

TWO BELLS



SOUTHWEST MUSEUM



No Passing Fancy



“Confound it—there I stood on the curb in plain sight and raised my hand—like this—but that darned motorman on car..... just raised his chin a little higher and away he went on his way. I had an appointment in my office and luckily for me a friend of mine came by in his car at that moment and picked me up.”

Usually Mr. Brown was even-tempered, but this morning he was “burning up” at what he took to be an intentional slight on the part of the motorman.

This scene is enacted all too often in the offices of the Assistant Manager of Transportation. Motormen will become careless in this respect without realizing that theirs is the only contact the average

passenger has with the Company. If the motorman on this particular car in question had been on the alert, he would have been on the lookout for passengers as he approached the street where Mr. Brown stood.

From his station on the front platform the motorman is in an excellent position to make friends for the Company, and he can also make a splendid array of enemies if he is indifferent in his attitude toward the traveling public. He is there to sell rides and a motorman who passes up passengers needs a little more training in the elements of salesmanship as well as having a few demerits tacked on him as a reminder that it pays to do the right thing.

The trained motorman is courteous and careful in dealing with elderly people and with children. He loses no opportunity to acquaint his friends of the Company’s service. He makes himself familiar with traffic conditions. Off duty as well as on, he is loyal to his company and its officials. He takes pride in his work and expects to use his job as a stepping stone to something better.

You May Count That Day

If you sit down at set of sun
And count the acts that you have done,
And, counting find
One self-denying deed, one word
That eased the heart of him who heard—
One glance most kind,
That fell like sunshine where it went—
Then you may count that day well spent.

But if, through all the livelong day,
You’ve cheered no heart, by yea or nay—
If, through it all
You’ve nothing done that you can trace
That brought the sunshine to one face—
No act most small
That helped some soul and nothing cost—
Then count that day as worse than lost.

—George Eliot.

Two Bells

A Herald of good Cheer and Cooperation.

Vol. X.

AUGUST, 1929

No. 8

Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE

W. T. SHELFORD

Publicity Manager

Editor

Again, I Thank You

In the last issue of "Two Bells" I took the opportunity personally to thank all employes who so willingly assisted in handling the Shrine Convention, and since that time we were called upon to render the same service during the Elks' Convention.

The spirit of cooperation manifested by trainmen, supervisors, instructors, office forces and members of other departments surpassed even our expectations. For example:

At 10:25 on the night of the Elks' parade when it seemed that all men available were busy, a fire alarm was received. An employe of the Mechanical Department, who was off duty at the time, volunteered his services and prevented what otherwise would have been a serious delay.

Another employe of the same department, after retiring for the night, noticed a flash in the street and got out on the job immediately. He cleared up a bad trolley break within a few minutes which probably would have meant over an hour's delay to the Line had he not acted promptly.

I am only mentioning these two instances that each of you might know of the wonderful cooperation received and to assure you that such service and cooperation are greatly appreciated by the heads of all departments and I certainly wish to thank you.

R. B. Hull

Assistant Manager of
Transportation



Here are twenty five wire charter members of Sunrise Post No. 357, American Legion. Front row, kneeling, left to right: H. D. Ortega, Sergeant-At-Arms; J. E. Fagin, Adjutant; G. L. Ker, First Vice-Commander; E. G. Gilmore, Commander; Julius Smaby, Second Vice-Commander; H. L. Gleason, Finance Officer and Clarence Burnett, Chaplain. Back row: A. Light, P. K. Huffer, W. L. Borsch, R. L. Stough, F. Buckingham, L. L. Callahan, E. E. Feb, F. E. Striebel, L. C. Price, E. F. Bourland, S. E. Goslee, L. M. Braucht, and G. J. Stoddart.

George Washington said to Betsy Ross: "Too bad Betsy we haven't a flag," so Betsy got busy—as we all know. Commander Gilmore said, "Ain't it h-I, we haven't a Post banner." Just then a car came along in the background and with a little draping by the boys the number 357 was displayed. It shows what can be done. Inset: Commander E. G. Gilmore.

Sunrise Post Forges Ahead

Considerable impetus has been given by active charter members to swelling the membership list of Sunrise Post, American Legion, with the initiation of thirty-six candidates, twenty-seven of whom were employes of our Company, in temporary headquarters of the Post at Euclid Avenue School, Friday, July 19th. All this has taken place just thirty-six days since its organization. The Post now has its temporary charter and is known as Sunrise Post, No. 357.

At this open initiation conducted by California Hut Post through the efforts of Conductor L. C. Price, Sergeant-

at-Arms, over three-hundred people attended, prominent among whom were W. J. Sanborn, President of the City Council; Jesse Crain, the President's Secretary; Evelyn White Michler, Editor of the Eastside Post and Eastside Guardian; Paul G. Tomkins, President Ninth District Chamber of Commerce; Dr. Kepsel, President of the Commonwealth League and many others.

The officers were installed with due ceremony, Commander E. G. Gilmore being presented with a handsome gavel by his associate officers. The true spirit of comradeship was displayed when First Vice-Commander George L. Ker, who has been under hospital treatment for some time, prevailed upon his doctors to allow him to attend the installation on a wheel bed. He was brought to the meeting

in an ambulance and allowed to remain for the installation only. Julius Smaby was installed Second Vice-President; J. E. Fagin, Adjutant; Herman Ortega, Sergeant-at-Arms and Clarence Burnett, Chaplain.

A delightful bill of entertainment followed. Conductor Dempsey of Division Four staged a two-round boxing contest between his two small sons. Dempsey also entertained with an accordion number. The Ben. J. Bowie Post, consisting of colored men gave a vocal quartet number; The Rainbow Trio rendered vocal numbers and the Sunrise Post Boy Scouts Band, consisting of eighteen boys, sons of legionnaires, rendered several selections.

After the entertainment the gathering lined up for coffee, doughnuts, sandwiches and real home-made cake. The evening was a thoroughly enjoyable one for all who were fortunate enough to attend and a successful one for the Post.

Commander Gilmore and his associate officers are certainly "hitting 'er up" to make the Post one of the best and largest in the city.

Mrs. Roberts Celebrates

Mrs. Roberts was delighted with the shower of flowers given her by her many friends in the Company on her birthday, July 23rd, and wants them to know how much she appreciated being remembered.

We are happy to be able to announce that after a serious illness of several months, Mrs. Roberts is on the road back to health again, and we hope that it will be but a very short time until she is completely recovered.

The Tale Of Two Bills

It's an old saying that "A friend in need is a friend indeed" and the adage proved very true for W. H. "Bill" Snyder, Chief Supervisor during the Elks' parade on July 11th.

While Bill was at 39th and Vermont, busier than a one-armed paperhanger with the hives, a telephone call came in at 10:15 P.M. stating that a fire had broken out at 5th and Wall blocking the car line in both directions.

The hero of the hour was none other than W. R. "Bill" Cavett, Mechanical Inspector, who was off duty at the time watching the parade. Sizing up the situation Cavett volunteered his services to go to the fire and clear the blockade. Needless to say, Bill Snyder was only too glad to receive the offer and sent him on his way with the best of luck.

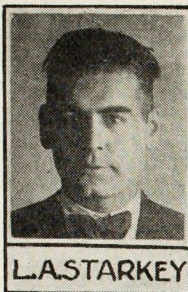
Well, that blockade was quickly and efficiently taken care of to the satisfaction of all concerned.

THAT'S WHAT WE CALL CO-OPERATION!

Eleven Years Ago

The world is small after all—in fact, during the recent Elks' Convention it seemed to be within the confines of the Information Booth at headquarters, according to Safety Operator L. A. Starkey of Division Four who was stationed there together with Captain O'Neill of the Fire Department.

During a quiet spell in the booth, Captain O'Neill, who is a World War veteran, was relating some of his experiences during the big fracas.



L. A. STARKEY

The conversation drifted to aviation. O'Neill, who was a dispatch rider, was sent to an aerodrome back of the Argonne woods. When he arrived he accosted an officer in French uniform and attempted to ask him, in broken French and through the use of hand motions, to take a flight. "Just a moment" broke in Starkey, "I'll finish that story for you. You got the surprise of your life when that officer replied in very plain American language 'what the h--l are you getting at, do you want to go up?' You see, I was standing beside that plane and overheard your conversation and got quite a kick out of it. That French officer was an American from Chicago, a graduate of the University of Chicago."

And so a happy friendship was formed right there in the booth, as other incidents during the war were vividly recalled.

Starkey was a Sergeant-First Class with a pilot's rating and 1600 flying hours to his credit. He was attached to the Argonne Aerodrome with the Third French Army.

On October 28, 1918, Starkey and his observer were forced down during an encounter with a German plane and they crashed into some trees. Neither one was injured in the crash but in their attempt to get back to the American trenches, they were both severely wounded by machine gun fire. Starkey's injuries were so severe that he was not discharged from the hospital until April, 1921.

In May, 1917, when but 18 years of age, he enlisted in the Signal Corps and trained at Kelly Field, Texas. From there he was sent across to Dover, England, and later to France. He is a native son from Chico, California, and has been with the Company since June 5, 1928.

Witness Report Lower for July

The boys of Division Four are consistent in staying over the seven mark in the witnesses per accident even though it is only by a small margin. Their figure for July reached 7.02.

Division Three once again took second position but with a much lower figure. Division Five came in for third honors; Division Two, fourth, leaving Division One to hide in seclusion in the basement and this time with the low figure of 4.74. All divisions, as will be seen from the comparative statement, dropped below their figures for June.

The following is a comparison of relative standings for the months of June and July:

	June	July
Div. 4	7.03	7.02
Div. 3	6.21	6.07
Div. 5	5.68	5.11
Div. 2	5.36	5.05
Div. 1	5.20	4.74

The total average for all divisions for the month of July stood at 5.57 and for June 5.84. Not quite so good. With a little more "go-gettem" on the part of trainmen this figure ought to expand considerably. It has been done before now.

Complaints Soar Bouquets Shrink

July's report shows a material gain in complaints over those received in June. In the latter month there were only 174 as against 205 for July. Better apply the brakes, boys, we don't want to skid back to where we were a few months ago.

