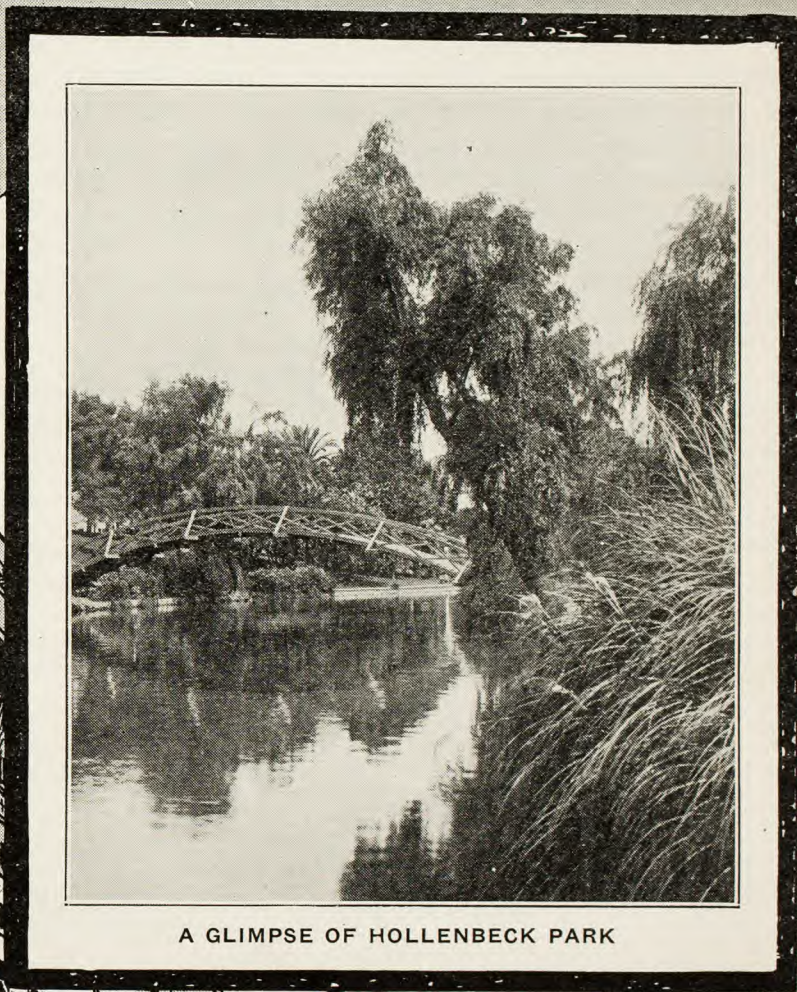
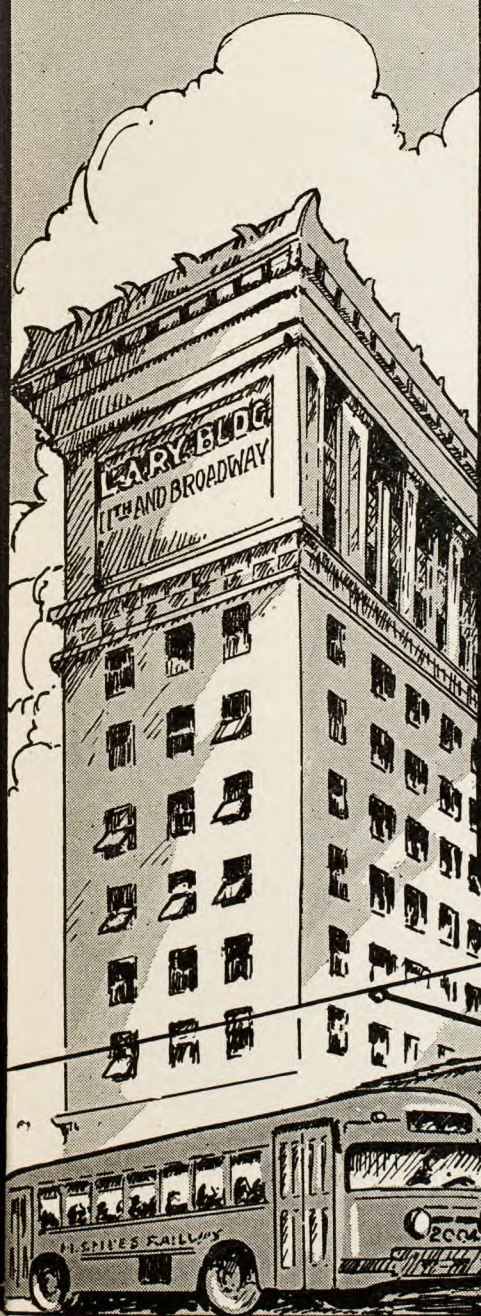
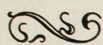


TWO BELLS



A GLIMPSE OF HOLLENBECK PARK





Steady Jobs

IN speaking of the slowing down of business and industrial activity with consequent unemployment distributed over a wide area of the country, Charles Gordon, Managing Director of the American Electric Railway Association, says:

"Our industry employs some 265,000 people in its operations, construction and maintenance. These are the direct employes of operating companies; the figure does not include the employes of manufacturers selling their products or materials to the industry. A survey just completed shows that in many communities the electric railway is the largest single employer of labor. In very few cities, even those that are highly industrialized, do they rank lower than fifth or sixth in the number of men they employ. *This employment is subject very little to seasonal fluctuation* and consequently the average earnings per man compare favorably with the earnings of men in other industries—even those that pay higher hourly rates."

He further brings out the fact that despite the falling off in revenue resulting from unemployment in other industries, about 15 per cent of the companies report to the Association an actual increase in employes.

Platform Philosophy

Longfellow said that in this world a man must be either anvil or hammer. But some are neither, they are merely bellows.

It takes a head to get ahead.

Very few people have weak eyes from too much looking on the bright side of things.

The best way to get to the top of the tree is by getting down to the root of things.

"Man is like a tack, useful if he has a good head and is pointed in the right direction.

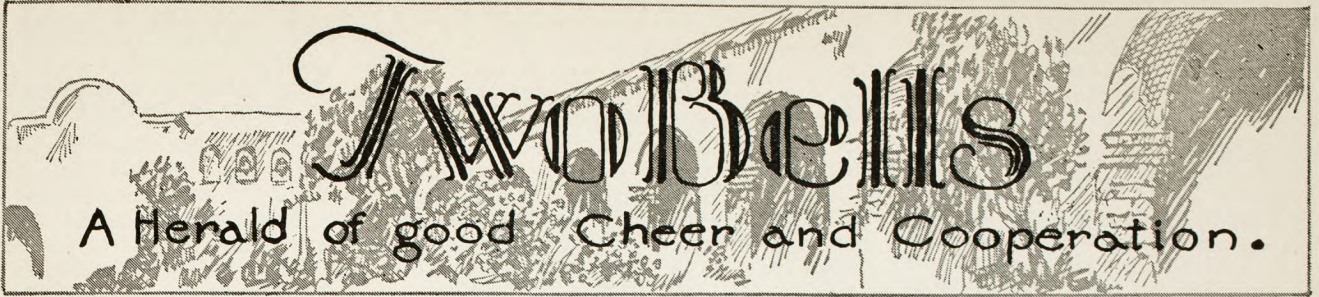
But even though he is driven, he can only go as far as his head will let him."

A Chinese proverb says: A single conversation across the table with a wise man is worth a month's study of books.

How can a fellow keep on his feet when his wife insists in sitting in the lap of luxury?

To prove that there are no limits to the heights that a man can attain, no matter what kind of service he is in, a recent news item carries the story of the appointment by President Hoover of a former motorman as ambassador to a foreign land.

John North Willys, one time motorman, has been selected by the President as U. S. Ambassador to Poland to succeed the late Alexander Pollock Moore.



Published Monthly by and for Employees of the Los Angeles Railway

JANET C. MCNEILL - - - - - Publicity Manager
W. T. SHELFORD - - - - - Editor

Electric Railways Seek to Equalize Taxes

Appeal to Public for Same Rate as Common Property

Proposition Number 4 on the ballot at the forthcoming general election November 4, 1930 will be the Electric Railway Tax Equalization Amendment. This Amendment was approved by the Assembly Committee on Constitutional Amendments and the Senate Committee on Revenue and Taxation. It was adopted by the California State Legislature by a vote of 57 to 4 in the Assembly and 28 to 0 in the Senate. To make it effective, it must be ratified by a majority vote of the people.

The purpose of this Amendment is to equalize the tax rate now levied by the state on the electric railways in California to that paid by common property. This will remove a manifest injustice in the tax system, lighten the admittedly excessive tax burden on the electric railways and enable them to continue and improve the useful, dependable and necessary public service which they perform.

That the Amendment merits active interest and support rests upon (1) Public benefits will result from its ratification; (2) Desire to fix a fair tax upon the electric railways; and (3) Recognition of their critical situation and pressing needs.

California has the most rapidly growing population of any state in the Union. Its interior is developing, industries are being attracted to its cities, and commerce and trade are increasing. Free and untrammelled

Proposition Number 4 on the November ballot is designed to place the Electric Railways on the same basis as other property as far as taxation is concerned.

