthday of Benjamin Franklin Jenkins, indisputably the oldest watchman at South Park Shops. Ben is the figure in the center. He is being congratulated by Foreman Harry Longway of the Truck Shop. The others in the group are representatives from Harry's Department. The picturesque setting is Ben's garden, far-famed for its banana tree and other tropical and semi-tropical vegetation.



Legal Questions

Q. What is necessary to make a mortgage lien prior to the claims of subsequent purchasers and encumbrancers for value and without actual notice of it?

G. S. C.

A. That the mortgage be in writing, duly acknowledged and recorded as required in the case of grants of real property.

Q. If a landlord lets a room as a dwelling to more than one family, which one has the prior right?

V. B.

A. The first one, and every tenant in the building under the same landlord is relieved from all obligations to pay rent while the double letting continues.

Q. Can one file a homestead on a mining property?

T. R.

A. Yes.

Q. What is the difference between a domestic and a foreign corporation?

M. B.

A. A domestic corporation is one organized under the laws of the state where it is doing business; a foreign corporation is one organized under the laws of a state or foreign country other than the one in which it is transacting business.

Q. Can you apply for a writ of habeas

corpus to the Superior Court of another county?

C. L. C.

A. No.

Q. Is it necessary to obtain a permit to move a house from one location to another?

J. T. F.

A. Yes. To move any building or section of building over or along any street or alley in the City of Los Angeles, a permit is required and will be issued by the Engineering Department.

Q. Who determines the value of a property for the purpose of levying the State Inheritance Tax?

H. S.

A. The Inheritance Tax Appraiser, who is a state officer appointed by the State Controller.

Q. A money lender bought from the borrower wages to the amount of \$200, payable at the rate of \$20 a month, for \$125.00. Could he be held for usury?

D. R.

A. The value received by the purchaser is in excess of 12% per annum which is the highest legal rate of interest in California. While the contract has the semblance of a sale, wage assignments are universally held usurious where the value

received by the purchaser exceeds the lawful interest rate.

Q. In what cases is the authority of an agent required to be in writing?

S. D.

A. An oral authorization is sufficient for any person except that an authority to enter into a contract, required by law to be given in writing, can only be given by an instrument in writing.

Q. May private property be seized by officers of the law without a warrant?

H. C. C.

A. No.

Q. Mr. W. purchased a safe and left it with Mr. B. to use and sell. Mr. B. found a roll of money between the outer casing and lining of the safe. Both men claimed the money. Which one should keep it.

W.

A. Mr. B. was the finder with the right to hold the money against the world except the rightful owner.

Q. Within what time may property sold for taxes be redeemed?

D. E.

A. Five years for the payment of taxes, penalties, costs, etc.



Laurey Laughs



Scotch Parson: "Little boy, ha ye no better way o' spendin' your evenin' that swingin' on the front gate, idlin' your time when you could be doin' something useful?"

Little Boy: "I'm no idlin' away ma time, there's an Englishman inside the hoose kissin' ma sister, and he's payin' me saxpense an hour to watch out for ma faither."

"Love me, hon?"

"Uh-huh."

"Love me a lot, hon?"

"Uh-huh."

"Love me an awful lot, hon?"

"Uh-huh."

"Then sit up. Your sorority pin's tearing my necktie."

Casey: "Finnegan got his loife insured last June an' he's dead so quick."

Cassidy: "Shure, he must hov hed a pull wid de insurance company."

"Half an inch, half an inch, half an inch shorter,

The skirts are the same of mother and daughter.

When the wind blows each of them shows

Half an inch, half an inch more than she oughter."

The sting of a hornet is a little thing, but it has been known to lift 200 pounds of meat two feet in one second. That's concentration!

Two little boys had misbehaved in school, and as a punishment the teacher told them they would have to stay late and that each must write his name one hundred times. On hearing this, one of them burst into tears.

"Tain't fair!" he cried. "His name is Lee and mine's Kestenbaumenstein."

Two negro expressmen mixed their flivvers at the depot.

"Hey, dar, culled man," yelled one to the other, "I'll knock yo' out of house an' home ef yo' don' back up."

"I'se got no home," retorted the other offending driver. "Now what yo' gwine do 'bout it?"

"I'll dig yo' one, nigger—I'll dig yo' one."

A farmer sold a load of produce at the market. He decided to surprise his wife. So he bought a suit of clothes, a hat, a pair of shoes and put them under the seat. On his way home he stopped at the river, took off all his old clothes and threw them in. Then he looked under the seat for his new outfit. Everything was gone.

He thought for a moment, then climbed into his wagon, cracked his whip and said: "Gid-ep, I'm goin' to s'prise her anyhow, by heck!"