Discourtesy increased from 49 in June to 53 in July; Starting Too Soon from 14 to 19; Passing Up Passengers from 13 to 14; Carrying Passengers Past Stop from 19 to 21; Short Change from 13 to 18; Miscellaneous from 12 to 29. Fare and Transfer Trouble 49, same as last month.

Only one classification showed a decrease: Dangerous Operation decreased from 5 in June to 2 in July.

Commendations Less

Commendations for July took a tumble. There were only 35 during July as compared to 40 for the month previous.

We're going just the wrong way—our complaints are increasing and the commendations are decreasing, when it ought to be just the reverse order.

Better take the first crossover, fellows, and get going in the right direction.

Get Your New Guide Book?

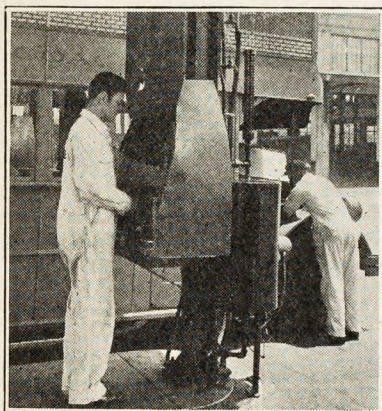
The new 1929 Official Street Car Guides for conductors and operators contain 1,257 changes and additions over the old issue of 1927.

Every conductor and operator can procure one of these guides from his division office when their old book is turned in. A charge of fifty cents is made for lost or destroyed guides.

Watch Inspector Moves

P. J. Flaherty, Watch Inspector, who recently opened a branch store at 5242 Avalon Boulevard, has moved to 5321 South Broadway.

Tonic Dispenser



Molasses and oil are similar in one respect—they "do not choose to run" in cool weather and although the garage does not deal in molasses, it does deal in oil—a great deal.

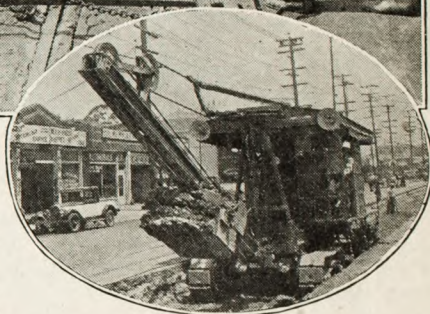
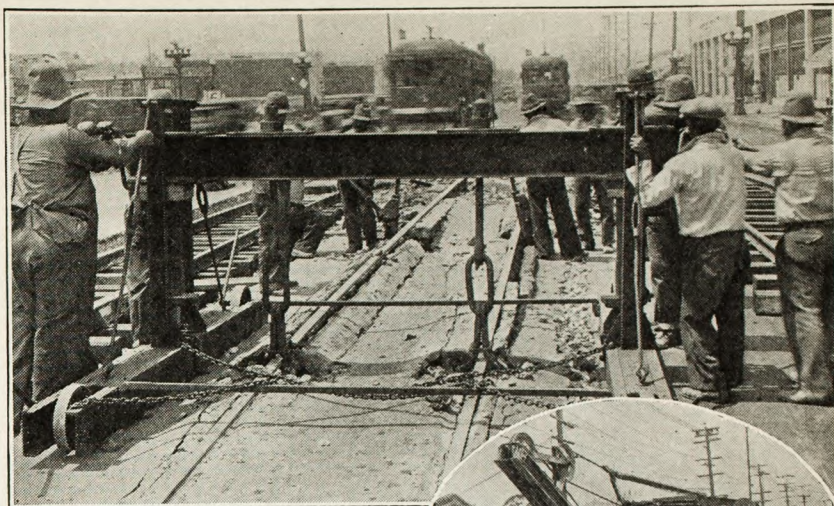
In the early morning hours, even during the summer months, the oil becomes chilled and pours very slowly. But this is not the case any more at the Garage, as an electric heater has turned the trick.

The cylindrical tank in the photograph contains the oil sent in from the pumps of the Filling Station at twenty pounds pressure. The tank is controlled by a thermostat which cuts in at about 90 degrees and off at approximately 120 degrees Fahrenheit. The pipe at the top of the tank is an air chamber and takes care of the expansion of the heated oil.

The device was built by the Engineering Department at South Park Shops and is proving very satisfactory in providing warm tonics for chilly motors.

Howard F. Baab, Service Man, is extracting oil consomme from the faucet while Horace Franklin, Foreman of the Wash Rack, does the pouring into the mighty motor.

Track Molars Pulled on Main



To the tune "The Yanks Are Coming," with Mexican embellishments, the old track on Main Street is being forcibly ejected to make way for the new 116-pound girder rail.

The rail puller, as seen in the accompanying photograph, is a manually operated unit with a lifting capacity of 100 tons, each jack having a 50-ton capacity. This puller literally breaks the rails loose and enables the men to place jacks a short distance from the puller to raise the tracks for removal.

Another unit that is helping to make short work of the track job is the electric shovel that has been called upon to follow up the rail puller in removing the old road bed. This shovel goes through the thick cement just like so much pie crust.

A. W. McBain Called Beyond

A. W. McBain, Verification Clerk, passed away at his home on July 12th, after being off duty for some time on account of ill health.

"Mac", as he was affectionately known, was born in Ontario, Canada, on August 15, 1874. He entered the services of the Company as Conductor at Division One on February 2, 1899. For several years he was conductor on the old observation car that made trips to points of interest in Los Angeles and his thorough knowledge of the city admirably fitted him for this work.

On November 22, 1923, he was appointed Verification Clerk of Mileage Cards in the office of the Assistant Manager of Transportation, which position he held up to the time of his death.

In all his years of service he had made numerous friends with his radiant personality, and had proven himself a very loyal and efficient worker. In token of their esteem, Superintendents E. C. Williams, T. Y. Dickey, L. L. Wimberly, E. R. Dye, Motorman C. W. Jordan and Foreman B. B. Boyd acted as pallbearers.

He is survived by his wife, a son and two daughters, who have the sincere sympathy of his large circle of friends.

Catalina Service Increased

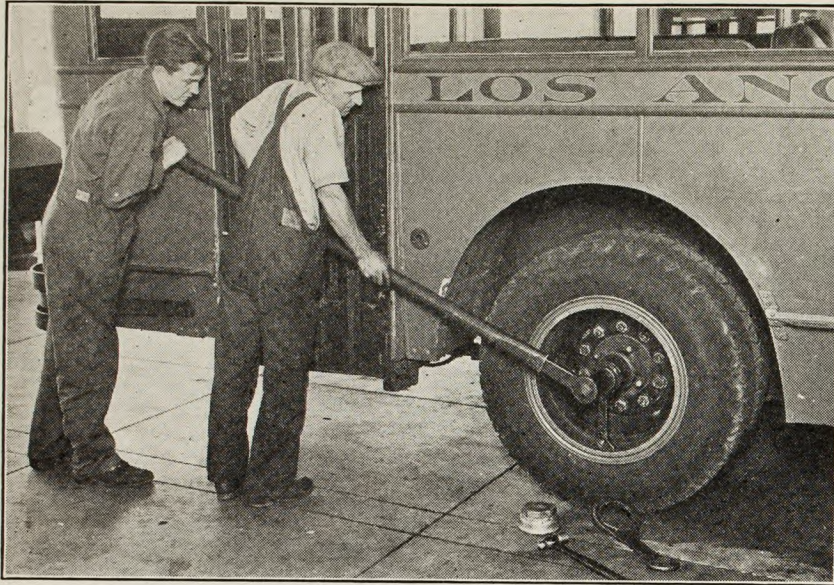
Steamer service to Catalina Island has been greatly increased and those who are planning on going over to the Island this summer will be interested in looking over the steamer schedule given below, which became effective July 20th.

Leave Wilmington Daily	Leave Wilmington Sundays
9:40 a.m.	9:40 a.m.
10:10 a.m.	10:10 a.m.
12:00 noon	6:00 p.m.
5:15 p.m.	
6:45 p.m.	

All employees of the Company, as well as their dependents, are entitled to reduced rates. Application blanks for this purpose may be secured from division foremen or department heads.

All great accomplishments have had as their foundation the careful doing of little things called detail.

~ New Wrench Produces Leverage ~



These men are not in Scotland even though they are trying to help a nut out of a tight place. On the 1900 type motor coach the removal of the large nut on the semi-floating rear axle has always been a problem until the geni of the Garage worked out a solution.

A bracket which fits inside the disc wheel has been made a part of the wrench and forms a firm base for leverage. An iron pipe fits snugly over the handle of the wrench and with two men on the business end of the pipe, the removal or replacement of the rear wheels is now a simple matter. James Rowen and George Baker, Mechanics, are lending weight to the occasion.

Supervisor Flannery Passes

The sad news of the passing of Supervisor W. P. Flannery at Angelus Hospital on July 21st, came as a great shock to his many friends, as his illness was of very short duration. "Bill" as he was known to all started with the Company on April 8, 1903 at Division One as Motorman. When Division Two opened in 1904 he went to that Division and in recognition of his efficient services was made Supervisor on January 2, 1906.

The funeral was held in Forest Lawn Cemetery. Supervisors F. A. Christy, W. P. Pierce, G. M. Smith, J. T. Gough, J. G. Phebus and Jesse Drayer were pallbearers.

With the passing of Flannery, R.A. Pierson, Superintendent of the Discipline and Merit System is the only one left of the class of April 8, 1903. The first five members left the Company shortly afterwards. Others of the class were Jack Weber, one time Superintendent of Division Three and James Dexter, Motorman of Division Two for a number of years. For the past ten years Flannery and Pierson were the only ones left of the class.

Flannery is survived by a widow and two grown children who have the heartfelt sympathy of his many friends.

From Green to Red

Coach painters of South Park Shops are transposing the familiar green band with red on coaches of the Los Angeles Motor Coach Company.

The combination of yellow and red will conform to the colors of the joint operating companies.



How many of the group do you know?

Increased Owl Service

Owl service has been changed on Lines "E" and "S" which became effective on August 11th. The changes are as follows:

On Line "E" the 1:35 A.M. car now operates from 7th and Broadway through to Townsend, eliminating the necessity of transferring passengers at Division Three carhouse. The 1:15 A.M. car from Townsend operates to 7th and Broadway and is the 2:10 A.M. car from 7th and Broadway to Hawthorne, which is an added trip for the entire length of route. The 4:00 A.M. trip from Hawthorne to Avenue 28 and Dayton provides the 4:40 A.M. trip from 7th and Broadway and enables passengers to reach Eagle Rock City by transferring at Avenue 28 and Dayton.