Electric Railways are now bearing a disproportionately large burden of taxes as compared to other property. Proposition Number 4 provides a tax rate of 4¼ per cent of the gross income of the Electric Railway properties instead of the 5¼ per cent which they now pay.

The State Board of Equalization and the County Assessor's Association of the State both unanimously endorsed Proposition Number 4. It also has the unanimous endorsement of the State Senate.

This article is the first of two which will appear in Two Bells and is designed to give employees and their families authentic information concerning the fairness of Proposition Number 4. We urge all employees to read these articles carefully so that you will be able to discuss the issue intelligently with those whom you contact.

The voters of California are respectfully asked by the Electric Railways to approve this proposed amendment by voting "Yes" on Proposition Number 4 on the ballot November 4, 1930.

channels of communication and travel are essential. Continued growth and prosperity depend upon ample and efficient transportation. California's electric railways provide an economical and necessary means of street and interurban rail transportation.

Obviously, the electric railways, whose efforts are devoted to the development of the State, should be encouraged in every reasonable way instead of being restricted by excessive taxation. Hence, impelled by a desire to deal fairly with them, and acting in the public interest, the California State Legislature, comprising the duly elected representatives of the people, has

adopted this amendment and submitted it to the people for their approval.

What the Amendment Does

Number 4 on the ballot, which is Assembly Constitutional Amendment 34, prescribes that the electric railways shall be tax 4¼ per cent of their gross receipts.

It will equalize the electric railway taxes with the taxes paid on common property—that is to say, the proposed rate of 4¼ per cent of the gross receipts of the electric railways will be equivalent to the average tax rate paid on common property which the California Tax Commission found in 1929 to be \$1.79 per \$100 of full value.

It will also equalize the electric railway tax rate to that now paid by the motor bus and stage companies.

It does not affect in any manner whatsoever the local taxes of any county or city, school or other district. It does not affect the franchise percentage tax payments now paid by the electric railways to the cities.

It fully safeguards the taxing powers of the state by specifically stating that the initial rate prescribed in the Amendment shall be subject to change by the Legislature.

It definitely re-classifies the electric railways as a distinct transportation group.

In brief, the effect of ratification of the Amendment will be to impose a fair and equitable tax rate on the elec-

tric railways and to put them on the same tax basis as classes of property that pay taxes for local and county purposes, and on motor bus and stage lines that are performing a similar service.

Why the Legislature Adopted the Amendment

When the California State Legislature convened in 1929 it had before it for its guidance and consideration two important reports bearing on the subject of taxation. One was the exhaustive report of the California Tax Commission, appointed by the Governor in 1927, which had made an intensive two years study of the subject, and the other was the 1927-1928 report of the State Board of Equalization, the elective body charged with the levying of taxes for state purposes.

The California Tax Commission said: "The electric railways bear a disproportionately large tax burden."

Comparing the taxes levied on the electric railways with the taxes paid on common property for local and county purposes throughout the state, the report of the California Tax Commission showed:

(1) That while the highest estimated average rate on common property is \$1.79 per \$100 of full value (not assessable value), the equivalent rate on electric railways is \$2.207.

(2) That to equalize taxes as between the electric railways and common property, the tax rate levied by the state on the electric railways on the gross receipts basis should be 4.26 or $4\frac{1}{4}$ per cent.

The State Board of Equalization in its report likewise showed that the electric railways are being excessively and inequitably taxed.

In the light of these reports and findings, the members of the Legislature agreed that it was unfair to the electric railways and contrary to sound public policy to continue to over-tax them at the excessive rate of $5\frac{1}{4}$ per cent on their gross receipts from operations.

The Legislature therefore determined (1) To continue the investigation of the tax problem by a Joint Legislative Tax Committee and (2) To frame and adopt an amendment to the Constitution which, upon ratification at the next general election, would remove at once the tax inequality which operates adversely against the electric railways and hence against the interests of the public in general and the users of the electric railways in particular.

In accordance with this policy, the Electric Railway Tax Equalization Amendment (A.C.A. 34) was introduced by Assemblyman Bert B. Snyder of Santa Cruz on April 26, 1929; unanimously recommended by the Assembly Committee on Constitutional Amendments (Roscoe J. Anderson,

Redding, Chairman) on April 22; and passed by the Assembly on April 24 by an overwhelming vote of 57 to 4. The Senate Committee on Revenue and Taxation (H. C. Nelson, Eureka, Chairman) unanimously recommended it on May 2, and the Senate passed it on May 10 without a dissenting vote. It has been designated Number 4 on the ballot at the general election November 4 by Secretary of State Frank C. Jordan.

Seldom has an amendment been submitted to the people for ratification with such a strong endorsement as Number 4. The reasons for this are reflected in statements made by Assemblymen Bert B. Snyder, of Santa Cruz, and Fred B. Noyes, of Yuba City, who were appointed by Edgar C. Levey of San Francisco, as Speaker of the Assembly, to prepare the official argument for the voters; Senator H. C. Nelson, of Eureka, Chairman of the Senate Committee on Revenue and Taxation, and Assemblyman Roscoe J. Anderson of Redding, Chairman of the Assembly Committee on Constitutional Amendments.

Discourtesy Takes Drop in August

Discourtesy, the classification that has more bulls and bears than the stock market, is down once again and this time with thirteen points below the July figure which is an encouraging sign. For the month of August, there were 25 and for July 38.

Other classifications to show decreases were: Carrying Passengers Past Stop, 8 points from 10 in July to 2 in August; Dangerous Operation from 1 in July to 0 in August, and Short Change recorded 9 in July and only 5 in August. Service, a new classification, which formerly came under Miscellaneous showed 13 in August. Miscellaneous Complaints decreased 19 points from 44 in July to 25 in August.

To offset these decreases were: Fare and Transfer Trouble from 46 in August to 44 in July; Starting Too Soon from 10 in August to 8 in July and Passing Up Passengers from 10 in August to 8 in July.

Total Number of complaints for July were 162 and for August 136—a decrease of 26.

Commendations Decline

Commendations showed a slight decrease for August in comparison with the July figure. There were 50 bouquets distributed to the men in July and 44 in August.

New Groups Lead In Safety Contest

With the Safety and Courtesy Contest on the home stretch with only one month to go, several dark horses seem to be bearing down on the winning post. It may be of interest to note that none of the winning groups of the May-June contest have been able to keep the lead, and with the exception of Group No. 26 of Division Three, none of the groups have been able to stay in the clear for very long.

At Division One, Group No. 13, which group, by the way, was leading at the half-way point in the former contest, is again leading in the present one. It is winning with three points against it. However, the trainmen of this group are doing their dead level best to see that they are not to be cheated out of the dinner this time.

At Division Two, Groups No. 3 and 23 are tied for first place and each team has three points against them. In the last contest Group No. 8 came through with flying colors with only two points against them.

The leading division in the contest so far is Division Three with its Group No. 26, as stated above, the only clear group of the bunch. Group No. 22, winners of the former contest, are trailing in second place with Group No. 9 with one mark against each team.

At Division Four, Group No. 16 is in the lead with only one point against them. In the previous contest Group Nos. 21, 3 and 4 won with clear records.

Division Five is the other division that is making a little better showing in this contest. Group No. 2 is in the lead with two points against them. In the previous contest Group No. 9 won with three points against them, the lowest of the former winners.

Plenty can happen on this last stretch, but it goes without saying that the leading groups are going to keep their stride and watch themselves now that they are so near the finish. It won't be long now.

Division Assignments

The following men have qualified and were sent to their respective division during the month of August, 1930.

To Division Two: Motormen F. O. Roberts and J. A. Broadwell, Conductors James F. Matheny and W. V. McCafferty.

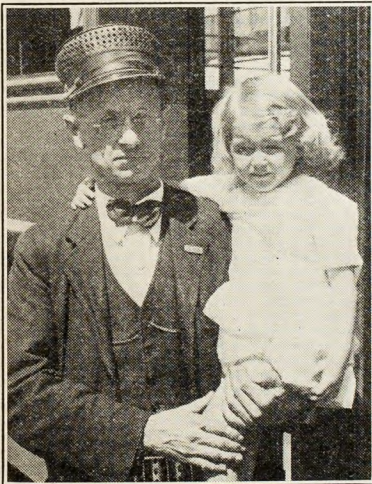
To Division Three: Motorman H. A. Mitchell.

Dainty Miss Travels To Find Daddy

Little Helen Nancy Curren, a blonde little miss of four summers, was in search of her Daddy a short time ago and with her copy of Mother Goose tucked under her arm she clambered aboard a West Adams car while it stood at the west terminal.

Conductor K. F. Wright in charge of the car noticed little Helen Nancy but as other passengers boarded the car at the time, he presumed she was accompanied. However, as the car neared the city it was apparent that she was making the trip alone; none of the other passengers knew her. One passenger in particular was very anxious to take the little girl and find her parents for her, but Conductor Wright was taking no chances.