From Division One comes the following:

It was on the twenty-eighth day of the month that Conductor J. O. McArthur first saw the light of day way down Georgia, and all down the line every important event of his life has taken place on the twenty-eighth. He started to work for the Los Angeles Railway on that date and he recently bought a new Dodge coupe on the same date, but the crowning event of his young life happened on the twenty-eighth day of July, when the girl of choice, Miss Willie Sheffield, became his bride. Congratulations and thanks for the smokes.

Wedding bells rang for Conductor J. M. McIntyre on August 23. He was married to Miss Ruth Kuhn at Rosemead, California.

This item comes from Division Four:

Taking a 30-day leave and going to San Diego where on August 5th, Motorman J. M. Wayne ceased to be the shiek of the "F" line and became a benedict. Miss Marguerite L. Viora of San Diego is the young lady, and they spent the next two weeks at Coronado. Congratulations Jack and thanks for the cigars.

From the Motor Coach:

The wedding bells at the Little Church of the Flowers in Glendale rang out their song of love on August 21st, for Supervisor H. C. Lehnhart of the Coach Division and Miss Anne Killian.

Notice

A mother's care will be given to boy over eight years, with all the comforts of a good home, right side for schools and churches. Rates very reasonable. Mrs. J. T. Daly, 3045 Oregon Street.

Appreciation

We gratefully acknowledge and thank the Cooperative Association and boys of the Machine Shop for the flowers and their kind expressions of sympathy in our recent bereavement.

W. A. Maitland and family.

We wish to express our thanks and appreciation for the kindness shown us, and for the beautiful floral offerings sent us in our recent bereavement.

Robert Harvey and family.

Two No-Accident Days For Division Five

It's a long time since No Accident Days have been reported, but Division Five has broken the spell.

On Sunday, August 19th, the trainmen of that Division operated their cars safely 10,084.26 miles. And that's not all. On Wednesday, August 22nd, they operated 17,072.02 miles without a scratch.

Speakers To Be Moved

To facilitate hearing, the loud speakers of the new radios are to be removed from the cabinets and placed in the trainmen's rooms at an early date. These new radios are the six-tube, A C operated type and an outstanding feature about them is the dynamic speaker. The installation is under the supervision of L. J. Turley, Electrical Engineer.

Vacations

Superintendent E. R. Dye, Division Five, and R. R. Smith, Assistant Superintendent of Operation, went deer hunting in the northern part of California.

Andrew Egan, of the Engineering Department, spent the second week of his vacation in his cabin at Laguna Beach.

J. H. Sheridan of the Employment Department made his annual visit to Pismo Beach to annoy the clams.

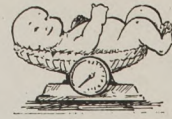
L. J. Turley, Electrical Engineer, coupled business and pleasure while attending the A. I. E. E. Convention in Spokane, Washington, last month. After the convention Mr. Turley toured Washington and British Columbia.

Superintendent T. Y. Dickey of Division Two and Conductor F. R. Conkling left early on the morning of August 26th for parts unknown with guns, grub and other necessary articles to last a two weeks stay in the deer country.

W. T. Brown, General Foreman of Car Houses is absent on vacation but he did not state definitely just where he was going.

Oh, You Fishermen—

Operator Harvey of Division Four, is anxious to get a group of railway men to gether on a fishing expedition. He can procure a sail boat with a licensed captain. The boat is roomy and equipped with two twin screw engines and will carry between thirty and forty passengers with ease. It has sleeping accommodations for fourteen. The price is \$50 regardless of the number of passengers. If you are interested, get in touch with him immediately.



Births

Motorman H. C. Hubbard of Division Five gets into the spotlight with a 13½ pound baby boy presented to him on the 28th of last month. Mother and baby are getting along nicely and daddy is bursting the buttons off his vest. Congratulations.

If any of you have wondered what the chesty appearance of Operator G. L. Beckstrom of Division Four is all about, its the arrival of little Betty Jeanne, nine pounds, on August 10th.

A young lady of eight pounds was an early caller at the home of Operator and Mrs. L. A. Starkey July 29th, which accounts for the smile on Starkey's face.

The stork left a seven-pound boy at the home of Operator R. Head of the Motor Coach Division on August 7th, and he is red headed too. Mother and son are doing nicely.

Operator Bruce Pentland, of the Motor Coach Division, also cherishes the new arrival in his family. An eight and one-half pound girl was delivered August 14th. We wish to thank Mr. and Mrs. Pentland for the cigars and extend our congratulations to both parents, Mr. and Mrs. Head and Mr. and Mrs. Pentland.

A big smile, and then the cigars. Conductor L. F. Vernoy of Division Two then informed us that he was the proud father of a seven-pound baby girl, born August 27th. All concerned were doing fine. He told us to smoke the cigars way down as that was the last we'd ever get from him.