On Line "S" the 1:40 A.M. car from 77th and Central Avenue now operates over the "S" Line route to 7th Street. This trip replaces the 1:30 A.M. car which formerly operated over the "H" route from 53rd and San Pedro Streets, and adds to owl service on Avalon Boulevard and San Pedro Street.

Effective September 1st, a change on the No. 3 Line will provide a car to leave 7th and Hill at 1:00 A.M. to operate over the regular West Adams Line to Alsace Avenue. This trip at present necessitates passengers transferring at 24th and Vermont.

To Attend Convention

The members to represent Sunrise Post No. 357, American Legion, at the Department Convention to be held at San Diego, August 19th, are E. G. Gilmore, Commander; Herman Ortega, Sergeant-at-Arms and Clarence Burnett, Chaplain.

New Fare Boxes

Electric type "J" fare boxes on the double-deck motor coaches are being replaced by the new type "D" fare boxes which are equipped with one coin slot to record pennies, nickels, dimes and quarters.

Schedule
builders
and
families
picnic
at
Sunland.



Conductor's Son Wins High Honors

J. Roy Holland, son of Conductor J. R. Holland of Division Three has been elected President of the student body of Franklin High School.



Young Holland evinced exceptional executive ability as vice-president of the Senior B Class this last semester. He also served as president every other week in the absence of the president. His school activities also include membership in the Senior Boys' Glee Club and serving as president of various classes, as well as taking parts in school plays.

Naturally Conductor Holland is proud of the accomplishments of his son and if all this may be taken as an indication of what the future has in store for this ambitious young man, big things may be expected from him.

Let's Make Whoopee

Although vacations are necessary, serious inroads have been made in the baseball aggregation because of absentees, and because of insufficient players it has been necessary at some games to use men of the opposing team. As a result the Larys have lost about every game they have played. A sure remedy for this is plenty of substitute players and plenty of fans. Surely among a large family such as the Los Angeles Railway there is baseball talent—there should be all kinds of it.

It is a well-known fact that support of a team can oftentimes work wonders. Morale is everything. Without it playing ability is sadly eclipsed. When boosters get out and actually "boost" there develops a fighting spirit in the team and a strong determination to win. Many a rally has been staged by a losing team simply because the players felt that the fans were for them—and they have won out.

The Larys have been playing consistently at Vernon Yard on Saturday afternoons with a mere handful of spectators. Many of the boys are exceptionally good players and deserve better support.

All those who are interested in baseball are urged to turn out to the games—and make whoopee! Those who have had experience as players are requested to get in touch with Manager Tex Bourland at Division Two.

Legal Questions

Q. Can a gift of money or other personal property be revoked by the giver?

C. B.

A. A gift, other than a gift in view of death, cannot be revoked by the giver.

* * * * *

Q. I have purchased a lot in San Diego and will receive my deed in ten days. Where do I have the deed recorded, here or in San Diego?

J. D.

A. Any instrument entitled to be recorded must be recorded by the County Recorder of the county in which the real property affected thereby is situated.

* * * * *

Q. Is it a California law that a person can demand a written receipt upon making a payment in cash?

R. W.

A. Yes.

* * * * *

Q. I borrowed some money from a friend, signed a note for same, and when it became due I offered to pay the principal sum. As the note did not call for interest I refused to pay any. Can my friend force me to pay the interest?

E. H. R.

A. Your friend is justified in expecting interest on the money loaned and can collect same, for whenever a loan of money is made, it is presumed to be made upon interest, unless it is otherwise expressly stipulated at the time in writing.

* * * * *

Q. Can a wife who is employed outside the home be made to pay debts incurred by her husband?

L. C.

A. The earnings of the wife are not liable for the debts of the husband.

* * * * *

Q. If one of the witnesses to a will should become insane before the will was probated, would the will be held valid?

M. B.

A. If the subscribing witnesses to a will are competent at the time of attesting its execution, their subsequent incompetency from whatever cause it may arise, does not prevent the probate and allowance of the will, if it is otherwise satisfactorily proved.

Meet the New Scribe

Just as he was thriving on printer's ink, giving the latest scandal in the Motor Coach column, Harry Nordmark, Scribe, makes a change. He is moving with his two pencils and eraser into the offices of the Engineering Department in the Main Office Building where he assumes new duties. We are mighty sorry to lose him as a scribe but wish him the best of luck in his new position.

The new scribe to grace the Motor Coach column in the September issue will be J. H. McCornack. He is in the office of the Superintendent of Automotive Equipment and is well known around the garage. He is an ambitious young fellow with personality-plus, so it's up to you fellows with news items to keep him busy.

Square and Compass Activities

The stated meeting of the Square and Compass Club for the evening of Saturday, August 17th, has been dubbed "President's Night."

President Steenrod is preparing a program of excellent entertainment which should prove very worth while. If it does not, then President Steenrod will be responsible. Yes, of course, the ladies are invited. If members have not a good alibi for not attending they will be severely reprimanded. Notices will be mailed to members by Recording Secretary D. H. Johnston.

Past President's Son Joins DeMolay

Robert Boyd Hill, Jr., son of R. B. Hill, Past President of the Club, was initiated into the Order of DeMolay, Metropolitan Chapter, on July 11th. A large number of Club members were present to witness the impressive ceremony.

Degree Team Active

The Third Degree Team conferred the Master Mason Degree on H. Houseworth of the Motor Coach Division in Golden State Lodge on July 18th, and on C. D. Sayers and C. P. Moore, both of Division Four in Sunrise Lodge on July 25th.

Complete Higher Degrees

P. T. Klingelsmith, Junior Past President of the Club, together with E. O. Thurtell, Substation Operator, completed their Royal Arch Degrees on Monday, July 22nd in Signet Chapter No. 57.

Galusha M. Cole to be Feted

This venerable old man and Mason, Galusha M. Cole, celebrates his one hundred and third birthday on August 15th. Pasadena Commandery No. 31, Knights Templar, are conducting a celebration of the event and invitations have been extended to officers of other commanderies. J. H. Sheridan, Commander of Commandery No. 9 and Inspector of Department No. 8, Grand Commandery, has been invited, and he in turn has invited every Knight Templar in the employ of the Company to try to attend this eventful occasion.

Appreciation

We wish to thank you for your thoughtful expressions of sympathy. The kind suggestions and able assistance rendered by you were more than helpful to me.

Mrs. Kate H. Flannery and family.

* * * * *

Gratefully acknowledging and thanking you all for the flowers and your kind expression of sympathy.

Mrs. A. W. McBain and family.



BROADWAY BOYS

For (1) Conductor H. A. Hennes of Division Two from Mrs. Nettie Stiefel for special courtesy shown her while riding on his car.

For (2) Conductor H. Bruggerman of Division Two and (14) Motorman L. M. Brucht of Division One from Mrs. Hannah B. Gooden for courtesy and consideration shown to their passengers.

For (3) Motorman J. D. Fenwick of Division Three from Mrs. White for waiting for her and her two little boys.

For (4) Motorman C. R. Wise of Division Three from W. A. Withem, who states in part, "While waiting for the "go" signal and while the conductor was busy collecting fares of those preceding, the motorman leaped down from the front exit to assist a very badly crippled young lady to enter at the rear end of the car, and was again at his post when the signal changed. It was a very courteous act and worthy of commendation, as was

also his attitude toward the rest of the passengers.

For (5) Conductors J. E. Bohler, (39) J. G. Liles and (9) Motorman H. O. Boutwell, all of Division Three and (27) Conductor H. Cannon of Division Two from Miss Ella M. Kennedy for their universal courtesy and efficiency.

For (6) Motorman J. R. DeVoe of Division Three from Mrs. Ella C. Stimson, who greatly appreciates the thoughtfulness he displays toward his passengers.

For (7) Conductor C. R. Aker of Division Three from Mrs. Thomas F. Boyle for his courtesy.

For (8) Motorman H. C. Jones of Division Three from Mr. Lloyd R. Ward, who writes, "While visiting your city during the Shrine Convention I had the opportunity of riding on your street railway and in so doing I met with more courteous treatment than I ever before accustomed to in all my travels. One of your motormen, in particular, treated my wife, baby and

myself with so much courtesy that I feel that I should express my appreciation in writing.

For (10) Conductor Q. E. Stone of Division Five from H. R. Kotterman for the manner in which he handles his work and for going out of his way to look after the comfort and safety of his passengers.

For (11) Conductor D. C. Kincaid of Division Two from Evelyn Garnett for paying her fare when she had forgotten her purse on her way to work.

For (12) Motorman A. G. Nelson of Division Four from Mrs. M. Nelson, who states, "I wish to express my appreciation of his thoughtfulness and attention. His courtesy merits my thanks and appreciation."

For (13) Motorman G. W. Plummer of Division Three from Mrs. N. A. Nottleson for stopping his car in order that a little boy might recover his ball when it fell on the tracks.

For (15) Conductor W. M. Staley of Division Four from Emil Marquette,

who is deeply appreciative of the courtesy displayed when he boarded the car with a five dollar bill and no change. The Conductor was unable to change the bill and kindly loaned him carfare.

For (16) Conductor B. J. Haskins of Division One from F. M. DeLong, who commends him on his attitude toward his work and the manner in which he looks after his passengers.

For (17) Conductor J. A. Weathers of Division Four; **(29) Conductors J. M. Crane** and **(20) G. Laird** and **(30) Motorman H. Underhill**, all of Division Five, from E. M. Williamson for their universal courtesy and efficiency.

For (18) Conductor J. D. Andreas of Division Three from Mary Hewelt for his kindness in paying her fare when she had come away without her purse.

For (19) Motorman J. E. Bourland of Division Two from B. J. Darneille for getting off his car to assist a crippled woman to board.

For (21) Conductor J. A. Johnson of Division Five from Mrs. W. J. Parsons, who commends him for very obligingly lending her fare when she found she had forgotten her purse.

For (22) Conductor J. R. Moore of Division Four from Blanche Milne for his pleasant and courteous manner.