At 24th and Vermont he left the car and called the dispatcher who informed him that he would notify the police, and so Police Officers Peterson and Harris of the Georgia Street station were on the reception committee to take the little lady to the station. The jailer got up a supper for Helen Nancy and she was royally entertained by fifteen patrolmen and four sergeants, as well as being photographed



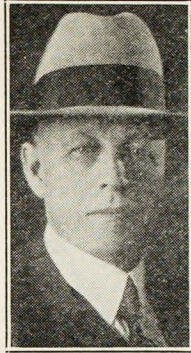
K. F. Wright and Helen Nancy Curren

by local newspapers and getting front page publicity. Pretty soon her mother who lives at 2701 South Orange Drive, came bustling into the station to take the little adventurer home. Helen Nancy with her pockets full of candy, reluctantly left the station and promised never again to look for Daddy so far from home.

Conductor Wright is himself the proud Daddy of a prize winning baby daughter who is now four years of age. When she was eight months of age she won a trip to Honolulu for beating all her thousands of competitors with 98.5 per cent perfection of babyhood and she is still holding her own in tests for physical excellence.

Hundreds Mourn Passing of John H. Sheridan

Hundreds of members of Los Angeles Commandery No. 9, Knights Templars, Henry S. Orme Lodge and other Masonic bodies, as well as numerous friends and fellow workers in the Los Angeles Railway thronged the Commandery Room of the Masonic Temple on the afternoon of August 25th to pay final tribute to the memory of John H. Sheridan, former Superintendent of Employment, who passed away on August 22nd after a week's illness.



John H. Sheridan

The Commandery room was literally banked with flowers from friends as an impressive Templar service was conducted in honor of the man who had been an illustrious leader and shining light in Masonry for the past forty years.

The eulogies that were spoken seemed almost inadequate to express the mark of respect that John H. Sheridan, affectionately known as "Jack", had deeply inscribed in the hearts of thousands who knew him for his exemplary character and sympathetic understanding.

Born in Malone, N. Y., on March 14, 1872, Jack, as a boy, felt the lure of the thundering rails. He took up telegraphy, later moving to Boston to work for the Boston and Maine Railroad. Like many men, the call of the west appealed to him, and we later find him in the employ of the Southern Pacific Railroad. With this organization he worked his way up to Chief Dispatcher of the San Joaquin Division. He returned east for a short period of time only to come back to the west once again and this time with the Santa Fe Railroad as Train Dispatcher.

He entered the employ of the Los Angeles Railway on January 1, 1915, as a Special Representative. In August, 1917, he was appointed an Investigator in the Claim Department, which position he held up to the time of his transfer as Investigator in the Employment Office. In this capacity he served until September, 1928, when he was appointed Superintendent of Employment, a position he held up to the time of his death.

His Masonic titles were many: he was three times Past Master of Tehachapi Lodge; three times Past Master of Henry S. Orme Lodge; Past Commander of Los Angeles Commandery No. 9, Knights Templar; Inspector of

Commandery of local district; Past High Priest Signet Chapter No. 57, Royal Arch Masons; Grand Scribe of the Grand Chapter, Royal Arch Masons; Past Illustrious Master of Los Angeles Council No. 11; Past Monarch of Jinnistan Grotto; 32° Scottish Rite Mason; member of Al Malaikah Shrine and Captain of the Degree Team of the Los Angeles Railway Square and Compass Club.

The place he leaves behind in the official roster of the Company may be filled, but the wound that his passing leaves in the hearts and affections of those who worked with him and knew him for so many years will never heal. To his bereaved wife, Mrs. Grace Sheridan of this city and his sister, Mrs. Wallace Bardwell of Pittsfield, Mass., the profound sympathy of the entire Los Angeles Railway is extended in their hour of sorrow.

No Meeting of Club in September

In honor of the memory of the late John H. Sheridan, organizer of the Los Angeles Railway Square and Compass Club, there will be no regular meeting of the Club during September.

The Degree Team, under the direction of Phil Klingel Smith, together with a number of members of the Club, assisted in conferring the degree of Master Mason on Motorman J. T. Little of Division Two and Conductor W. H. Morgan of Division Five, at South Park Lodge on September 9th, last.

Recuperating

J. G. Owens, Superintendent of Division Five, is staging a comeback in his fight against ill health that has forced him to take an extended retreat from his office at the "Seagull Roost". He is at the present time recuperating at the home of his friend, F. J. Wells, of Covina, California.

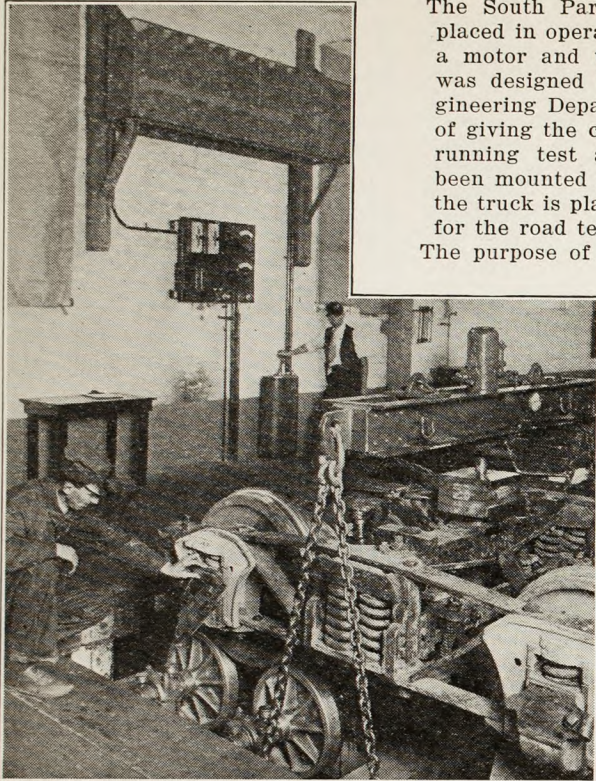
Owens would appreciate visitors. The house is situated on the south east corner of Rowland and Barranca Streets.

Back on Job

To make sure of the reports that Vancouver, Victoria, and other Canadian cities are everything they are reported to be, R. B. Hill, Manager of Transportation, has returned from a vacation tour of those cities.

Don't give anyone a piece of your mind; you need it yourself.

New Truck Testing Machine at Shops



The South Park Shops have recently placed in operation in the Truck Shop a motor and truck test stand which was designed by the Mechanical Engineering Department for the purpose of giving the car motors and trucks a running test after the motors have been mounted in the truck and before the truck is placed underneath the car for the road test.

The purpose of making this test is to develop tight bearings and binding of moving parts before the trucks have been put under the car.

After the motors have been assembled in the trucks, the truck is put on the test stand and a load is applied on the truck bolster to one-half the normal weight of the car. This is done by a hydraulic jack mounted on a cross member that is held down by chains fastened to the stand. The pressure of the

hydraulic jack is measured by a gauge which is calibrated in tons.

A speedometer is geared to the test stand wheels that support the truck wheels and the speedometer registers the miles per hour that the truck wheels turn as the test is being made.

The motor is connected through a resistance and a drum type controller so that its speed may be regulated. There is also in this circuit a fuse, a circuit breaker with an overload trip and an indicating ammeter and volt meter which indicate the amperes flowing through the motor and the voltage across the motor terminals.

The operator is supplied with a table that shows him the proper load, in tons, to place on the truck, the speed in miles per hour that the speedometer should show at a prescribed voltage across the motor terminals and the load in amperes that the motor should be carrying under these conditions. If the motor amperes is greater than the limit given in this table, it is an indication that there is excessive friction which has caused the motor load to be greater. The operator then turns off the motor and makes an examination to see if there is any visible binding of parts. If he cannot detect any, he operates the motor and carefully observes all of the bearings as the motor continues to operate. In a short while one of the bearings, either truck, axle bearing, or armature bearing, will become warm and he then shuts down the motor and proceeds to adjust the

condition. This is repeated until satisfactory results are obtained.

Foreman Harry Longway is seen operating the controller while E. J. Lendy officially feels the bearings to see if they are warming up.

Meters Show Saving In Initial Tryout

By JOHN COLLINS,
Superintendent Meter and Mileage Dept.

The Start

The Motormen at each Division are to be complimented on the manner in which they made out the meter report cards. When one considers the number of cards handled, there were very few mistakes. This, of course, does not mean that there is no room for improvement. Keep up the good work, and don't put down the p.m. train run for your a.m. part.

Meters were installed and operation started at Division Number Two, July 23rd; at Division One, August 12th, at Division Five, August 23rd, and Division Four started meter operation on September 4th.

The Result

From the start Division Two shows a 5.38% saving in power. Division One going a little better with 7.45% saving. Division Five stands in between these two Divisions with a saving of 6.59%. This saving was accomplished with very little effort, about the same as putting in a new washer to stop a leak from a faucet at home. When each Motorman has formed the habit of a fast smooth start and stop, and uniform operation is practiced throughout the system, we shall have a further saving.

Do not fan your air, make a one application stop. Take enough air to overcome the momentum, then make a graduated release of air as the car is slowing down to the stop.