For Sale

Pretty Little Bungalow on 90th Street just east of Vermont. Price \$3900. Will arrange terms. Also new Six-Room Stucco, price \$5650. Want \$400 down, balance \$40 per month. D. J. Sullivan, 9023 Baring Cross.

Pomeranian Puppies, Orange, registered, male at stud. D. G. Cutlip, 952 East 66th Street, Inglewood.

Hawaiian Steel Guitar, with case and accessories \$5. L. J. Ryan, 1002 L. A. Railway Bldg.

Radiola, Super 8 Console, complete with tubes, B and C batteries, storage battery, trickle charger and super-booster. Equipped with UX 120 power tube. Price complete \$65. Terms. L. E. Dye, Room 820, L. A. Railway Bldg.

For Rent

Several good small homes, furnished and unfurnished, desirable locations, close in. Sam Edwards, 1009 South Alma Street.

That Guide Book

Conductors must have a guide book in their possession at all times when on duty. New books may be obtained for which a charge of 50c will be made. Mutilated books must be replaced with new, a charge being made if mutilation has been caused through careless handling. Replacement will be made without charge if books are worn out on account of ordinary use.

Voters, Attention

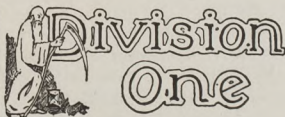
If you have not registered, you have until October 6th, to do so for the general election in November.

For your convenience there is a deputy registrar in Room 405. If you have moved since the primary election it will be necessary to notify the registrar.

Bulletins Must Be Read

Advice regarding information, changes in existing rules, or establishing new rules reaches trainmen through the medium of bulletins posted at the Division in bulletin books, or in the form of notices placed on the bulletin board.

The excuse of not having read bulletins or notices will not be accepted in the future and discipline will be administered not only for violation of the rule but also for not having read bulletins or notices.



H. N. COLE

A nice new crisp one dollar bill was thrust into the open palm of Motorman M. R. Klein of the "R" Line a few days ago by an admiring lady passenger for whom he had waited.

A few abrasions about the face and nose caused by the slipping of the fender, gave Conductor R. P. Leduc a few anxious moments last week, but the doctor fixed him up in good shape. A few days of seclusion and he is back on the job.

Conductor J. M. McIntyre has recently purchased a new Essex coach.

Conductor J. M. Boehm of the "D" Line, his wife and their Dodge coupe, have returned from an extended trip up in Canada and all the states west of the Mississippi to the Mexican border.

Motorman D. G. Smith (no relation to Al Smith) is back on the job after a

three months trip back to the middle west. Motorman P. R. Caldwell has returned from a trip to British Columbia and feels well satisfied.

Motorman H. C. Fowler is out of the hospital and is recuperating from an operation for appendicitis.

Motorman H. A. Axtell has been confined to his home on account of sickness about a month. It is reported that he is improving.

Building a house is the way Conductor H. I. Frey spends his vacation. He has finished and is back on the job.

A hard time is in store for deer in the northern part of the state, according to Conductor E. R. Dewhurst. He is taking thirty days off and expects to bag several.

Every few days Conductor C. H. Thompson comes down with either his eye or his neck in a sling, due to an attack of boils and carbuncles. Any one able to suggest a remedy is requested to communicate with him at Division One.

The police department has claimed Motormen J. F. Morris and P. J. Nolan. Conductor N. C. Fisher has accepted a call from the Post Office Department.

Conductor J. T. Shelton is spending a few months in the old "Tar Heel" state. He is visiting relatives in Whittier, North Carolina.

The two inseparable buddies, Conductor S. C. Osborne and Motorman A. J. Stilo have started on a trip to Chattanooga, Tennessee. They will be away for a couple of months.

For the next thirty days Motorman W. T. Kime will be absorbing some of the fresh air of Hopkins, Missouri.

In order to become better acquainted with his home city and especially the various beaches, Conductor A. A. Lithgow has taken a month and a half off.

Head Switchman Chester Hill is taking a vacation, and is driving his new Chevrolet up through the northern states.

A brother of Motorman B. B. Baker sent him half of a deer, and B. B. ate venison three times a day while it lasted and was rather glad when it was all gone. Another relative then sent him another half. This half was shared liberally with the neighbors while Baker was enjoying his old bill of fare.

Conductor M. H. Boswell recently spent two days, a lot of energy, and plenty of perspiration driving through Imperial Valley and the desert to Salton Sea, where Clerk James usually spends his vacation shooting ducks and rattlesnakes.



H. F. NELSON

The death of his father necessitated a trip back to Texas for Motorman J. F. Price a few days ago. The boys of the Division extend their sympathy.

Several cards have been received from Tom Brewer and D. G. Barlow. They are having the time of their young lives

in Canada. You can always find them where the fishing is the best.