For (23) Conductor L. Klaris of Division Two from B. J. Darneille for assisting a blind man from his car and seeing that he got safely to the sidewalk.

For (24) Conductor J. F. Bray of Division Two from Mrs. Fulkerson, who writes, "I would like to say a word of praise for Conductor Bray. He was very courteous and kind to everyone, especially to a little mother with two small children. He is capable and considerate and deserves this praise."

For (25) Conductor A. L. Morris of Division Three from Mrs. W. E. Polhemus for the consideration he has for his passengers' welfare.

For (26) Motorman W. Rassmussen of Division Three from Dr. George McLaughlin, who writes, "This morning at 11th and Flower a woman, loaded with parcels, came running from an eastbound car to a westbound "W" car, when an automobile, against traffic, caused her to miss the "W" car. The motorman upon seeing her distress signalled her and stopped his car for her around the corner. Any man showing such a good spirit is worthy of commendation."

For (28) Conductor W. E. McGuyre of Division Two from Josephine Marie Dowler. Miss Dowler started out to keep an important engagement and upon boarding the car found she had left her purse at home. Conductor McGuyre very kindly loaned her fifty cents so that she might keep her appointment.

For (31) Conductor L. C. Haynes of Division One from Mrs. W. E. Dooge, who states in part, "We were taking some Elk friends to the train when one of them lost his hat. The conductor stopped the car at once and got the hat and I wish to commend him for his alertness.

For (32) Motorman J. H. Schrader of Division One from Miss Rebecca Heintz, who commends him for his courtesy to elderly people and those who are crippled, as well as the smooth and efficient manner in which he handles his car.

For (33) Conductor C. Fisher of Division Two from Mrs. C. M. Wallace, who greatly appreciates his kindness, thoughtfulness and courtesy.

For (34) Conductor M. Taylor of Division Two from Irene Brumet for his cheerfulness and courtesy.

For (35) Conductor C. J. Eisenlord of Division Two from J. R. Hann for loaning him carfare when he had come away without any change.

For (36) Conductor S. Brash of Division Three from E. W. Stillwell for his kindness in taking time to explain a traffic regulation to one of his passengers.

For (37) Conductor C. H. Howe of the Motor Coach Division from Miss W. Linderman, who commends him for the unusually efficient and courteous attention he bestows upon his passengers and for the interest he takes in his work.

Conductor Howe is also commended by Mrs. Mae G. Bromhill, who greatly appreciates his kindly interest in his passengers and the efficient manner in which he handles his work.

For (38) Motorman O. Klages of Division Three from Philip Kolby for the efficient way in which he handles the car through the traffic and the consideration shown for his passengers.

For (40) Motorman A. Brumet of Division Two from Mrs. Ernestine Keller for his cheerfulness and courtesy toward all passengers and for his efficiency.

For (41) Conductor F. J. Canning of Division One from Mrs. Nettie Stiefel for looking up information and giving her directions on how to reach her destination.

For (42) Conductor J. E. Raski of Division Five from Gaylord Swing, who commends him for his alertness and being constantly on the lookout for the safety of his passengers when alighting from the car.

Please notify immediately your department head when you change your address. This is important to you as well as to the Company.

Division Assignments

To Division One: Motorman T. M. Ferguson, J. B. Thompson, W. A. Tolbert. To Division Two: Motorman K. G. Crownover, Conductors E. K. Ingram, L. G. Elhardt, J. O. Hollis, L. E. Garrett, W. G. Lee, W. W. Fraser, C. D. Salley, I. Bowers, R. B. Haslam. To Division Three: Motormen L. K. Newton, E. F. Flanigan, H. W. Scott, L. Weaver, W. F. Hines, D. Behiels, J. F. Ries, E. L. Houk, O. L. Elliott, Conductors H. T. Yates, C. C. Self, G. O. Mueller, T. T. Roche, A. O. McNair, J. A. Imes, R. C. Timmons, D. D. Noggle, V. N. Ritter. To Division Four: Motormen F. C. Kuehl, S. D. Luckhurst, J. P. Brough, T. E. Larson, F. N. Jensen, E. N. Taylor, W. B. Eddy, M. W. Blain, S. L. Meacham, R. L. Poole, E. G. Biddlecomb, M. A. Allen, S. Hillman, A. F. Weaver, A. N. Moore, Conductors H. W. Gragg, C. H. Castetter, H. W. Wilcox, D. C. Dunn, R. McMahon, W. M. Staley, L. M. Woodfin, W. C. Kline, W. T. Haynes, E. J. Skraba, V. W. Williams, R. J. Elmer, H. I. Van Slyke, V. C. Spitz, L. A. Fitzgerald, Safety Operators D. M. McDonald, C. E. Hayward, L. E. Davis, W. D. Perkins, W. G. Cole, A. L. Marden. To Division Five: Motormen K. G. Norris, R. G. Allen, E. L. Seale, J. W. Daily, W. H. Daniels, M. W. Carey, C. H. Munn, A. F. Meyer, Conductors C. F. Allnut, F. W. Kay, V. L. Clark, J. M. Smith, C. W. Pierce, J. S. Chambers, R. W. Harrison, J. A. Ryan, V. F. Kreisel.

For Sale

Frank H. Putnam desires to dispose of his place at 416 Isabel Street. Anyone having \$1500 cash can secure a bargain in this property. Call or see E. L. Lewis, Room 1025 L. A. Railway Building.

* * *

Ex-Conductor B. E. Northrup of Division Three wants some trainman to enjoy his equity of \$5600 in a two-acre ranch. Has modern six-room house, plaster, gas, electric light, water, summer house with cement floor, garage, two chicken units for 500 chickens, rabbit equipment for 350 rabbits, fruit trees, flowers, shrubs, shade trees—everything ready to move in. Worth \$8500, my equity of \$5600 for \$2000. A mortgage of \$3000 run ten years \$39 per month. Lot 205 feet wide by 400 feet deep. One hour from Los Angeles. Sickness calls me East. 7438 Corbin Avenue, Box 82, R. 1. Owensmouth, Calif.

* * *

Magnavox Radio, five tubes, new "A" and "B" batteries, trickle charger, four new tubes, good working order, \$10. C. H. Lewis, Room 704, L. A. Railway Building.



Mary Malins



A knowing friend tells us that Ten Nights in a Barroom is the story of a Scotsman waiting for someone to buy the drinks.

Myers had a bad day at the office which made him cross and irritable, so he decided to go home early. A friend on the street accosted him, "Where are you going, Myers?"

And Myers savagely replied: "I'm going home, and if my dinner's not ready I'll raise Old Nick, and if it is, I won't eat it."

The late Booker T. Washington used to tell a story of his meeting a colored woman and asking: "Well, Miranda, where are you goin'?" "I'se goin' nowhere, Mr. Washington," was the reply, "I'se been where I'se goin'."

Jones: You never returned that umbrella I lent you a week ago.

Smith: Couldn't spare it, old man. It's been raining every day since.

George: "Is your wife a blonde?"
Bill: "I don't know, I've been out of town for two weeks."

Mother (at dinner table): "Johnny, are you sure you washed your face? It doesn't look like that when I wash it."

Johnny: "Well, mother, if I rubbed it as hard as you do I'd push myself over."

In the days of old when nights were cold, It took two fleeces from the fold

To dress a lady fair.
But in these days of jazz and bob,
A little silkworm does the job,
With time galore to spare.

Flubb: "I know one fellow who will box Dempsey some day—and he won't be on the loser's end, either."

Dubb: "Who's zat?"
Flubb: "The undertaker."

Teacher: "Now, children, who can tell me how much a pence is worth in American money?"

Jakey: "Well, teacher, you can get a good pair for three dollars at my fadder's."

"I want you to understand," said the teacher, "that it is the law of gravity that keeps us on the earth."

"Please," asked little Nellie, "how did we stick on before the law was passed?"

Judge: "Now, I don't expect to see you here again, Rastus."

Rastus: "Not see me here again, Judge. Why, you all ain't going to resign yo' job, is you, Judge?"

TOO LB

There was a lad named Willie T8
Who loved a lass called Annie K8
He asked if she would be his M8
But K8 said W8.

His love for her was very Gr8
He told her it was hard to W8
And begged to know at once his F8
But K8 said W8.

Then for a time he grew Sed8
But soon he hit a faster G8
And for another girl went Str8
Now K8 can W8.



THE RECEPTION COMMITTEE
(THERE'S AT LEAST ONE AT EVERY DIVISION)

"Do you carry B-eliminators?"
"No, sir, but we have roach powder and some fly swatters."

An Irishman living in New York started what promised to be a large family. A baby came regularly every year for four years, and then there were no more. A friend said to him one day, "Pat, why is it your wife presents you with no more kiddies?"

"I do not want any more, because," said Pat, "they say every fifth baby born in New York is a Jew."

"You say you love me!" she cried.
"Still you would not die for me!"

"No, hardly that," he replied. "Because mine is an undying love."

Little Mary getting her first sight of a peacock. "Look quick, auntie, one of your chickens is in bloom."

She—"I hear the professor has stopped necking and drinking on the campus."

Her—"Well, I should think he would. A man of his age!"

Bill: "I had a drink of real moonshine the other day!"

Chuck: "What was it like?"

Bill: "Well, I find that I can get about the same result if I kiss a spark plug when my motor is running."

Steno—"How do you spell sense?"
Boss—"Dollars and cents or horse sense?"

Steno—"Well, like in 'I ain't seen him sense.'"

Professor: "I forgot my umbrella this morning, dear."

Wife: "How did you come to remember you had forgotten it?"

Professor: "Well, I shouldn't have missed it, dear, only I raised my hand to shut it when it stopped raining."

A young lady entered a stationery store and asked for a pound of floor wax.

"I'm sorry, Miss," replied the clerk, "We sell only sealing wax."

"Don't be silly," she remarked. "Why should anyone want to wax a ceiling?"

Girl: "Do you make life-size enlargements from snapshots?"

Photographer: "That's our specialty, miss."

Girl: "Fine. Here's a picture I took of the Grand Canyon."

Restaurant Manager (to Orchestra Conductor): "I wish you'd display a little more tact in choosing the music. We've got the National Association of Umbrella Manufacturers this evening and you've just played 'It Ain't Gonna Rain No More!'"