The Movable Shop

The Mechanical Departments have equipped a Safety Car with all the necessary apparatus for inspection testing and repairs to meters. The man in charge can move his shop from Division to Division as required. The Mechanical Department is almost as much interested in the success of the meter operation as we of the Operating Department, because when properly handled, there is less wear and tear on equipment.

Touring Switzerland

R. B. Hill, Manager of Transportation, is in receipt of several postcards from Motorman O. F. Lange of Division Four, who is on a leave of absence touring Switzerland. He reports a splendid time.

Four Over Top With 7.19 in Witness Drive

Division Four is setting a pace that is bound to instill in the others a determination to boost their averages by getting out and doing a little hustling to catch up with the leaders. Division Four certainly outdid themselves this time as they have not had so high an average since April, 1929.

Division Three has been in second place for a year. This contest is watched with interest over the entire system—the rise in averages with joy, and the fall with sorrow. So snap out of it you tail-enders and show them what you really can do!

July		August	
Div. 4	6.64	Div. 4	7.19
Div. 3	5.83	Div. 3	5.41
Div. 5	5.12	Div. 5	4.89
Div. 2	4.80	Div. 2	4.84
Div. 1	4.34	Div. 1	4.27

The number of accidents for August decreased. For the month of July, there were 1284 and for August 1100. The average witness per accident for July was 5.34 and for August 5.18.

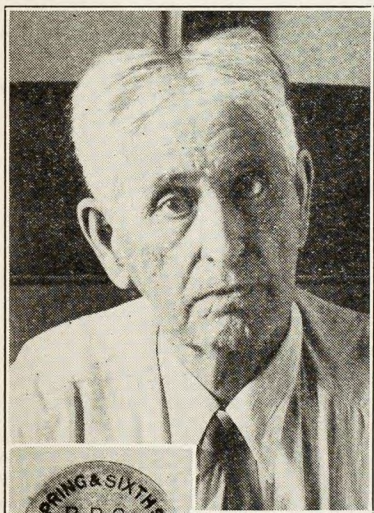
Hammering will harden steel, but it will destroy glass. Have you the characteristics of steel?

Veteran of Rails Displays Old Token

Down at the Broadway entrance of the County Hall of Records at the Information Desk, there is a former driver and conductor of the old horse car days, when a street car ride cost ten cents. This gray-haired public servant, George N. Lockwood, who for the past twenty years has served the County in various capacities, has seen Los Angeles grow from a mere pueblo to a mighty city ranking fifth among the greatest in the nation.

In 1868 he came to Los Angeles but stayed only a few months. During the following two years he traveled the northern part of California, Oregon and Washington. However, he returned to Los Angeles to engage in the construction of the breakwater at San Pedro. When this was completed he went to work for a local newspaper and later got a job delivering milk for a milk company.

His next job was on the horse cars of the old Spring and Sixth Street car as driver and conductor. This was in the early part of 1877. The line ran from Sixth and Figueroa Streets



G. N. Lockwood
and token of
1877.

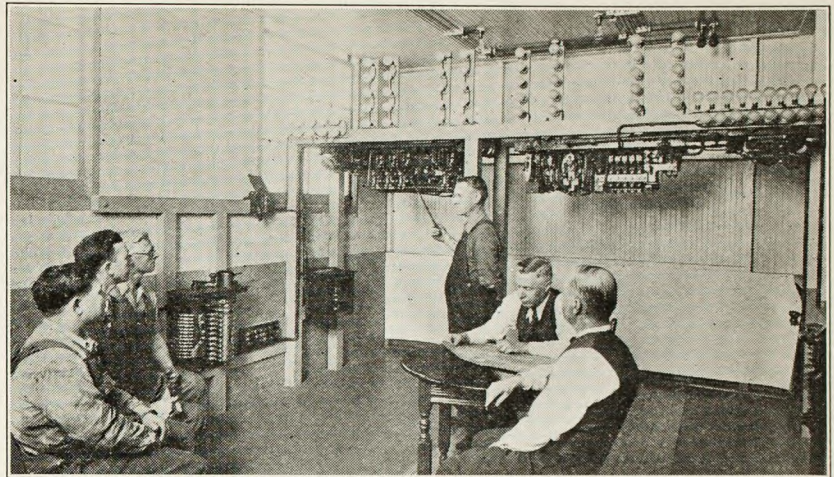


(where the car barn was situated) over what is now North Broadway to Johnson Street.

Service was every thirty minutes, over a single track, light rails, light cars and usually with light loads. A certain amount of slack was provided in the running time so that tardy patrons could be satisfactorily served, and passengers on the cars voiced no objection to these delays.

After a few months of this "rapid" transportation, Lockwood went to work for the City as a lamp lighter.

Controller Equipment at "Brown's University"



In a corner of "Brown's" University at Division Two, there is a new array of mechanism that is the very latest in controller equipment of street cars. This equipment is so arranged that both types of controllers can be easily explained because of their accessibility. An arrangement of lights makes explanation of the different steps or notches of controller operation a simple matter, and ideal for instruction purposes.

On the walls can be seen the two different types of controllers. The mechanism of each extends to the center posts where Instructor V. R. Bell is standing.

The gas lights in those days had to have some one light them at night and extinguish them in the mornings. After about a year on this work he felt he would try out on the mounted police force but with a reorganization in the force after about two years, Lockwood found himself looking for another job.

In 1886 he entered politics, ran for the office of Constable and was elected. He served in this capacity for about three years and then resigned to take up farming at San Bernardino, but farming did not have any lasting hold on him.

He returned to Los Angeles and went to work for the City again, this time with the Fire Department and later with the Park Department. He served as a deputy in the Sheriff's office for four years, then left again to take up farming. However, he shortly returned from farming and went back to the employ of the City and County—this time to stay.

The photograph shows Lockwood as he appears today and the brass token is one that was used on the old Spring and Sixth Street Line when he worked on the line.

In the picture Mr. Bell is explaining all the new features to Mechanics J. E. Griffith, G. V. Lendy, and John Sottile. The familiar figures at the table are W. T. Brown, General Foreman of Carhouses, and Foreman F. F. Robey of Division Two. Like Amos and Andy, Billy and Doc "check and double check". The blueprint in this instance serves as a check.

Three day and two night classes are held weekly to prepare the mechanics for maintenance work and trouble shooting. This equipment will be installed later on two modern type "M" cars with the very latest types of motors and braking systems.

Legal Department Moves

The Legal Department opened its new offices on the tenth floor of a new building at 634 South Spring Street, September 1st. The many friends of the attorneys associated in the firm of Gibson, Dunn and Crutcher, sent their good wishes to the firm with bouquets of flowers.

Through Two Bells the Legal Department wishes to express its appreciation to the Los Angeles Railway for its cordial felicitation and for the flowers.

The Legal Department can no longer be reached over the private exchange of the Railway. Their new number is Mutual 5381.

Called by Death

We regret to chronicle the passing of Henry S. Crawford, Conductor, Division Two, who passed away on August 28th, after an illness of ten days.

Crawford was employed on February 17, 1920. He was born in Panola County, Texas, on September 29, 1872, and is survived by his wife, four sons and two daughters, who have the sincere sympathy of his many friends in the Company.



Bouquets

For (1) Conductor E. F. Bourland of Division One from B. Gundelfinger for courtesy in answering questions, and in assisting passengers on and off cars.

For (2) Motorman M. R. Klein of Division One from C. J. Overell who writes, "He is a very courteous and able motorman, and I appreciate his courtesy to me."

For (3) Conductor L. E. Adkin of Division One from Mrs. Stiefel for special courtesy.

For (4) Motorman C. E. Yocum of Division One from Webster C. Hopkins for consideration in slowing car down sufficiently for him to catch it.

For Motorman A. J. Thomas (no picture) and (5) Conductor G. W. Wagner of Division One from Mrs. Maude M. Wright for invariable courtesy.

For (6) Motorman M. J. Richardson of Division One from A. M. Hubbard for courtesy and strict attention to duty at all times.

For (7) Conductor E. W. Park of Division Two from Mrs. Wm. C.

Colly who writes, "He has a smile and a pleasant word for everyone, and I appreciate this so much in this age of commercialism".

For (8) Conductor M. Yardley of Division Two from C. F. Chillson who states, "I wish to commend Conductor Yardley. Have observed him to be uniformly attentive, courteous and amiable over a considerable length of time".

For (9) Conductor J. F. Bray of Division Two from A. G. H. for courtesy in restoring lost pocketbook.

For (10) Conductor C. E. Moore of Division Two, (11) Conductor I. Gasparro of Division Three, (12) G. H. Drinkwater of Division Five, B. E. Pittenger of Division Two (no picture), (13) Conductor M. H. Boswell of Division One, (14) Conductor E. L. Ayers of Division One, (15) Conductor L. S. Lawler of Division Five, (16) Conductor E. B. Adams of Division One, (17) Conductor J. H. Field of Division Five, (18) Conductor J. J. Moriarty of Division One, (19) Conductor J. C. Hill of Division Two, (20) Conductor L. Zurick of Division Three, (21) Conductor S. R. Leckey of Division Three, and for (22) Conductor C. D. Shaffer of

Division Two, from W. C. Smith for courteous treatment and information kindly given.