Clerk Derry blossomed out for Labor Day with a new Easter outfit. Several of the boys asked him if he had fallen from his horse and was obliged to go to work, but after some arguing he convinced them he was not the Prince of Wales.

We all wish to thank Motorman Bond for the entertainment he provided after the night meeting August 21st. He hooked up his movie outfit and ran off several reels of pictures he had taken at different places, also a reel of the equipment used by the Company, together with pictures of several of the officials and office force at this Division. They were enjoyed very much by those who waited to see them, and many more were sorry they had not heard about them.

Motorman Van Soest and Conductor Shewmaker spent ten days of good hard work around Van's cabin at Bear Canyon.

Conductor R. L. Fair resigned in order to look after his father's estate in Oregon. His father passed away rather suddenly.

A two weeks trip through the Grand Canyon was enjoyed by Jack Alder and his wife.

Mr. and Mrs. Moxley have just returned from a two weeks stay in Yosemite National Park. Ed says the trout fishing could not be beaten.

Sixty days were spent by Motorman E. W. McCabe and his wife traveling around the country by train. They started from San Francisco, from there to Kansas City, Omaha, Indianapolis, Jackson, Mich., Atlanta, Georgia, New Orleans.

Conductor A. J. Carhart resumed duty September 1st, after spending ninety days visiting friends and relatives in Canada.

A trip through Yellowstone National Park and several weeks at home in Weiser, Idaho, was the extent of a sixty-day leave for Conductor J. W. Hinkle.

Foreman J. A. Madigan and his wife made a hurried trip to Yuma, Arizona, over the holidays.

Conductor V. E. Neely resigned a few days ago to work for the Southern Pacific.

Line Instructor C. C. Roush has been on sick report for the past three weeks.

Motorman J. Waddell made a trip to the Division several days ago. He is still under the weather, but is able to be up and around.

Conductor-Line Instructor Cleland, while out on a hike fell and thought he hurt his arm, but upon consulting a doctor found it was a bad break. It will be several weeks before he can return.

Thinking that perhaps the back end was not quite as nerve-racking as the front, Motorman F. W. Greene changed over to Conductor and is well satisfied.

After spending six weeks at the small end of a little green flag, Motorman H. H. Fairman has returned to the old controller.

Motorman F. Jorgenson has been working at the Maintenance of Way Department for the past few weeks, due to a shortage of motormen in that Department.

Conductor R. Wilkin who spent some time on sick report, is now flagging.

Conductor A. G. Richards reports a good time from a camping trip at Eel River. Also a souvenir for the baby, eighteen rattles which he took away from a snake.

We wonder if Superintendent George Ferguson of Division Three received his suspenders for those balloon pants he wore in the picture in Two Bells of July 21st. If they are too small Supervisor "Red" Atchison will be glad to get them, as he is getting a pair of those easy riding pants.



Division Three

L. VOLNER

It wouldn't be good taste for our friend Claude Foley to perambulate in the vicinity of a real he man cattle raiser these days, because he is now associating with a drove of a dozen or more "Woollies." Foley's sheep ranch is up in Mt. Washington and he says he has harvested quite a crop of wool.

J. H. Critchett who flattens wheels and grinds the controller on Brooklyn Avenue and Hooper Heights, took several days off the last of July to show a party of Michigan friends the wonders of California. True to form, Jack brought one of his guests to Division Three and let him gaze upon a pinochle game.

Conductor W. O. Butt and family have returned from an extended trip through Missouri, Kansas and Oklahoma.

Information man, Jim Hardin, is back from his trip to Washington and Oregon, slightly disfigured but still in the ring. While en route, the auto in which he and party were traveling was forced off the road by another machine and overturned. In the mix up a redwood splinter was forced into one side of his face, causing a very painful wound, but prompt medical attention will prevent disfiguration.

Motorman F. J. Cimmino has the sympathy of all the boys on account of the death of his mother which occurred July 25th.

Motorman L. J. Zetwo is back to work after some time off on account of a sore thumb.

Well, the pinochle tournament is now a matter of history, the winning division's fans are busy saying, "I told you so," and all are well satisfied with the result. The tournament was a huge success and much credit is due the staff of Two Bells for the many hours of pleasure this event afforded.

During the past month, Harry Trabue had as his guest Mr. Jesse Moore of Oklahoma City, Oklahoma. Mr. Moore was a conductor out of this Division for six years, and also spent some time in the shops. He is now foreman of the passenger car shops for the Frisco Railroad at Oklahoma City. Many of the old timers were very glad to meet Mr. Moore.

VACATION NEWS

Supervisors Craig and Perry are in the Santa Susanna Hills.

Motorman S. McGaughey, wife and children, at Arrowhead.

D. W. Allen, Motorman, at Junction, Texas.

Motorman E. C. Helbling and wife, visiting Grand Canyon and the Utah Mountains.

Motorman A. Johnson at Big Bear.