"Guilty or not guilty?" asked the judge.
"Not guilty, jedge."

"What is your alibi?"
"Alley by which?"

"You heard me. Have you an alibi?"
"You mean, jedge, de alley by which Ah got away?"

In a fashionable restaurant a new multi-millionaire with no knowledge of French and no desire to expose his ignorance pointed to a line on the menu and said to the waiter:

"I'll have some of that."
"I'm sorry, sir," the waiter answered, "but the band is playing that."

She: "Did you know that the water has rotted away the post in front of our house?"

He: "Mercy goodness, and the teetotalers put that stuff in their stomachs!"

Now we have every reason to believe that Two Bells is going over big. Master Hymen Farber, a budding young joke-smith whose business is selling newspapers at one of the downtown corners, has selected our magazine for his first contribution. Here it is:

Talking about Supervisors, a Conductor said to his Motorman, "Watch out for the Sup and don't spill anything."

"What is your husband's income?"
"About 3 a. m."

The Romance of The Rails

By E. L. Lewis
(Fifth Installment)

In 1875 the land owners and residents, including W. H. Workman, W. H. Perry, J. E. Hollenbeck, President of the First National Bank, and E. F. Spence, Cashier of the same institution, to the East of the River on the hills of Boyle Heights, viewed with envy the changes that occurred in the district known as East Los Angeles by the advent of street car service to that section of the city. Led by the enthusiasm of W. H. Workman, a franchise for a street railway was secured on June 26, 1875, from the City Council; this was the Seventh Street railway franchise issued by the City of Los Angeles.

It was granted to W. H. Workman and A. H. Judson, for a period of thirty years, "for the purpose of laying down, maintaining, and operating one line of iron street railroad track with two parallel rails distant from each other at least three feet, and to run cars thereon, to be drawn or propelled by horses or mules, along the route described as follows: Commencing at the intersection of the center line of Arcadia and Main Streets, to and across Los Angeles Street, to Aliso Street, thence along Aliso Street to Aliso Avenue on the eastern side of the Los Angeles River, thence along Aliso Avenue to Soto Street." According to 1929 street names this route would read: Arcadia, Aliso, Pleasant Avenue, East First Street to Soto Street.

At this time there was no First Street east of the Los Angeles River, and no street of any kind between First and Boyle Avenue along the line of First Street to the River.

The franchise contained the following conditions: "The track shall be planked, paved or macadamized the entire length of the route on which the road may be constructed, between the rails and on two feet each side thereof; and the tracks shall not be more than five feet wide within the rails; and there shall be a space between the main tracks and side tracks, or turnout, sufficient to allow cars to pass each other freely. Fare shall at no time, for any distance, be greater than ten cents (10c) for one fare. And the owner shall pay a license to the City of Twenty (\$20.00) Dollars per annum per car." It provided further that work on construction of the line must commence within one year.

In February, 1876, incorporation of a company to build the line was completed by the following persons: W. H. Perry, J. W. Gillette, Wm. Moore,

W. H. Workman, S. H. Mott, and R. Grand. These men were elected directors, with W. H. Workman as president, and G. W. Gillette, secretary.

Grading commenced in April, 1876, and operation started in February, 1877, just one year after the incorporation had been completed to build the line.

In February, 1877, a franchise was secured to extend the city end of the line from Arcadia on Main to Temple Street. This extension was completed and put in operation in November, 1877.

These parties continued to operate this line until 1883, when they sold the controlling interest to J. F. Crank and S. P. Jewett. They were so anxious to let others have the responsibility of continuing the line in operation that they loaned part of the necessary money to the new purchasers on their note. The new purchasers organized the Los Angeles Cable Railway in 1887. They then acquired the remaining interest in the Aliso Street line, which passed into the control of the Los Angeles Cable Railway Company and its identity as a separately operated line ceased.

Soon after acquiring control of the line, operation was extended through to Evergreen Cemetery, and continued to operate to that point until the cable cars commenced service on August 1, 1889, from First and Spring Streets via First Street to Evergreen Cemetery. The line continued operation from Pleasant Avenue and First Street, as the eastern terminus, until August 1, 1893, when the franchise was abandoned and the track removed. No cars have been operated on Pleasant Avenue from that date to the present time.

The Brooklyn Avenue line commenced operating on Aliso Street on June 22, 1899. This line was turned over to the Pacific Electric Company on December 1, 1902; since that time the Los Angeles Railway has operated no cars over Aliso Street.

(To be continued in next issue)



We extend our most hearty congratulations to Motorman L. E. Mills of Division One, who was married June 30th. Miss Bertha Bonnett was the happy girl. They motored to San Diego for their honeymoon.

* * *

Conductor S. D. Moody of Division Three and Mrs. Harvina Anderson were united in marriage, July 11th.

The happy couple are making their home at 5930 Meridian Street.

* * *

W. Maitland of the Machine Shop, announced he would be away a few days on business. A few skeptics of the said shop lifted their eyebrows and looked at each other. Sure enough, a few days later Bill reported he was a married man. To the lucky lady we extend our hearty congratulations and to Bill our very best wishes.

* * *



Deep consternation has been rife in the Schedule Department due to the mysterious actions of R. Vincent Douglas, professor of chemistry, physics, science and elastic schedules, who has been wandering around the office for the past few weeks in a sort of a trance. Newspapers published vital statistics regarding his intention to wed, but all this was firmly denied by the professor.

However, he secretly planned to turn his vacation into a honeymoon and on his departure he mailed notices to his friends that Miss Dorothy K. George had consented to become his bride. The happy couple were married on July 27th.

Douglas is a U.C.L.A. man and Mrs. Douglas is a graduate of Stanford University. The romance budded while they were attending the local university.

The young couple are spending their honeymoon touring the country around San Francisco, Sacramento and Oakland.

Congratulations are extended them by their many friends with best wishes for abundant happiness.

Thanks for the cigars.

Have you or any of your dependents changed addresses, and have you failed to notify your department head of this? It is of importance to you that addresses given on your record be correct.



Births

Conductor M. S. Hempy of Division One reports the arrival of a fine, nine pound baby boy at his home on July 10th. All concerned are doing well except Hempy, who looks a little weak from loss of sleep.

* * *

From Division Two comes the following:

Conductor K. E. Sloan reports the arrival of a nine pound baby boy at his home. Mother and son are doing fine.

The cigars were handed around quite generously when Motorman J. F. Price dropped up to the office on the twenty-third and announced the arrival of an eight pound baby boy. This is their first child and papa is quite proud of the heir.

* * *

Motorman L. E. Sausser announces the arrival of an eight and one-half pound baby girl. When asked what her name was to be he said he couldn't say as they had planned on a boy. Better luck next time and thanks for the cigars.

* * *

Division Four reports that Motorman William Green proudly announces the birth of a fine baby girl, July 15th. They have named her Rena Mae. Best wishes, Willie.

A sweet little lady, tipping the scales at seven pounds, arrived at the home of Conductor and Mrs. J. A. Weathers, July 22nd. Congratulations, Andy. (We're not sure of the baby's name.)

* * *

Motorman F. J. Arnold of Division Three, is the proud papa of an eight pound boy, born on July 25th. Mrs. Arnold is in the hospital. Mother and baby are doing fine.

* * *

Jack Edward Causey is quite a name for an eight and a quarter pound boy to shoulder, but he seems to be doing wonderfully well. Jack is the newly arrived son of R. V. Causey of the Coach Division, whose beaming visage reveals the joy that only a father can know. Both mother and baby are doing fine. Congratulations from us all Papa Causey.

* * *

The box of quarter cigars in the Foreman's office at the Garage was labeled from Scotty Crawford. This is rather unusual from "Scotty" and upon investigation we found that the sweetest six and one-half pound baby girl had found her way into the Crawford family. We are happy to congratulate "Scotty" and to know that both of his loved ones are doing fine.

C. Binkiewicz, Division Three, Mechanical, is the proud father of a brand new baby daughter born on the seventh day of July. Congratulations "Bink."



Division One

H. N. COLE

Three intrepid aviators of Division One took off on July 18th to explore the regions up in Oregon. They were Motorman-Line Instructor R. Montgomery, Motorman L. L. Nelson and Motorman G. D. Riley. Due to the fact that they haven't been heard from since their departure, it is thought by some of us that they may be up in the air on an endurance flight.

Motorman W. Matthews and the Mrs. have just returned from a very pleasant motor trip up in Canada, where they visited relatives of Mrs. Matthews. They were away for about three weeks and covered nearly four thousand miles and report a glorious time.

Conductor T. L. Morrisy has taken the usual leave of absence and connected up with the Fire Department. His Motorman, J. N. Smith, will have to make some other arrangement now as they have been almost inseparable for a long time.

Conductor H. Watson of the "N" line has returned from a vacation which, judging from his appearance, was spent in the beach sunshine.

A few weeks in the mountains and then a trip to San Francisco, is the itinerary of Conductor Martin Sasolow, who is taking his annual leave of absence.

Foreman J. B. Lair has a new Studebaker and Instructor Snell has treated himself to a new Nash.

Miss Goldstrasse, Stenographer to Superintendent Williams, returned on July 29th from a two weeks vacation.

Clerk Roy Ruggles has hit the trail for parts unknown, as is his yearly custom. At the end of two weeks he will be back on the job with pleasant memories of the past and anticipating the same thing next year. He says vacations and pay-days are noble institutions.

Conductor-Line Instructor A. G. Rex received a letter from Conductor George Evans, who is visiting his old home at Pittsburg. He reports a good time.

On the Seventh anniversary of their marriage, June 28th, Conductor-Line Instructor and Mrs. Harry Cromier were the recipients of many valuable presents, among which was a new Maxwell Coupe, presented by Mrs. Cromier's parents.

For a long time Conductor M. H. Boswell has wanted a dog, so when a fine Russian wolfhound adopted Division One as his home Boswell took advantage of the opportunity and took Mr. Wolfhound home. The animal was so hungry that it required several porterhouse steaks to satisfy him. During the night the hound chewed his rope and took French leave. Now Boswell is mourning the loss of both dog and steaks.