For (23) Conductor D. MacTaggart of Division Two from Mrs. Redican for courtesy and efficiency.

For Conductor F. Jones of Division Two (no picture), and (24) Conductor W. H. Smith of Division Two from Miss Kate Sawin for unusual courtesy.

For (25) Conductor C. W. Hannon of Division Two from Helen A. Briggs for direction in transferring and for advancing her fare.

For (26) Conductor L. T. Frise of Division Two from Mary Brown for courtesy.

For (27) Conductor L. Rogers of Division Two from Mrs. E. J. Ryan for courteously assisting everyone who needed it, and notifying passengers of their desired street.

For (28) Conductor P. G. Everetts of Division Two from Violette Coward who writes, "He was very kind in loaning me a token, when I found I had left my purse at home, and is always courteous."

For (29) Conductor L. E. Vickery of Division Three from Mrs. M. Bloom for courteous manner in which he

handled a very difficult matter, and for finding a seat for herself and baby.

For (30) Conductor W. Capen of Division Three from Gus Adams for preventing a serious accident.

For (31) Motorman L. Rosa of Division Three and (32) Conductor C. V. Judd of Division Three from T. C. Bandy and Miss West for waiting a few moments for them to board car, and for business like manner in which they perform their duties.

For (33) Motorman G. E. Kleinschmidt of Division Three from Will G. Farrell, who writes, "I am a cripple, and sometimes have difficulty in boarding car. This man is always courteous to me and does not make me feel obligated to him but makes me feel glad to live in a town whose railroad system designs to make its service cheerful and pleasing as well as effective. I cannot refrain from the impulse to write about this courteous gentleman."

For (34) Conductor J. R. Holland of Division Three from Rose G. Parker for courtesy to an elderly woman, and for explicit instructions to some strangers about cars and their destination, and for courtesy to herself.

For (35) Conductor R. G. Monahan of Division Three from Mrs. Lurlyne Lane for kind and courteous treatment.

For (36) Conductor V. C. Spitz of Division Four from Nurse Miriam Jean Rollins for courtesy and patience under trying circumstances.

For (37) Conductor W. H. Snow of Division Four from Miss G. Kyle for courtesy to everyone.

For (38) Conductor J. Howarth of Division Four from F. H. Griffin for courtesy and assistance to all passengers.

For (39) Conductor M. J. Wallace of Division Five from Miss Grimshaw for courtesy to blind men in helping them to change cars.

For (40) Conductor W. A. Steele of Division Five from Grace Sparks who writes, "I believe without exception that Conductor Steele is one of your most courteous conductors."

For (41) Conductor L. C. James of Division Five from Harry Amon for courtesy to an old lady.

For (42) Conductor T. T. Leech of Division Five from Mrs. I. M. Munger for strict attention to duty and for avoiding serious injury to child who attempted to jump off car.

For (43) Motorman J. M. Click of Division Four and (44) Motorman W. P. Irish of Division Five from Mrs. O. Fenske for extreme carefulness in crossing railroad track near Inglewood and for courtesy to herself.

For (45) Conductor E. L. Jandro of Division Three and Conductor T. D. Hall of Division Three (no picture)

Coach and Substations Lead Safety for August

The tabulation below gives the comparative standing of the various operating divisions for August, 1930, for on duty accidents. It will be noticed that the Coach Division leads with 99.40%, while Division Three takes second place with 99.15% and Division Five close on its heels with 99.09%. The column on the extreme left shows the present standing for the last half of the year ending December, 1930:

OPERATING DEPARTMENT

Department	Aver. No. Employees	Man Days Worked	No. Accidents	Lost Time Accidents	Days Lost	Number Accidents per 100 Employees	Days Lost per 1,000 Worked	Percent Perfect	Rank For ½ Yr. For End. Mo. Dec.	
									Mo.	Dec.
Supervisors*	34	884	---	---	---	---	---	100.00	---	---
Switchmen*										
Flagmen	94	2444	---	---	---	---	---	100.00	---	---
Div. No. 1										
Trainmen	352	9152	3	2	11	.85	1.20	97.95	5	3
Div. No. 2										
Trainmen	500	13000	8	5	8	1.60	.62	97.78	6	5
Div. No. 3										
Trainmen	449	11674	3	1	2	.67	.17	99.16	2	2
Div. No. 4										
Trainmen	278	7228	4	1	2	1.45	.28	98.27	4	6
Div. No. 5										
Trainmen	328	8528	3	---	---	.91	---	99.09	3	4
Coach Operators	168	4368	1	---	---	.60	---	99.40	1	1
TOTALS	2203	57278	22	9	23					

*Not shown for comparative purposes.

In the Engineering Department for the month of August, the Power Substation and Electrical Construction tie for first place with 100% and the Track Department is quite a way back in third place with 98.74%:

ENGINEERING DEPARTMENT

Department	Aver. No. Employees	Man Days Worked	No. Accidents	Lost Time Accidents	Days Lost	Number Accidents per 100 Employees	Days Lost per 1,000 Worked	Percent Perfect	Rank For ½ Yr. For End. Mo. Dec.	
									Mo.	Dec.
Divisions 1-2-3-4-5										
Mechanical So. Park Shops	345	8970	11	3	17	3.19	1.90	94.91	7	6
Mechanical Track	306	7956	4	2	8	1.30	1.00	97.70	5	4
Electrical Construction	300	7800	3	1	2	1.00	.26	98.74	3	3
Power Sub-Station	18	468	---	---	---	---	---	100.00	2	2
Bonding	50	1300	---	---	---	---	---	100.00	1	1
Line	9	234	1	---	---	11.11	---	88.89	8	7
Garage	84	2184	1	1	1	1.19	.46	98.35	4	8
	133	3458	4	1	7	3.01	2.02	94.97	6	5
TOTALS	1245	32370	24	8	35					

from Ella M. Kennedy for courtesy and helpfulness.

For (46) Conductor A. G. Plummer of Division Three from C. C. Tannehill for energetic, thoughtful consideration.

For (47) Conductor C. E. Vassar of Division Three from Miss Elizabeth Hale for courtesy and kindness to all passengers.

For (48) Conductor A. J. Maryhew of Division Five from Marian H. Munson for courtesy in returning change to her.

For (49) Conductor C. A. Jenks of Division Two from Mrs. A. Hime for courtesy in calling streets.

For (50) Conductor L. C. Yarrow of Division Two from Mrs. M. M. Jones for assisting an elderly colored woman from car to pavement, which he did most graciously.

IN THE HOLE

Tell me not with reckless action,
Life's a game of "Take a Chance",
Or you'll be the main attraction
At the undertaker's dance;
Make life real; make it safer;
Accidents are not its goal,
Death's no sugar-coated wafer
When it's YOU that's in the hole!



Larry Lawler's



Georgia Lawyer (to colored prisoner): "Well, Rastus, so you want me to defend you. Have you any money?"

Rastus: "No sah, I ain't got no money, but I got a nineteen-twenty-two model Fo'd car."

Lawyer: "Well, you can raise some money on that. Now, let's see—just what do they accuse you of stealing?"

Rastus: "A nineteen-twenty-two Fo'd car."

Once upon a time an enterprising poultryman crossed his hens with parrots, to save time. He used to spend much time hunting the eggs, but now the hens walk up to him and say, "Hank, I just laid an egg. Go get it."

Then there is the Scotch motorist who waits for a hot day before he'll buy gas because he heard that things expand with the heat.

"Solos: Miss S. _____ will sing her farewell solo, 'Thanks Be To God!'—Church Notice in Australian Paper.

LEAVES FROM HISTORY IN THE TALKIE MANNER

"I come to bury Caesar, not to praise him."

"Oh, yeah?"

"But as for me, give me liberty or give me death!"

"Says you."

"I intend to fight it out on this line if it takes all summer!"

"Oh, yeah?"

"To be or not to be, that is the question."

Oh, yeah? Says you!"

"Yeah. Says me."—*Judge.*

Teacher: "What is the difference between a flea and an elephant?"

Tommy: "Well, an elephant can have fleas, but a flea can't have elephants."

The latest Scotch jokes are the labels.

"When did they first get the idea of using buses for transportation?"

"When Brigham Young went on his honeymoon."

Little Timmy was one of nine children of a hard-working mother. He was a much soiled and rather odorous pupil. The teacher endured him for some time, and then wrote a note to his mother, asking her to scour him.

The mother sent this note in reply: "Timmy ain't no rose. Don't smell him—teach him."

"We don't care what you think; we want to know what you know," shouted the lawyer.

"Well, I may as well get off the stand then," said the witness. "I can't talk without thinking. I ain't no lawyer."

And then there was the absent-minded suicide who threw his clothes in the river and laid himself on the bank.

"And what in France," asked a friend, "did you enjoy the most?"

"Well, I think," said the lady, "it was the French peasants singing the Mayonnaise."



Births

Conductor C. V. McKinney, of Division Two, announces the arrival of Wayne Carson on July 27th. He tipped the scales at eight pounds. Congratulations.

* * *

L. F. Van Zile, Conductor of Division Two, reports the arrival of a seven pound baby girl on August 15th. Thanks for the cigars, Van.