Conductor L. L. Sweet at Sequoia, California.

Conductor J. M. Ward off duty in and around the city.

Motorman W. J. Mahood at Calgary, Alberta, Canada.

Conductor M. S. Harrington in the city.

Motorman A. E. Russell in Tennessee.

Motorman L. E. Barkley touring north.

Motorman P. C. Smith in the city.

Motorman A. Bensen, Redwood Forests in the northern part of the State.

Motorman G. R. Chapman and wife, Oregon.

Motorman L. Rosa at the beaches and at home working.

Motorman J. S. York at Hodges Lake, Calif.

Foreman J. G. Owens returned from his vacation considerably tanned.

Conductor V. R. Fenton at Williams, Arizona.

Conductor-Line Instructor R. Brown just knocking around home.

Conductor F. D. Millican in San Francisco.

Conductor W. J. Millican in Sacramento.

Motorman W. S. Nicholas at Yosemite.

Conductor H. J. Carnine at Big Bear.

Motorman F. Stauss in the city.

Motorman-Line Instructor F. F. Chamberlain, Motorman L. F. Stevenson and Conductor K. M. Waterman, in and about the city.

Conductor G. R. Perdew in San Francisco.

Motorman C. C. Burnett and Conductor O. R. Burnett in Oklahoma.



Division Four

E. E. JOHNSON

We extend our most heartfelt sympathy to John Bruce of the Mechanical Department in his bereavement; his wife having passed away August 27th.

Motorman V. G. Miller, after returning from a lay off to visit his mother in Texas who was very ill, was called back again July 16th, when she passed away. We extend our deepest sympathy to the family.

Motorman J. H. Meiers of the "C" Line has signed a year contract with the Hollywood Moving Picture Corporation, for the use of his fancy Pekingese, Chihuahua, and Boston Bull dogs. J. H. says it keeps him busy making up these flapper dogs of his so they will look the part.

A week at Laguna Beach coupled with the novelty of camping out and fishing was the main attraction for Conductor

Frank Shuster on his recent lay off.

Conductor A. C. Freeman taking his

first real vacation in his eight years with the Company is now on a sixty day tour of his old state Florida and the possibility of visiting Havana, Cuba, for side issue.

Motorman A. G. Randolph writes again that he is improving. A. G. is still at a sanitarium at South Mountain, Pennsylvania.

Conductor L. L. Smith and family motored by flivver to Salt Lake City, for 30 days and visited with his wife's folks.

Leaving here the 1st of July, Conductor and Mrs. J. E. Dyer in a new Buick sedan made a circle tour of nearly 7000 miles, going by way of the Painted Desert and Petrified Forest to Effingham, Illinois, and returning by way of Seattle.

For the past ninety days Conductor J. E. Van der Linden has been visiting the big city, Chicago, and also his ranch in Montana. He stopped off at various cities en route and enjoyed the hospitality of several railway companies, and Van reports that he learned several pointers.

A one car caravan left Division Four, August 15th for 30 days. The occupants were Foreman B. B. Boyd and Motorman J. W. McKeown and a 1913 Ford. They are taking in the north rim of the Grand Canyon, Bryce Canyon, Zion National Park and Yellowstone Park. When last heard from they were in Yellowstone and reported Lizzie was going strong in spite of the predictions to the contrary.

Conductor Bob Carroll spent 20 days up at Grant Lake enjoying the sportsman's game of enticing the wily trout and Bob says that he has pictures to vouch for the tales that he tells of those big fellows.

Operator Charles Caper has returned from a 60-day leave spent in the vicinity of Vancouver, B. C. He brought back many souvenirs, but most of them were empty.

Conductor J. L. Johnson has a new Buick touring car and Motorman M. E. Francisco has a new Buick sedan.

Many of the boys are on vacation varying from 10 to 30 days. Conductors: C. W. Stevenson 30 days, W. D. Blades 15 days, D. L. Lowen 15 days, A. L. Layton 30 days, P. Miller 12 days, Motormen C. F. Kirkland 30 days, H. P. O'Gorman 21 days, E. W. Moore 30 days, T. H. Speed 30 days, J. J. Sylvester 21 days, and C. Taylor 15 days. Operator B. S. Hopkins 10 days.

Conductor J. A. Saunders is on 60-day leave to the Texas Pan Handle.

Operator and Extra Clerk W. L. Greenwood left September 1st on a ninety day leave by rail to New Orleans, New York and Boston and expect to return via the water route through the Panama Canal.



Division Five

FRED MASON

Motorman E. W. Watson is back from his trip east where he had a wonderful vacation. What's more, he brought back a brand new 1928 Chevrolet sedan.

Conductor Orville S. Nyhart took three weeks, his wife and the Master Six Buick sedan, and drove up to Oakland.