Evidently under the impression that the Seventh and Broadway traffic wasn't

heavy enough to keep Motorman G. D. Riley busy, a young mother requested that he look after her baby while she shopped in a near-by store the other day. Be that as it may, Riley stuck to his traffic and suggested to her that she place her baby in the department maintained for such purposes in the store.

Conductor and Extra Traffic Man E. S. Lee has a thirty-day hold-down at Vernon and Santa Fe, while Traffic Man White is holding down a tower job.

On July 19th when the initiation exercises of the Sunrise Post of the American Legion took place at Community Hall on Fresno Street, Motorman-Line Instructor G. L. Ker, who is First Vice-Commander, insisted that he be carried in an ambulance to the hall from the Sawtelle Hospital, where he is confined on account of illness. It is said that an ovation was given him that he will remember for a long time to come.

Conductor Ed Urban has just returned from a two weeks vacation spent in angling trout. His present contentment will be short lived, however, for it won't be long now until the deer season opens.

Foreman J. B. Lair is looking rested and is rarin' to go after enjoying a few weeks vacation.

When interviewed regarding his vacation, A. Rafferty, Building Custodian, replied, "Yes, I left the city. I went to Venice and Ocean Park and was initiated into a certain phase of the Order of Elks."

It is reported that Motorman C. E. Yocum will soon be numbered among those who embark on the sea of matrimony.

Motorman-Line Instructor L. Burnett is filling in as Extra Switchman.



Division Two

H. F. NELSON

The general choice is all over and the boys are all working their new runs, everybody's satisfied and everything is running smoothly.

Motorman P. H. Lund has taken a three weeks leave and is going to have one grand and glorious time in Oregon. He has been working nights for the Line Department for the past few weeks.

Motorman O. Daniels is recuperating at Taft for a few weeks as the result of an auto accident in which he took a leading part. Have not learned whether all the pieces of his Chevrolet have been found or not.

Motormen M. R. Chamblin, A. R. Garrett, J. Hoy, and W. T. McLean enjoyed short vacations resting up at home.

Conductors M. F. Nar, F. C. Ham, and C. L. Walinder also took life easy for a few days and are now back on the job rarin' to go.

Instructor C. A. Kern is spending his two weeks vacation at home working in the back yard and sleeping nights, for a change. He has been working nights.

Clerk C. F. Paine has just returned to the morning shift after having been away two weeks. Spent some time at home and a few days at Catalina.

Conductor R. E. Thompson resigned and is now a Deputy Sheriff working out of the station on Florence Avenue, near Compton. He likes the work fine and here's wishing him all kinds of luck in his new line.

Motorman M. Morneau has just returned to work, having spent the past six weeks attending to business in Kelso, Washington, and doing a little resting on the side.

Clerk B. I. Derry is sporting a second hand Chevrolet Sedan and is busy buying little things to doll it up with.

If you'll notice there are several around Division Two who are wearing smoked glasses. Well that's due to Jim Madigan's new paint job on his Ford Sedan—it looks like a nice big chunk of hard coal, and twice as black.

Conductor-Line Instructor A. F. Crosby is spending his annual vacation with the National Guard at camp.

Motorman H. F. Swabby spent several days in bed, due to illness. He is back to work and feeling very much better.

Conductor A. J. Holman is still on sick list and does not know just when he will be able to return to work.

Conductor H. M. Jones, who has been on sick list for several months, is now at the Olive View Sanitarium and is taking things easy.

Motorman D. V. McKnight and Conductor I. H. Stewart resigned and intend to spend the rest of their lives in Canada.

Motorman O. J. Lamm dropped us a card from Chicago. He is having a wonderful time and is just getting started on his vacation.

We wish to extend our sympathy to the Pierce brothers, whose father passed away suddenly in Salt Lake City. They left for home immediately upon receiving word of his death.

Motorman S. D. Stephens and Conductor R. Lightfoot were granted forty day leaves to drive to Abilene, Texas, and enjoy themselves.

Conductor T. A. Johnson is spending five weeks in Canada visiting with friends and relatives.

Cash Receiver W. B. McAdams has purchased a new Chevrolet and is now on vacation breaking it in. Watch the next issue for more news, probably be in another column, though.

Conductor T. R. Bates spent two weeks in Yosemite and says that it is some place.

Conductor C. F. Foster is driving around in a new Nash and thinks there's nothing built to equal it.

Conductor A. R. Duncan and his mother are on their way to Tennessee via Dodge Roadster, they intend to be gone six weeks and hope to see quite a bit of the country while gone.

Others on vacation are, J. A. Defty, sixty days to rest up. Conductor A. G. Richards, six weeks to journey to the northern part of the State to camp; Motorman L. G. Barnard, thirty days to enjoy life at Menleyville; Motorman R. R. Youts, six weeks in which to make a trip East; Motorman A. L. Goodrich, six weeks in which to rest up and prepare himself for a hard winter's work.

When all return who are on leave we should be able to relate some great tales about large fish, deer and other game.



Division Three

L. VOLNER

Now that the Shriner's and Elk's Conventions have passed, the much delayed vacations of many of our men are being taken. Motorman-Line Instructor B. H. Dean is motoring back to his old home in Rolla, Missouri, to show his wife the scenes of his boyhood. Dean expects to be gone about two months.

Conductor Harry Beals has gone on an auto tour to the Big Basin, in the Northern part of the State, where he expects to spend about two weeks, after which he will return home to paint and fix up two houses before returning to duty.

Harry Trabue is spending his two weeks at Hermosa Beach, where he is putting in most of his time fishing.

Conductor M. O. Brown is on a three months vacation. Conductor T. A. McCain has taken an indefinite leave. Conductor C. Voss has returned from a week's vacation. Conductors A. H. Fort, D. A. Jones, S. T. Wride, C. V. Judd, E. R. Nordquist, and M. O. Mueller are now enjoying vacations.

Many of our motormen are also on vacations—G. Richter, T. D. McBride, N. N. McEwan, M. J. Sherman, J. L. Baier, F. L. Leadbetter, R. Spencer, W. P. Brewington, J. O. Houk, E. L. Burke, R. Gholson, A. D. Kinsey, G. H. Melcher, R. L. Sufficool, F. O. Leatherberry, and J. D. Messick.

Switchman W. H. Meloy and gang took another one of their very successful fishing trips to Hermosa Beach last month. In the party were the following: F. Stauss, J. S. York, C. L. Westenburg, W. L. Formby, J. R. Holland, A. G. Plummer, A. F. Eckenwiler, H. B. Thompson, M. M. Warren, F. C. McKibben, A. B. Peterson, J. Critchett, A. Nielson, and his son R. Nielson, who is visiting dad, and Manager Harry Tuttle of the Car Barn Cafe. Tuttle says this was the best fishing trip he ever experienced, and sure wants his name on the list for the next trip.

Motorman E. C. Helbling has been wondering how or why his Conductor, T. Thoreson, does not work more than he does. Thoreson says there is a very prominent financier who says that two days a month are enough for anyone to work, and he is trying to follow that advice.

The boys are wondering who the friend of Motorman Stebbins is, who gets on with the mop stick and tries to crash the front gate.

Conductor R. H. Gamble is sporting one of the new Ford Sedans.

Always looking to make things more attractive and convenient for his patrons, Manager Harry Tuttle has had larger windows installed on two sides of the Car Barn Cafe, and large ventilators and skylights to always insure plenty of light and pure air.

We notice the "Big Eaters Cafe" is going to re-open, much to the enjoyment of some of our popular motormen of the "B" line. As warm weather is here the new proprietor will probably make a go of it as chitterlings are out of season, and

Helbling, Hart and others will have to change their diet.

There are three days in the year when Motorman E. F. Flanigan does not like to work: Christmas, July Fourth and St. Patrick's Day. He had to work on the "Fourth" but says he already has his name down to be off St. Patrick's Day.



Division Four

C. J. KNITTLE

Hello, folks! Hardly know how to start the column. It's midsummer, you know, and many of the oldtimers are on vacation. A lot of new men over here and they are getting lots of work. Fortunately, this column gets very good support. Division Four trainmen do like to pass along the brodies they observe a fellow-trainman pull.

For instance, here's one about Motorman C. E. Grant. It states C. E. went down to the Los Angeles Gas and Electric and paid a gas bill, then he went over to 8th and Flower and waited twenty minutes for a car.

Motorman G. G. Heiser was granted a ninety days leave starting July 13th, and has left for New York to visit relatives.

Motorman R. H. Schatz was granted a ninety days leave July 13th, to improve some property in Arlington, Calif.

Conductor J. L. Arnold took a twenty-one days rest, starting July 15th.

Instructor J. H. Miller took his regular two weeks vacation starting July 15th.

Conductor W. W. Warren was given a ninety days leave on July 15th, to build and take a vacation trip.

Conductor H. E. Ketchum is spending a six weeks leave in Yellowstone Park, accompanied by Mrs. Ketchum and their daughter, Margaret. They left July 15th.

J. H. Bell was granted a sixty days leave starting July 15th to visit in Kansas.

Safety Operator H. Rendell was granted a ninety days leave starting July 16th. Reason not given.

Motorman E. P. Adams was granted a fourteen day rest starting July 16th.

Conductor A. B. Chambers was granted a fourteen day rest starting July 17th.

Night Clerk E. E. Roffee took his regular vacation starting July 18.

Conductor and Mrs. G. S. Mattern are spending the summer week-ends at their cabin in the Sierra Madre Mountains. It is situated near Winter Creek between Hoegee's and Roberts' Camps.

Motorman H. P. O'Gorman was granted a thirty day rest July 18th.

Motorman M. Langager and G. W. Jergenson left for National Guard Camp July 20th.

Conductor George Pratley left for Dallas, Texas, July 21st on a thirty day leave.

Conductor V. G. Miller was granted an indefinite sick leave July 22nd.

Motorman Brotherton received a fourteen day vacation starting July 23rd.

Conductor R. E. Davis was granted a ninety day leave July 27th. Plans not stated.

Motorman F. M. Loftis started on a three weeks vacation July 27th. He is spending part of it at Catalina.

Janitor Leon Robinson is spending most of his regular two weeks vacation in Agua Caliente. Leon left July 29th, brazenly confiding he was going to "take in the works."

Conductor C. E. Robinson was granted a fourteen day rest starting July 29th.