* * *

A. J. Holman, Conductor of Division Two, dropped in and passed the smokes around, all elated over the arrival of Jean, a little girl weighing seven pounds.

* * *

Conductor David MacTaggart, of Division Two, reports that mother and babe are doing fine. Jean, weighing eight pounds, arrived August 17th. Dave is some proud of his two daughters.

* * *

R. J. Crothers, Conductor-Line Instructor of Division Two, announces the arrival of Cherris Corrine, weighing eleven pounds, on August 18th. Mother and daughter are reported to be getting along fine.

On Wednesday, August 27th, Conductor J. A. Weathers, of Division

Five, proudly announces that he was the proud daddy of a baby girl. Mother and baby are doing fine and daddy very, very happy. Congratulations Jim, old boy.

Congratulations are being passed out to Conductor-Line Instructor H. J. Cormier, of Division One, in the event of the arrival at his home August 20th of a bouncing, seven pound boy. Harry is simply walking on air and to say he is proud would be putting it mildly. He has lost several perfectly good buttons off his vest and his chest expansion is simply wonderful. Mrs. Cormier and Junior are both doing well.

* * *

J. D. Hale of Division Two, Mechanical Department is the proud father of a bouncing baby daughter born August 15th. Mother and daughter are getting along fine. Congratulations and thanks for the cigars, J. D.

* * *

M. Gentry, of the Garage, became the proud father of a nine pound boy born August 10th at the Alta Vista Hospital. Mother and son are home now and doing fine. The boy's name is Arthur Edward.

* * *

A. L. Nottingham of the Motor Coach Division has a brand new six pound and thirteen ounce baby boy at his home, born August 23rd at the California Lutheran Hospital. He has been named Richard Lee. Mother and son are fine.



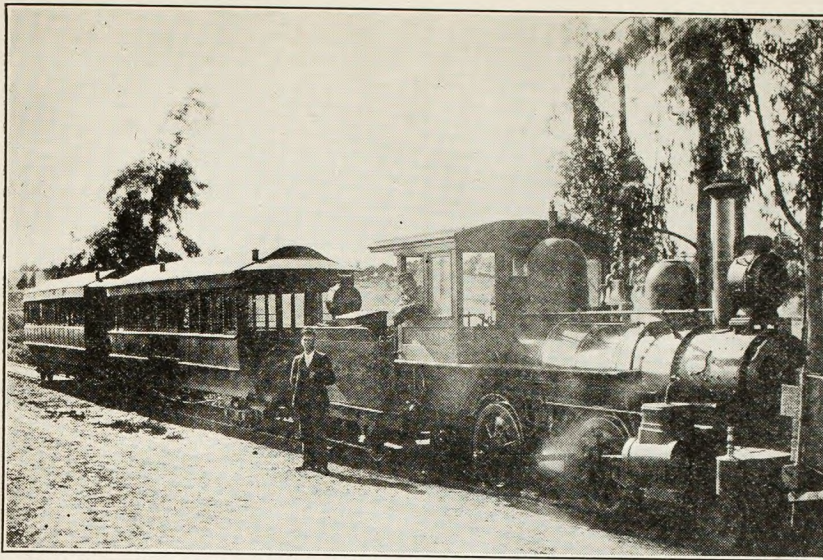
Conductor Leamon E. Lick, of Division Three is in for a good hazing, mates. It has just come to light that the quiet, though friendly lad from Arkansas married the girl from "back home" on July 11th. Miss Jewel Blaylock was the lucky lady and if it is not too late—CONGRATULATIONS.

* * *

Conductor L. R. Temple, of Division Four, announces his marriage to Evelyn Louise Temple on August 5th. And here's our very best wishes, L. R. You took us by surprise that time but we know you are going to be very happy.

* * *

Joseph M. Adams, Clerk in the Superintendent's Office, Shops, was united in the holy bonds of matrimony to Miss Eleanor Turner at 7:30 P.M., August 9, 1930 in the "Wee Kirk o' the Heather" in Glendale, California. They went to points north on their honeymoon and are now residing in Hollywood. Upon his return the office force presented them with an electric waffle-iron and an electric egg cooker which will help out a great deal in the years to come when a late breakfast will consist of an egg for two. We all join in wishing them much luck and happiness.



The iron horse of the Cahuenga Valley Railroad in 1895 when two car trains became the mode of travel. The photograph was taken at Temple and Hoover Streets, looking north.

Romance of The Rails

By E. L. Lewis

The owners of the Hollywood Line were not satisfied with results of operation and in January, 1894, applied for a franchise to extend their line from Hoover and Temple Streets over Hoover and Seventh Streets to Alvarado Street; but nothing further was done to advance this plan.

In 1890, E. C. Hurd, a resident of Hollywood, with Mr. Goodnough and others purchased the Hollywood Steam Line from the Witmer brothers, but

later sold a fractional interest to T. W. Brotherton, an official of the American Bank which was controlled by the Witmers. These interests continued to operate the line until 1896 or '97, when they sold to Sherman and Clark. They used that portion of the line reaching from Santa Monica Boulevard to Temple Street for quite a number of years as an oil road to take oil from the wells developed around that point to the power station at Sherman. When the production of oil dropped to where it was no longer profitable the road was abandoned, and the rails removed.

This line passed under Vermont Avenue, where Beverly Boulevard now crosses, through a cut about eighteen feet deep. (To be continued)

For Sale

Modern six room bungalow newly painted and decorated. Screen porch; two laundry trays, garage. Lot 40x107 southwest corner West 71st Street and Normandie Avenue. Mr. Gaskell, Auditing Department.

Two four months old canaries, singers, \$5.00 each. Also some females reasonably priced. A. H. Boivin, 245 East 110th Street.

1927 Four-door Ford Sedan. Five good tires. \$45.00 cash. T. W. Rasmusen, 340 East 83rd Street.

Typewriter desk with drop head, four drawers on one side, oak, \$10.00. 601 Los Angeles Railway Building.

For Rent

Five room house, \$25 per month to L. A. Railway employee. 1236 East 68th Street. Phone VERmont 8792, evenings.

Appreciations

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

Mrs. Hume and daughters.

* * *

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

Mrs. F. D. Warren.

* * *

We wish to express our thanks and appreciation for the kindness shown during the illness and death of our husband and father, W. O. Fowler.

W. S. Fowler,

Mrs. Fowler.

* * *

Your kind expression of sympathy is gratefully acknowledged and deeply appreciated during the illness and subsequent death of John Smith.

Mr. and Mrs. A. Bellingham.

Larys Score Three Out of Five at Vernon

For the month of August, the Lary swatsmiths of the horsehide have won three out of five games at the regular Sunday tilts at Vernon Yard in a series of contests that have become quite a feature in the amateur baseball realm.

Losing their first tilt of the month with the Belvedere Athletic Club to the tune of 12 runs to 3, the Larys staged a comeback with the Eastside Merchants on Sunday, August 10th, when they staged a ninth inning rally and won 5 runs to 4.

On Sunday, August 17th, the Larys staged their second tilt of the season with the Philippino All Stars and in this game they gave the little brown men of the Pacific Island a more severe trouncing than before with a 15 to 1 score.

Changing from Philippinos to Japanese, the Larys met the Hollywood Japanese Association on Sunday August 24th. In this contest, however, the Japs were too much for the Larys who had three of their star players absent on account of vacation periods.

As a matter of local color, the Larys met and defeated the Los Angeles Colored Monarchs in the game on Sunday, August 31st, with a 6 to 5 score. The Monarchs were leading up to the seventh with a one run margin, but the Larys staged a rally in the ninth inning with two runs across the home plate thereby capturing their third game of the month.

So far as is known at the present time, the Larys will continue to play independent Sunday baseball indefinitely. Manager Gibbs has been in the hospital for some time and in his absence Captain Oscar Lund has been managing the team.

British War Vets, Attention!

The Canadian Legion of the British Empire Service League is going ahead by leaps and bounds.

Conductor W. S. Culver of Division One is Editor of the Official Bulletin of Los Angeles Branch No. 10, and incidentally is very much interested in reaching all ex-service men in the employ of the company who have served with the British Forces in any part of the world.

Meetings are held twice a month and the next stated meeting will be held on September 16th at 8 p.m. in Roosevelt Hall of the Patriotic Hall Building, 1816 South Figueroa Street.

Get in touch with Conductor Culver if you are interested.

Bears and Nightshirts

We have heard of intrepid hunters hunting wild elephants in their pajamas, but bear hunting in a night-shirt seems somewhat of an innovation. In the latter case it was the bears that were doing the hunting and the location of the attack was Yellowstone National Park.

Guy D. Wheelock, of the Schedule Department, can give anyone interested very complete instructions on the method of keeping bears away from camp at night, even though only clad in a nightshirt (the camper, of course). With a large sized tree for a shield and a short, but substantial club for a weapon, which is waved frantically, excellent results are obtained, at least for a while until the bears return.

With him on this expedition were Basil T. Federoff, also of the Schedule Department, and Mrs. Wheelock and family. Federoff, an ex-archduke of the Romanoffs and personal hunting aide-camp of the former czar, explained to Wheelock that had the bears been of Siberian extraction he could have talked Russian to them and headed them off. As it was, Federoff stayed in the tent and directed defense methods from a safe distance.