The little old Overland "Mystery" stood up well for Motorman Ken Mayes, when he, his wife and family made the trip to San Francisco.

Motorman W. F. Kenney is back from a four months vacation spent in Detroit.

Conductor Dave Scherzer, who has been running around Europe on an extended leave of absence, mostly Kalomea, Poland, is back in New York City and as he has decided to stay there with his folks he has tendered his resignation.

From Banks, Arkansas, Motorman H. F. Kyser, who is on sick leave, writes saying that he is getting along pretty well and sends his kindest regards to all the boys.

Motorman Jack Bruno is off for six weeks and is motoring to Helper, Utah.

Motorman Bill Garris has had his ten days and, as last year, with the exception of the flivver turning turtle, played around San Diego.

A couple of fellows worth seeing right now would be Motorman Earl Downing and L. Schoffner. In Downing's Overland they started out for the north with their ultimate destination as Vancouver, B. C. With tent, grub box, stove and every little thing needed on such a trip, they are going to take their own sweet time and enjoy nature's good gifts. A bath tub was not included in their outfit.

Conductor J. J. Gregory postcards from Lowell, Mass., saying that he had covered 3,590 miles in fourteen and one-half days without any mishap except tire trouble.

Motorman Bert Cox is off for a couple of months and is now in Vancouver, B. C. He's making the trip by train. Bert said he would have liked to have taken the trip by boat but was too much afraid of the ups and downs.

Motorman C. J. Hart is back on the job from Lockersby, Utah, where he has been for a couple of months on account of sickness in his family.

In 1932, Los Angeles will probably see the Olympic games. We have an entry for the marathon race who can lick anybody his size and weight in such a race. He is none other than little Jackie Casey, one of Conductor Mark Casey's four-year-old twins. About three weeks ago he started training. From 84th Street and South Broadway he started out, all alone, no timekeeper or coach, and headed north. That was about 9:00 a.m. Shortly after that time of course the other contestants started out after him, but the little fellow was too good and left them all behind, and it was not until about 3:00 p.m., that he was headed off when he was still going strong. He was caught at 23rd and Main, feet blistered and sunburned to a nice turn but still smiling and bound for the down town district.

Conductor G. W. Creed has resigned to take up other work in Ventura, California, and wishes to say goodbye to all the boys.

This fishing trip of Thursday, August 30th, was a huge success. In the party were Switchman Bill Stoll, Motorman Ben Tiemeyer and Conductors Howard Keene, Bill Langdon and J. E. Raski

under the leadership of Bill Chapman. Plenty of fish were caught.



JACK BAILEY

The month of August resulted in a few new assignments in the Store Department: C. A. Kieffer as new Stock Clerk and Relief Storekeeper, relieves N. H. Greenwood who was advanced to the Main Offices as Storekeeper in charge of stationery supplies. C. B. Goy relieves C. A. Kieffer in Section No. 1, C. A. Parker relieves C. B. Goy in Section No. 3, and S. K. Horman, a new man, relieves C. A. Parker as Shop Delivery-man.

Ben Bradfield, Foreman of the Store Department, was host at a birthday celebration on August 2nd. We are under a solemn pledge not to divulge the number of his years but they had a hard time finding enough nails for candles to use in the beautiful pasteboard cake. Ben was so pleasant at this little joke that the jokers got ashamed of themselves and sent out for a real cake. He then took two weeks off to celebrate.

C. A. Bollette, Storekeeper at the Shops, took the last two weeks of August for his vacation.

V. Lee, of the Store Department, and wife left the last of this month for one weeks rest at Catalina.

J. Steenrod, of the Master Mechanic's office, took the second and third weeks of August for his vacation.

John Arnold, son of A. D. Arnold, of the Master Mechanic's Office, met with an accident on the Manchester Playgrounds and had the misfortune to break his leg. He is in the General Hospital and getting along fine.

C. Hatch, Foreman of the Drafting Room, is again hard at "it" after his two weeks rest. J. R. Brittain, Mechanical Engineer, started on his vacation upon Claude's return.

It is reported that Plumber H. Deibert took many fish from their usual haunts in the upper Sespe River. All this took place during the first two weeks of August.

The call of the wild, combined with the desire to give the old trigger finger a work-out, resulted in finding our Switchman Ed Baker out hunting at the opening of the deer season. Ed is back now, he is going to fool us some day and bring home the venison.

We are in receipt of information that J. M. Smith, Chief Night Watchman, spent those few days off celebrating his wedding anniversary.

H. Longway, Foreman of the Truck Shop, started the 20th of August on his two weeks vacation to be spent divided between Catalina Island and Big Bear Lake.

J. Kennedy, Truckman, took one week off to parts unknown and Joe Harlow, Truckman, had a week off at home and the beaches. R. Catherman, also of the Truck Shop, left on the 10th for a round trip by auto to San Francisco.