Cash Receiver Raymond B. Smith started on his regular two weeks vacation August 10th, and left for his cabin in the Santa Susanna Mountains.

Motorman Robert Deucher treated himself to a day off July 27th.

Conductor W. S. Shields returned to duty July 18th, after spending a year on the sick list.

Getting down to business, Conductors O. B. Willis and W. F. Lewis were appointed Line Instructors July 15th.

Motorman Dusty Rhoades was recently ok'd for the position of Switchman.

Conductor J. A. Weathers experienced several embarrassing moments when he walked into the Division Office July 22nd, to announce the arrival of a sweet baby girl. Ordinarily, it was a moment for extreme joy and it was very evident "Andy" was realizing the thrill that comes once in a life time. Then someone asked what they had named the little lady. Andy went into deep thought. A silence, broken only by the ticking clock followed. "Oh yes," stammered Andy, "we named her 'Elyn'."

Two hours later, Weathers came in again. "That's not the baby's name," he began, "here it is—someplace." On the back of a token wrapper, he found it. Andy had made a close guess. The baby's name was, is, and always will be, "Arlyn."

On July 26th Motorman W. A. Bray and Conductor W. H. Snow took a fishing trip to Redondo and caught an auto full of barracuda, and what's more they brought them to the Barn. Yes, sir! it takes anglers to catch fish.

"TAKE NEXT CAR."



Division Five

FRED MASON

Mr. A. F. Grant, our Foreman, heads the vacation list this month. He's off for a couple of weeks, the first week of which he is spending in San Francisco and the second week will see him registered at the Coronado Hotel, Coronado Beach.

A card has been received from Conductor-Line Instructor Frank Keersmackers from San Luis Obispo, where he is attending the National Guard encampment. Says he is having a great time and will be back on the job pretty soon.

Motorman L. Blackburn is off on a sixty days leave of absence on account of his health. He is recuperating at Denver, Colorado.

A card has been received from Motorman Charlie Stowe from Lone Pine, California. Charlie's health has not been any too good lately and he is touring the northern part of the State in an endeavor to get back into good shape again.

Motorman H. Johnson is off for thirty days and is spending his time at the local beaches.

From Spokane, Washington, comes a card from Motorman Arthur Palmer, who is driving back to his little old home town, Armstrong, Iowa. Says he is enjoying the trip and his trunk is not empty yet.

Motorman H. C. Dreyer is vacationing around town and will be off for sixty days.

"Dad" Fisher, our Uniform and Equipment Inspector, was not mentioned in this column last month and he sure told me plenty, so here goes. "Dad" had his two week's vacation among the cows and chickens on his ranch at Chatsworth, California. While he was only away two weeks he came back two years younger and sprier than ever. He announced his return by turning a double handspring on the office counter and said, "Here I am." Since his return he has taken to wearing a light (weight and color) Palm Beach suit and runs around like nobody's business.

Motorman George B. Gearhart is off for sixty days and is putting in his time at Lancaster.

Motorman Jack Bruno just can't stay away from Salt Lake City. He's driving back there again this year and will be gone just over a month.

Just to rest up, Motorman G. A. Chambers is taking fourteen days off.

Motorman R. C. Shosted is taking off seven days to attend the State Convention of the American Legion, which is being held in San Diego.

Motorman Frank McMurphy is taking a couple of weeks off to make a trip to Yosemite.

Motorman A. E. Brewster is taking a trip back home to Wills Point, Texas, and will be gone forty-five days.

To get all tanned up, Motorman John Williams is taking a week off and will vacation at Balboa.

Motorman W. P. Irshy is off for a couple of weeks and is visiting with relatives.

Conductor Q. E. Stone has got his Buick in good shape and is going to wheel her over the country for the next thirty days.

Conductor Merle Chapman is off for a couple of weeks autoing around the northern part of the State.

Five days is enough for Conductor-Line Instructor H. Russell. He's going to take in San Fernando Valley and the beaches.

Conductor "Tex" Hiller is taking sixty days off and is not going any place in particular.

Motorman Charlie Franek writes from the United States Naval Hospital, San Diego, where he has been confined for almost two months, saying that the doctors have been unable to discover his trouble so far and that he is still confined in bed. Wishes to be remembered to all the boys and would like to see any of you who happen to be down that way.

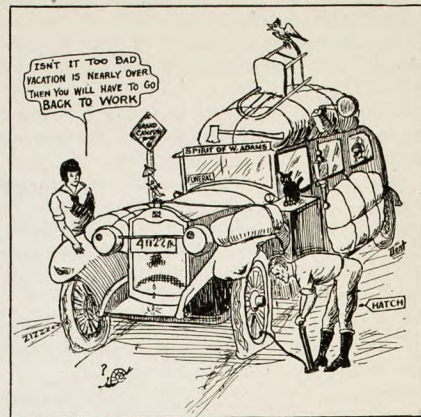


Shops

JACK BAILEY

Aeronautically speaking, Charlie Hatch, of the Mechanical Engineering Staff, pilot of the Spirit of West Adams, is on an

endurance flight to the North Rim of the Grand Canyon, and reports poor visibility and low ceiling, which later developed into snow. Otherwise all is well and a record is being looked for by all the air minded ones at South Park.



F. T. Burchett, Chief Clerk of the Master Mechanic's Office, certainly looks rested and refreshed after his vacation.

Catalina Island lured F. W. Buswell, Foreman of the Mill, away from the busy shops and the big city for a happy vacation time.

Among other worthy visitors within the last month we wish to mention Mrs. R. Dwyer and her little daughter.

W. T. Reynolds, Chief Clerk in the Store Department, sends us a card from Idyllwild, which says in part:

"Hello, everybody. Nice hot weather here, cool streams, frisky trout that taste mighty good for lunch; coffee smells better and the hotcakes taste delicious when there is a day of mountain pleasure and relaxation ahead. See you SOON."

Introducing Mr. H. D. Beebe, new man in the Store Department.

B. Cinnamond, Clerk in the Truck Shop Office, was away one week last month to entertain an uncle and aunt here from Louisville, Kentucky.

W. Leasure, Truckman, is welcomed back from his trip to Yosemite. He reports the trip unusual, but not foreign.

E. Lendy, of the Truck Department, plans a trip to Catalina in the near future, as he has filed for rates for himself and sister. Sister?

Yes, Truckman M. Christiansen has joined the soup gang. Top and bottom.

Truckman Jack Bickford and his wife have returned from that long dreamed of vacation trip to Sequoia National Park. Jack is now back on the job but Mrs. Bickford has continued her rest at Catalina.

Apologies to our little "Azuride" pamphlet, our Truck Shop friend J. Schreiber has a slightly used Star car for sale. In First CLASH Condition.

We wish to present to you at this time, two brand new members of our Truck Shop lineup, K. Campbell and J. Mathis.

The fascination of the vacation period caught George Cleland, Foreman of the Trimming Department, this month. He is back now from that two weeks of restful leisure.

D. Ferris, Watchman, was reported on the sick list last week but he got word that a young lady had called at his shanty

to see him so "Doc" is back on the job now.

Frank Warren, of the Babbit Room, was unfortunate on the afternoon of Saturday July 20th. While shopping in his neighborhood he wrecked his machine and sustained injuries to himself, wife and her mother. Frank was off duty a few days.

Electrician Ed Brimm was due back on the job on the 22nd, after a weeks vacation, but decided that after pushing his Packard back from Big Basin he needed twenty-four hours extra to rest up in.

Sid Ormston, of the Electrical Wiring Department, is spending two weeks in the hills in and around Arrowhead. Boating and other water sports at this big pine tree oasis will give him that much needed rest.

H. Kadow, of the Winding Room, is away on leave to visit his son in New Orleans.

T. O'Connel, of the Winding Room, and his family spent their vacation at the beaches.

R. Sloan, of the Winding Room, is away on a thirty day leave of absence to vacation at Vancouver. He says he will think of us when he is, ah, spending those happy hours at that resort.

Fred Andrus of the Winding Room, and family reported an enjoyable vacation spent at the beaches.

The Shops welcome another new employe in the Machine Shop, Mr. D. Ennis.

T. H. Fowler, of the Machine Shop, is reported on the sick list.

Bill Wilson, one of the debonair Upholsterers, spent the week-end of Saturday, July 13th, indulging in his favorite water sport, fishing. What really inconvenienced Bill on this trip was the long boat ride, which proved to be a good remedy for rejuvenation purposes. If you don't believe me, stop in and see Bill before he peels the second time.

Carpenter Ben Grimm, recently a purchaser of a new 1929 Chevrolet Six, is a strong believer in the Golden Rule, but the Chevrolet. . . Well, the first nice thing Ben did for the car was to build it a new garage. He bought it the best of gas and oil, and every day he would polish its glossy body. But what do you think this hack did in return for this kind treatment, and just when Ben was in a hurry to get to work? Why, it just got mad and instead of backing out in a hurry it ran clear through the back end of the new garage, and how!

Carpenter M. Cass is doing very well with his new set of teeth. He caught a 'possum in his basement last week. Lee Crump told him it was a Frisco wharf rat so Cass gave it to Howard Lock. Lock is still on the job so Lee must have been wrong.

"I am a Grandfather," cried Carpenter Maurice Wassell.

"So was your old man," replied Joe Spearing. "Congratulations."

Carpenter A. L. Dellinger left on July 26th for his vacation. He is going to try and be back on the job by August 8th. No use in trying to keep up with him.

Ray Earnst, of the Carpenter Department, has returned from his two weeks

off and has started into his work with both hands, both feet and both eyes. He is trying to catch up with his pardner, Frank.

We welcome E. M. Olesen, a new recruit in the Carpenter Shop.

Ed Frymute, Carpenter-Upholsterer, returned from his two weeks at Ocean Park July 15th. He created a sensational hit with his coat of tan.

Shop employes are extending their sympathies to R. C. Jones, of the Trimming Department, whose wife passed away July 18th.



Motor Coach Division

HARRY NORDMARK

That peculiar sensation of riding comfortably behind a screeching siren and having a serious white robed person murmuring, "There might be some hope," was the experience of B. Tyler when he accidentally parked himself in front of an agitated auto while on his way to work. He advises that one ride in an ambulance is enough and also entirely unnecessary for the few bruises which were the extent of his injuries. We are glad that he didn't get in front of a truck.