Beg Pardon

We have made a social error and naturally we hasten to make apologies. In our last issue of Two Bells we failed to mention the name of Foreman C. Heywood of the Mechanical group. Foreman Heywood is a prominent figure around Division One. He was employed on October 14, 1904 and for twelve years was Assistant Foreman and for the past four years Foreman of that Division. He hails from Council Bluffs, Iowa. Not only that but Charlie is a pretty good scout and we trust he will forgive us for unintentionally passing him up.

Lashbrook Called Beyond

G. T. Lashbrook, Flagman and former Conductor of Division Four, passed away on August 17th, last.

Lashbrook was mentioned in the July issue of Two Bells as being the first man to receive full compensation under the group life insurance for total disability which occurred on June 24 of this year. At that time his physical condition rendered it impossible, even after medical treatment, for him to return to active duty.

He was employed on November 14, 1912. He was appointed Temporary Flagman on October 2, 1929, which position he held up to the time of his death.

Nagging is more annoying than throwing the rolling-pin. You can dodge the pin.

—The Silent Partner.

It's a Boy!

Whether he will reach for a Lucky Smoke, Old Chestergold or any other preventive of that future shadow, is rather premature to state at present, but nevertheless a very democratic young fellow put in his appearance on the family roster of Superintendent Ed Williams of Division One. A six pound boy arrived at the residence of Mr. and Mrs. Williams on August 23rd.

At the present time, Ed informs us that he has not taken the matter up with the young fellow as to his political party affiliations in determining a suitable name. Alfred Herbert Hoover Smith has been suggested but if you have another, what of it?

However, be that as it may, Mrs. Williams and baby Williams are doing nicely and we offer our congratulations.



H. N. COLE

It was exactly nine o'clock A. M., Pacific Standard time, when Motorman W. E. Flower, in a bathing suit, sought refuge from the hot sun under an umbrella. When he awoke at three o'clock P. M. he was thoroughly convinced of the theory advanced by the old Virginia preacher that "the sun do move". Anyway, the shady spot had moved and Flower was well cooked with the sunny side up.

Conductor G. E. Robinson is a busy man these days, working his run, building a house and spending the week end with his family who are summering at Huntington Beach.

There is no denying the fact that Conductor R. Chase calls his streets in a satisfactory manner and here is the evidence. A lady passenger on leaving the car said, "What are you selling back here? You remind me of an auctioneer."

Those of you who wish to keep up with the times and have the latest in those little kits used by conductors for carrying their transfers, chewing gum and Copenhagen, are advised to consult Conductor E. Shaw. He has the niftiest thing yet displayed at Division One, and he built it all by himself.

During his vacation Motorman L. E. Mills, while driving around seeing the sights of California, accidentally drove into a foreign country. It was an extremely hot day and he had overlooked the fact that he had divested himself of collar and tie. When he felt the urge for a package of cigarettes or something and started to enter a swell looking establishment, he was accosted at the door and told to go back and get dressed.

A postal card from Conductor Martin Sasolow discloses the fact that he is spending his summer vacation at Lake Arrowhead, where he is having a good time.

Safety Operator S. Ashworth enjoyed

a ten day vacation during August by resting up and seeing a few of the sights.

Conductor H. E. Anderson spent a short vacation in driving hither and thither around Los Angeles and vicinity.

Conductor L. Rasmussen has returned from a short vacation which was spent in and around Walnut Park.

A beautiful trip up in the mountains and the National Parks of California was taken during August by Conductor J. O. McArthur and wife.

A combination of pleasure and business takes Motorman S. C. Wilson back east. He will be away for ninety days.

Motormen M. R. Klein and G. L. Ker attended the American Legion Convention held at Sacramento during August.

Switchman Chester Hill is visiting relatives in Michigan, and will be away nearly three months.

Laguna Beach was the scene of the activities of Conductor E. J. Haskins for two weeks during the month.

In order to rest up and see a few of the sights of the city and vicinity, Conductor E. D. Avila took a couple of weeks off last month.

It took sixteen days for Conductor W. F. Alder to rest up a little and take in the sights here, there, and numerous other places.

Safety Operator J. Viellenave is headed north with a good machine and a thirty day leave of absence in his pocket.

Register Clerk R. J. Sturgeon is back on the job after a very pleasant two weeks vacation. He has a wonderful tan and a more wonderful smile, which speaks for itself.

We do not vouch for the truth of this, but there is a rumor current to the effect that when Conductor Clarence Tucker left several days ago on his vacation, he neglected to take his fishing license with him. He has all the other necessary paraphernalia, but the most important, the license is reposing conspicuously on top of his dresser at home.

In response to an invitation to report to the Division Superintendent at his earliest opportunity, Conductor-Line Instructor H. J. Cormier went in fear and trembling, but in a few minutes he came out with a big smile and a dollar bill pinned to a note of thanks for promptly turning in a suit case he found on his car.



H. F. NELSON

Motorman T. A. Brewer is again back to work, after having an operation performed on his face. He is feeling fine and enjoyed a week or two of deer shooting while recuperating.

Conductor E. E. Sanders spent thirty days at Willows shooting deer; he was accompanied by Motorman T. A. Brewer. They claim to have had pretty good luck.

B. F. Pape, formerly a conductor at Division Two, stopped in to say hello the other day. He has been in Texas, and said it was plenty warm there when he left, and the ocean breeze felt pretty good to him.

We are sorry to announce the resignation of Motorman J. F. Price. He had been spending a vacation at Huxton,

Colo., assisting his father on the ranch. His father is in very poor health and Jim felt it necessary to continue with his help so sent in his resignation.

Another good man gone wrong. Conductor H. A. Glenn resigned on account of poor health and headed for Canada where he expects to remain about two months to take on a little beer in order to fatten up, and then he will go to Linwood, Nebraska, where he expects to locate permanently.

We are all pulling for Motorman E. G. Smith to bring home the bacon from the National Rifle Shoot at Camp Perry, Illinois. He is on the American Legion team, and represents the western area. Mrs. Smith is also making the trip with him and we hope they have a very good time besides having a lot of luck with his trusty old carbine.

Conductor M. Taylor is running around minus most of his teeth and reports quite an experience while under the influence of ether. Thought he was an aviator and had some very wild rides, but managed to land without cracking up.

Conductor A. G. Richards is spending sixty days in the northern part of the state, taking in all the sights and doing a little resting on the side.

Motorman M. E. Pennington resigned the fore part of the month to engage in another line of work.

We regret to announce the death of Mrs. Cameron, wife of Motorman A. T. Cameron. They were spending a vacation at Ozark, Mo. She passed away August 5th. We wish to extend our sympathy to A. T.

Meet our new clerk, Joseph Aloysius Wear, who is now working the afternoon shift regular after several years on the extra list. Mrs. Louise Finley was promoted to the Auditing Department, and H. F. Nelson returned to stenographer's office after spending a year and a half in Foreman's office. We all wish Mrs. Finley the best of luck in her new work.

Motorman W. A. Cobb, who is spending a vacation at Stillwater, Oklahoma, wrote in that his little daughter is ill and that he would be unable to return when due. Under the circumstances a ten day extension was granted.

Motorman H. Gravitt is sporting a new Durant Sedan. The second day he had the car he backed into a tree and the back shows a nice large dent. Maybe there's a reason why he gets a new car every year.

The call of the sea, you might say, caused Motorman W. Hammond to resign and return to the board walk cars at Venice.

R. L. Wilson, Night Switchman, was granted a forty day leave of absence. He planned to drive to Colorado. It is also rumored that he took unto himself a bride just before he left and was combining a trip to the old home with a honeymoon. When he returns we'll get the rest of the data and let everyone know it.

Conductor P. G. Everts is going to spend thirty days in Alzato, Montana. He drove the new Chevrolet coupe, and as yet we have had no word from him, but hope that he arrived there O. K.

Motorman H. Dinnind and family were on their way to Centerville, Iowa, to visit his father who is getting along in years and not in the best of health.

Motorman J. A. Broadwell is again breaking in after an absence of about three years.

Motorman R. Q. Stanford is back to work after being gone for some time. He formerly worked out of Division Four.

Conductor W. V. McCafferty was right on the job when more men were put to work. He had been out of the service for several months. He was also married while gone.

Motorman F. O. Roberts is another good man who is on his second hitch. He returned to Los Angeles a few weeks ago from Minnesota where things were pretty dead in the line of obtaining work



Division Three

L. VOLNER

Our local deer hunters are getting out their trusty rifles making preparations to invade the deer territory within the next few weeks. Look out for some great tales of their experiences.

Conductor O. G. Thompson is back again on the job, after having spent several weeks at Murieta Hot Springs seeking relief from rheumatism.

For thirty days Motorman A. S. Bennett and wife are visiting relatives and friends in Denver, Colorado.

"Big Chief" E. M. Myers, a motorman on the "A" Line is taking thirty days off to visit relatives in Illinois.

Two of our popular conductors, A. C. Ragle and H. Newell, who have been spending a vacation in Michigan, have forwarded their resignations and are going to remain in that section of the country. Won't they miss our California sunshine this winter?