W. Martineau, of the Electrical Repair Department, left the service on August 14th. He plans on a six months trip to Manchester, New Hampshire, where he will be with his mother.

Electrician Ed Brimm spent one week resting up at points north of Los Angeles. H. Furrer, Assistant Foreman of the Electrical Wiring Department, had the first two weeks of August off. One new paint job on the Essex.

Joe Schnell, of the Winding Room, left August 3rd for Johnstown, Pennsylvania, upon hearing that his mother was ill.

H. Heuer, of the Winding Room, left August 10th on a two weeks trip to his home town in Brooklyn, New York.

M. Weller, of the Winding Room, returned safely after his two weeks stay at San Francisco.

F. M. Andrus, son of F. W. Andrus, is a new man in the Winding Room. He is quite up in the air about his new job, 6 feet 5 inches.

G. M. Cleland, Foreman of the Trimming Department, took the first two weeks off to take the rest-cure and visit local points of interest.

J. M. Spearing, Foreman of the Carpenter Department, was away two weeks on his vacation. A few trips to the beaches and a few ball games filled the allotted time.

M. Wassell, of the Carpenter Department, is now having the time of his life at Catalina Island. Several cards from him tell thrilling stories of the Magic Island.

Carpenter C. M. Kaler is still on the sick list, and Carpenters J. C. Petit and T. T. Frew are confined at their homes on account of minor injuries.

We wish to express our sympathy to Clifford Parker upon the death of his wife who passed away August 4th; to Robert Harvey, upon the death of his wife, who passed away August 18th, and also to W. A. Maitland upon the death of Mrs. Mary L. Maitland, his wife, who passed away August 13th.



ELMER WOOD

Our Division Foreman C. O. Morse drove his family to Portland, Oregon, on his two weeks vacation. Charley reports travelling through some very beautiful country, such as Crater Lake, where the snow was ten feet deep in places.

The Mammoth Lakes and Yosemite Valley are sights worth while, says Supervisor M. M. Chamberlain. He and Mrs. Chamberlain, accompanied by some friends, enjoyed a beautiful trip.

Back from a sixty days leave of absence Operator K. C. Spears says he is all full of pep again to last another year.

The first Operator of the Division to receive a new Ford is H. Evans.

"Pop" W. S. Campbell, Night Receiving Clerk, was in Yuma, Arizona, half of his two weeks vacation. The remaining part was spent in Mexicali and coming home.

A thirty days leave of absence was granted to Operators H. H. Houseworth and B. M. Parker. Houseworth is driving back to his home town, Casper, Wyo., and then perhaps to Chicago. Parker went back east.

Operators H. C. Pierson and J. Nickel were off for a week. Pierson spent his time at Murietta Hot Springs and Nickel went to Lake Tahoe.

Operator E. W. Malone was on the sick list for ten days, but not being able to return to work, asked for a thirty days leave of absence in which he will visit his uncle in San Francisco.

We are glad to see the smiling faces of Conductor J. P. Stone, and Operator R. E. Billings. Stone was off for eight weeks with a broken ankle and Billings had an operation July 25th.

Operators E. L. Mullin and W. E. Rinker also took thirty days off. Mullin built himself a home, and Rinker caught the train for his home town in Minnesota.

Assistant Foreman J. F. Le Prohon was away for fourteen days. San Diego was the attraction part of the time.

The old timers will remember former Operator M. E. Dudley. He was married on August 1st to Miss Margaret L. Wise. The couple had a very pretty church wedding and we all send our congratulations.

Garage

The most missed Office Clerk this year was Harry Nordmark, as he is in charge of Inspection mark ups, the gas and oil reports and the greasing chart. Harry took the stage to Portland, Oregon, where he visited his relatives and friends.

The next Clerk to take his vacation was J. H. McCornack. Being tired of the dry land Mack bought a round trip boat ride to San Francisco.

Doyle Rishel, the General Foreman, ended up his vacation by spending a few days at Glen Ranch.

Yosemite Valley held the interests of Chief Electrician Dean Ovard, his wife, and Bill Craig, a Mechanic of the First Shift. The boys were not lonesome as there were ten people in the party. The four machines were parked in the Bridal Veil Meadows, and each day after Dean worked on the Dodge they either hiked or drove to some scenic spot.

D. J. Sullivan, Operator of the Proving Stand, also drove to Yosemite Valley on his two weeks vacation.

The big rabbit drive this season was conducted by the following hunters: R. E. Kanka, of the Store Room; W. B. Decker, of the Office, and Jesse Doerr, Mechanic of the First Shift. Lancaster is where the assassination took place and twenty-

five little bunnies didn't go home for dinner.

Forgetting time cards and office duties for a few weeks, Clarence Marine drove with his uncle to San Francisco and vicinity.