Down in Santa Ana, working for a telephone company is where you will find our old friend, F. P. Morse, who left us after two years of service behind the wheel. He assures us that he will not forget the boys, who, I am sure, wish him success in his new position.

The Billings brothers, J. H. and R. E. went back to St. Joseph, Missouri, on a thirty day leave to visit friends and to do big things. They won't be able to brag much about Los Angeles however. You know how those Missouri people are.

The clanking of rifles and the peeling of onions fills the vacation of E. M. Duffy, who is in summer training camp with the National Guard at San Luis Obispo. Making a square turn at each corner will be essential when he gets back.

O. W. Mills departed for Modesto and points north, where he will try and pull in a few big ones so he can bring us back a good fish story.

After his artistic endeavor at house painting looked satisfactory to him, Supervisor H. C. Lehnert found that only a couple of days of his vacation remained so he took a trip up to Mt. Lowe, which proved most enjoyable.

R. A. Woodson resigned after one and a half years with the Division to accept a position with the Lang Transportation Company of Long Beach. We wish him success in his new venture.

A thirty day leave was granted A. C. Lucas but his secrecy regarding his activity during that period baffles us. We may have to ask the co-operation of Scotland Yard in this case.

If you desire to witness a tight squeeze, just watch our plump little boy, Frank Vacher, trying to settle himself behind one of those new D. D. fare boxes mounted on a narrow platform.

Supervisors L. Nowak and M. Chamberlain spent most of their vacations as men about town. Both seemed to thoroughly enjoy just taking it easy at home.

There will be no use of crying for audience with Superintendent Charles Morse for a couple of weeks, for he will be enjoying the attractions of Sequoia, Yosemite and Lake Tahoe, which are far from the rumble of motor coaches.

Harry Nordmark has evidently taken his place in the culinary ranks, for recently he conjured up a five course dinner in honor of a young lady friend. The young lady in question has written in that the dinner was quite a success—except for the gravy which she has reason to believe didn't turn out just as the recipe promised it would.—Contributed.

Garage

Thundering down the home stretch in perfect form, Jack Savage's racing car showed the way in the Ascot Speedway races. With first place in the fifteen lap heat, the little car added to her laurels by roaring into second place in the thrilling main event. Jack's hobby of racing cars is proving quite interesting to the bays, and especially so if it's a winner.

We regret to learn of the sudden death of Frank Keener's Mother who succumbed to heart trouble July 16th. She was Frank's only remaining parent and we feel his loss was unusually great because of this.

Norman Lane's ambition to reach Frisco during his vacation wilted in the serious heat of that vicinity, so he hurried back to Los Angeles to cool off. Even the new Ford must have felt it for it wouldn't idle under fifty in its rush to get back.

Barnacle Simmons and his swaggering mate, Codfish Oliver, delved into the mysteries of the briny deep when their gallant little "put-put" foundered on the bar at Anaheim Landing. They were just steaming in from a fishing venture, loaded to the gunwales with fishing rods, reels, clothes and last, but not least, with water, when a playful breaker hit them like an express train. Over went the scow and they joined the fishes. After a long battle with the sea, in which they were badly scratched by the boat, they were finally able to land it, bottom up, on the beach. Most of their belongings gave the fish indigestion.

When O. Deam's feet encountered some oil in the shop they ran into trouble that caused him suffering for a week. He slipped and fell backwards on a motor which tore loose ligaments in his back and leg. Moral, watch your step.

That greasy, red headed streak trying to run the Shop by his lonesome, when Deam was absent, was Norman Lane, who certainly did a good job of carrying on.

Tom Casey is going to try and hit all the bumps from here to the Oregon line with his new Ford during his vacation. He admits that once in a while he will stop and examine the scenery and also that he will reach Crater Lake or "bust."

On the night shift we find that Floyd Pratt is on leave and has journeyed to New York to settle an estate which was left by his mother. He probably intends to drop in on Wall Street and find out if his stock, if any, is up or down.

If Dorothy Rankin can pull out a fish like she does a plug she surely must have caught the limit in the High Sierras during her vacation. She also enjoyed the many charms of Yosemite and reports a very enjoyable time.

We were fortunate enough to see a picture of Doyle Rishel, General Foreman, on his vacation. He was playing in a little river and was dressed exactly like a truant schoolboy in the old swimming hole. If you know how that is you can realize the fun he had up at Oakdale, California, where he and the family stayed with friends.

D. J. Sullivan spent his vacation under the big trees of Sequoia and also went up to General Grant Park where he saw beauty galore. The wife and the kids shared his enjoyment.



H. K. CONACHER

Division One

Did you hear the talk given by our General Foreman of Car Houses? If you abide by the rules and attend strictly to business you will be treated right, but, don't try to put anything over on him and expect to get away with it.

W. M. Emery has taken a thirty day leave of absence to visit some of his relatives down in New Mexico.

W. F. Urban has resigned to go back to his home in Texas.

E. O. Arnold is spending his vocation at Catalina Island, where he expects to catch lots of fish.

J. Perryman and H. Hale are the new men at this division. Welcome to our gang, boys.

W. J. Hitchcock has just returned from a trip up north among the big pines. Bill says, "Some country."

A. Wutherick has often wondered what it felt like to touch the trolley finger on a K-11 controller. He doesn't wonder any more.

Geo. Atkins and family have returned from their vacation and George has plenty of fish stories to tell, but we can't believe them all.

Division Two

"Doc" Robey has returned from his vacation, which was spent working around home, a trip to Catalina and occasional short trips to the beach.

Geo. Lendy and family are on a trip to their former home in Georgia, where they are visiting relatives.

Just as we expected, "Babe" Brown reports finding a station with his Majestic that we can't even find in the Radio Call book.

Among the many thousands who celebrated the Fourth by camping on the beach was L. Catello and family. Louis

says the beach makes a poor bed for one who is tired.

"Bill" Christmas celebrated the week of the Fourth by going on a yachting trip to Catalina Island and vicinity with a party of friends.

We are glad to have Mr. R. O. Clark as a new member of our division of the L. A. Railway family.

G. A. Waggoner has returned from his vacation, part of which was spent at Pismo Beach, digging clams. George says that it is a good way to reduce.

Tommy Lambert, the new man on the night shift, returned from a trip down town the other day with three traffic tags. What are you doing, Tommy, saving them?

The latest to get the radio "Bug," is Charles DeBaun, Storekeeper, who has a new Atwater-Kent. Charlie says the only trouble with it is that it keeps him up too late at night.

V. R. Bell, has just returned from a trip to northern California and Oregon, via Chevrolet. He reports a fine trip, with no trouble. Judging from his conversation, Oregon has gained another booster.

Chas. Scudder has returned from his vacation, which was spent mostly around home just resting.

E. Sayre brought us some mighty fine apricots which he picked from his orchard up near Chino.

Division Three

E. C. Muse and family have returned from a two weeks vacation at San Onofre.

M. Kraker has returned to work after spending two weeks visiting near-by towns and beaches.

We were very sorry to hear of the death of Mrs. W. Boynton, the wife of W. Boynton, who was formerly a machinist at this division.

Introducing W. W. King and L. R. Trowbridge, new men at this division. Glad to have you with us boys.

While on a fishing trip with H. Earl, S. Tucker was called upon to donate fifteen dollars to the judge on account of too much speed. The next time you go take Howard's "Cattle-Hack" and that won't happen, Steve.

W. Keber has moved from Alhambra into the city, where he can be a little closer to his work.

While inquiring as to the cause of the damaged fender on W. Alport's new car, we were very much surprised to learn that it was due to the fact that he couldn't keep his hands on the wheel.

Division Four

Geo. McCay has just returned from his vacation, which he spent in and around San Diego.

J. Inman is back to work after enjoying some of the sights of southern California.

L. G. Lee is putting in the first week of his vacation getting the old "Flivver" back into shape.

J. Emerson has returned from a week's trip amongst the big trees.

Division Five

O. Howard is the proud owner of a new Ford Sedan.

R. H. Shire has returned from a two

weeks vacation at Catalina Island.

D. H. Beyer has returned from a thirty day trip to Pittsburgh. He reports a wonderful trip but says that he is glad to get back to California.

J. T. Albright, one of the old timers on the night shift, has been transferred to the Motor Coach Division as Night Watchman.

O. E. Lund has returned from his vacation, which he spent building a new five room house.

W. H. Farris is the latest addition to the night shift. Glad to have you with us, Bill.



H. I. SCHAUBERT

Carl Heffington has many ups and downs. His most recent being "downs," with the mumps. He is back working again but no one has seen him yet, the seventeen pounds he lost acting as a perfect camouflage.

Jimmy Lavin was complaining to Bill Swearingen the other day about the failure of his potato crop, all vines and no potatoes (terrible loss to an Irishman). Bill tried to console him by saying he probably had planted them in the dark of the moon. "Dark of the moon be dommed," snapped Jimmy, "it was near iliven-thirty of a broight sunny day Oi planted thim."

James McArdle yielded to temptation the other day and blew himself to an ice-cream cone. The shock of this kind treatment, however, proved too much for Jim's stomach. He spent the next few days trying to decipher the wall paper design on the ceiling of his bedroom.

Jack Glover reports a very pleasant vacation spent with his wife at Angels Camp. The trip proved beneficial to both himself and friend wife, but not for the fish in the neighboring streams.

Sam Summers reported back for duty July 22nd after an extended trip through the baked hams of Virginia.

Roy Davis is back from his vacation, spent around Sacramento. He says that the Highway Commission will have to build zigger and better hills before he can really try out his new Ford.

Johnny Teegarden will endeavor to save a little gasoline on his vacation trip by gearing his Jewett a little higher. He is putting on some new tires. Should make a lot of difference, Johnny.

Speaking of economy and endurance records, here are a couple for Los Angeles Railway employees to shoot at. Martin Mason is back from his trans-continental auto tour. He claims an average of better than sixteen miles to the gallon of gasoline over a distance of nine thousand miles. His total expenditures on the car during this trip were one hundred and twenty-five dollars for gas and seven-fifty for oil. He had one puncture during the trip, returning home with the original air in three tires. He swears that these items cover the entire expense as the old Franklin runs better now than it did when he left. Boy! page Ralph Hamlin.