Introducing new men on the second shift: O. W. Shetterley, V. Hardy, C. G. Siekotter, E. A. Hoegner, A. Hiestand. On the Third Shift: C. O. Jones, T. J. Payne, H. R. Pauschert, E. F. Echternacht, and F. Nolf. The latter is just re-employed.

The following change-overs were made in the past month to the First Shift. From the Second Shift: H. F. Babb is now in charge of greasing and tires, replacing D. H. Weaver who is working as Repairman. From the Third Shift: H. Clinton, J. A. Rowan and H. Gilfillan. W. W. Webb is the head Car Washer at night now.

Vernon Yard

H. I. Schaubert

While no one would be likely to exclaim on their first admission to Vernon Yard, "SO, THIS IS PARIS!" still it is Parisian if you follow the latest fad, that is, dogs to match milady's costume. See Claude Hall, who will undoubtedly be of assistance to you. Estimates cheerfully given. Samples on request and prompt attention given to special orders.

"Sherlock" Maag is still working on the big vacation mystery: Why did Charley Plume and Austin Fleetwood leave Canada so soon?

One of the closest vacation races ever known in Vernon Yard is drawing to a close with the outcome still in doubt. Our two former champions, Fleetwood and Plume have made a miserable showing this year, due to lack of training. It is quite probable that the trophy will pass to new hands, possibly to Snow and Simmons. Might we suggest an inter-departmental vacation contest? There are some very apt vacationists outside of Vernon Yard, and Bill Morgan is one of them.

Al Smith can't claim priority on this brown derby stuff! How many of you old timers remember the famous brown derby worn by Jimmy Lavin at the last Los Angeles Railway picnic held at Redondo Beach? If Jimmy has not disposed of the derby, he is likely to be mistaken for Al Smith if he wears it to some political meeting.

The boys of the Yard extend their sympathy to Supervisor L. F. Sparks in the death of his mother.

Mechanical

H. K. Conacher

Division One

Harold Shenton's family are spending a few weeks in Santa Monica.

C. C. Carlile went trout fishing Labor Day. He says he always catches the limit. We take his word for it but we didn't see any of the fish.

Thomas Oakes is on the sick list.

Henry Schaller, our Machinist, has resigned to move to New York.

C. Christophersen made a trip to Fresno Labor Day in his new Chevrolet.

Division Two

"Doc" Robey has returned from his annual vacation spent around home and on occasional short trips.

V. R. Bell, Head Group Man, returned September 1st from a vacation spent in and around San Diego.

Ernest Sayre, Machinist, left for a ten day vacation to be spent in the Big Trees.

Sam Cohn took his shot gun, several boxes of shells and went forth to shoot some doves at the opening of the season. He usually blames the shells for his hard luck.

L. N. Morriss has traded his old Ford for a new Chevrolet sedan. He says he is going to race "Shorty" Keys and his new Ford coupe.

Mr. Waggoner is back on the job after spending a wonderful two weeks vacation at the beaches.

Division Three

Foreman E. C. Muse and family spent their vacation at San Onofre. Ed did not tell us any of those famous fish stories.

Assistant Foreman H. Earl spent a few days of his vacation at San Diego, and incidentally, Tia Juana.

Storekeeper C. Walters spent his vacation between Los Angeles and Vancouver. Mrs. Walters was along to see that he did not exceed the speed limit.

Jim Simpson spent his vacation with side trips around Los Angeles. Mrs. Simpson was chauffeur so Jim could sit back and take in the sights.

Assistant Foreman H. Earl with F. Keller and W. Alport went out from Hermosa on one of the fishing boats. As usual, the big ones got away. The boys were all right, though, they brought us back the small ones.

Clerk G. F. Treener and family spent their vacation visiting local beaches.

G. Magin and family spent their vacation in the Mammoth Lake district, but as Mrs. Magin was taken ill, they were forced to return sooner than expected.

Division Four

The Mechanical Department of Division Four offers its condolence to John Bruce on the death of his wife.

Mrs. Alex Cameron is in the hospital recovering from a serious operation. Our best wishes for her recovery are with you Scotty.

Our boys are enjoying their annual vacations, and those absent are: Wilbur Welch at Wheeler's Hot Springs; B. Grimshaw, Los Angeles and vicinity. Those just returned are: George Lee from a three months trip to Syracuse, N. Y., and Earl Newheart from a six weeks trip to his home town, Des Moines, Iowa.

Sydney Beard, our genial clerk, and wife are enjoying a second honeymoon at Catalina. Mrs. Beard has just returned from a three months trip abroad.

Night Foreman R. J. McEntyre, Day Foreman Joe Melvin and Howard Earl spent August 18th at the Derfelt Ranch near Palmdale, hunting and claim they showed up the other hunters and brought in more rabbits in one hour than they could carry.

Division Five

No News (?)