After a hurried business trip to eastern points, Conductor W. O. Butts has returned to duty.

Motorman-Line Instructor C. T. Morgan has had the reputation of being a very fast motorman and always on time, nevertheless one of the boys on the "B" Line said he heard the following several days ago:

Supervisor: "What's the matter, Morgan, you are late?"

Morgan: "Oh the darn black birds were sitting along the wire eating all the currents off."

Our popular and accomplished stenographer, Mrs. Marie B. Johnson has returned from her vacation which was spent at Glenn Ranch.

Clerk Sam Dean and family spent three days during August in San Diego looking 'em over. It wasn't reported that Sam crossed the border.

The Car Barn Cafe has installed the latest thing in coffee brewers. Always alert to the best for his patrons, Mr. Tuttle says his brew cannot be surpassed. Try a cup.

Upon looking over the standing of the different groups on the Courtesy and Safety Boards, Motorman-Line Instructor F. M. Osborn says there should be a prize for the group with the greatest number of marks—say a hot-dog sandwich or something.

Mrs. Katherine Sweet, the mother of Conductor L. L. Sweet, Motorman W. V. Sweet and F. R. Sweet, a former motor-

man, but now on the police force, passed away on Tuesday, August the 12th. Mrs. Sweet's death was caused from a splinter in her finger. Services were held at the L. A. Undertaking Parlors with interment at the Evergreen Cemetery.

Foreman R. W. Reid and family are spending two weeks at a beach resort in the northern part of the state. During Mr. Reid's absence H. W. Gilmore is Acting Foreman.

Harry Tuttle of the Car Barn Cafe has returned from several weeks spent with his family at his cabin at Camp Baldy. Harry says his one aim is to make the Car Barn Cafe meals bigger and better.

In keeping with the improvements and beautifying of our surroundings, L. M. Covington, a former motorman has installed a big Neon electric sign, and two more pumps. Mr. Covington now has five pumps, and can give you any grade of gas.

After a two weeks vacation during which time he enjoyed a good rest our Superintendent Geo. E. Ferguson is back in the office. During his vacation Foreman R. W. Reid filled the office if not the chair.

While trying to get a bell from his conductor, Motorman G. L. Herter was seen vigorously sounding the gong on one of the new green cars, and reaching for the cord at the same time.

Motorman-Line Instructor G. V. Hopkins, had as a student on his "rough edge car" Motorman-Line Instructor B. H. Dean, whom he was preparing to be able to break in the new boys.

Conductor O. G. McDermith says it is a miracle that he is back on the cars again after his vacation. McDermith, wife and daughter were crowded off the highway into some soft dirt, and only quick action prevented the car from turning over. Nevertheless they landed safely at home and are telling what a great time they had fishing at June Lake, Rush Creek and other favorite fishing places.

Conductor C. Lang was off duty on an enforced vacation for several days last month. Lang spent most of that time with the dentist.

It is reported that Conductor F. D. Caldwell is now out of the hospital and getting along fine after his operation.

Motorman P. Wankier is building a nice four unit stucco bungalow court on Avenue 28, which will be very handy for the trainmen. Wankier will occupy one. Motorman W. Rasmussen has one engaged.

Having been some time since Division Three has topped the list with the most witnesses, why can't we make the change this month? GET MORE WITNESSES.



Division Four

C. J. KNITTLE

Hello, everybody! This Division is now enjoying the effects of a replenished extra list. Throughout the summer the administrative force has wrinkled a wicked brow over a swollen sick list and a depleted extra board. With new men gradually coming in, the sick list steadily diminishing and "off-on-leaves" returning, the situation brings to mind a well known salt—"When it rains it pours".

Bill Culley, Chief Utility Man, started the month's news by going on his regular two weeks vacation August 5th.

C. C. Dotts, Conductor and Extra Supervisor, resigned August 7th to accept a position with a prominent tea and coffee firm. After a short training period he will be assigned to the San Luis Obispo branch.

Conductor G. F. Young underwent an operation August 4th.

An auto salesman called on Motorman Bob Deucher one morning recently but found him a poor prospect. In the afternoon an agent for cemetery lots called. "Say, listen," exclaimed Bob, "are you guys trying to frame me?"

Motorman H. A. Patterson returned August 7th from a sick leave during which he underwent an operation at the Methodist Hospital.

Clerk W. A. Driggs returned from his regular two weeks vacation August 10th which he spent doing this 'n that around his home in Inglewood.

E. E. Johnson, Switchman and Relief Stenographer, spent the week commencing August 10th at Catalina.

Conductor George Pratley also spent a day at Catalina early in the month.

Conductor Joe Cresto had the misfortune of losing a five dollar bill on August 11th.

A certain conductor who recently transferred to this Division from Division One says he doesn't think much of the way our wards are laid out, that he ran all over the place looking for Track 33 and then discovered it was the first spur he had walked over on the way to the yards.

Conductor M. M. Aufderheide returned from a sixty day leave to Missouri August 20th and tells us, among other things, that the loss of crops to the smaller farmers on account of the mid-summer drouth was about the most pitiful sight he had ever seen.

Superintendent Wimberly left for his regular vacation August 18th. We didn't venture to ask his plans. We might have felt like the bashful new conductor who said, "Pardon me for being inquisitive but will you please move forward?"

Motorman H. P. O'Gorman was granted a fifteen day leave August 18th on account of the death of his father. Our sincere sympathy is extended to Motorman O'Gorman.

Our stenographer, Mrs. Esther Pearce left on her regular two weeks vacation Aug. 18th. The only plans Mrs. Pearce had made were that she would spend four days of the first week at Catalina.

Conductor C. D. Sayers who suffered a fractured spine in an auto accident about five months ago is at home now and can walk unassisted. We are mighty glad to hear that, C. D.

Conductor W. V. Dempsey and Conductor C. R. Clarke who, by the way, are the only L. A. Railway employes playing in the American Legion Drum and Bugle Corps, left for the Legion Convention in San Francisco August 17th and returned August 20th.

Motorman G. H. Kunz had his tonsils removed August 20th.

Familiar sounds around Cash Receiver Ray Smith's window,— "How do you do, Mr. Smith, How do you do? Phoot! Phoot!"

Conductor L. E. Sherwood came into the spotlight August 23rd, when he sold twenty-six rolls of tokens.

We have always been under the impression that the advantage of playing miniature golf is that you don't have to smack the ball and then spend the rest of the day looking for it. But we were wrong. Yes, dead wrong. (Motorman Leasman, will you sign this witness card?) Mr. Leasman was not a witness, folks. He was the gopher. I should say, golfer. It's pronounced the same anyhow. Well, Motorman Leasman was progressing splendidly till he came to the place where he had to knock the ball up and around that tilted hill and across a little pond that lay right in the way of the hole. Leasman studied a minute, then struck the ball. AND IT DISAPPEARED. For many minutes he searched around. "Say, lad," spoke up a man who suddenly appeared outside the fence, "are you looking for a golf ball?" Leasman assured him he was.

"Well, you'll find it across the street there," he answered, "in my machine."



FRED MASON

Motorman "Big Jim" Thornton ambled in to the office on Saturday, August 16th, a smile as big as himself and his big hands full of cigars which he threw on the counter and said, "twenty-five years of married bliss, smoke 'em up". Congratulations, Jim, and thanks for the smokes.

Motorman Bill Atchison is getting quite a sheik these days. He's far from being baldheaded and has quite a nice head of hair, but it just won't stay in place, and he has taken to vaseline. No fooling.

Conductor Frank Adams, as you all know, is back on the job after attending the American Legion Convention in Sacramento. And what a time he had. Frank leans quite a bit toward Sacramento and is looking forward to his next trip there.

Another one of the boys who attended the Convention was Motorman Rudy Shosted. Rudy dropped us a line saying he was having a great time and wished we were all there. It was plenty warm enough here, Rudy.

Conductor S. D. Luckhurst is off for a couple of weeks and is visiting his folks in Seattle, Washington.

From Will's Point, Texas, Motorman A. E. Brewster writes, saying that he had a very enjoyable trip and is having a great time.

Motorman E. Rhodes will be off for a couple of weeks and is resting up at home.

Conductor Bill Lane lost a day of his vacation on account of the shake up and is now back on the job after a glorious time at Balboa Beach.

Motorman W. E. Garris and Motorman Bill Atchison are stepping out together on Saturday, September 13th, with Murrietta Hot Springs as their destination. They will be gone for two weeks.

Another vacationist is Conductor Gordon W. Dow, who will be off from the 1st to the 14th visiting the various beaches.

We are glad to see Conductor H. L. Raines back on the job again after nearly three months illness, during which time he underwent a very painful nose operation.

Conductor J. W. Martin is up and around again after having undergone an operation at the Methodist Hospital. Here's hoping that it won't be long before he is back on the job again.

Another invalid whom we are glad to see up and around again is Conductor "Mike" Phelps. "Mike" has been off over a month now.

Motorman R. Walton, who was on a leave of absence, has resigned and is now residing in Tacoma, Washington. In his letter of resignation he sends his kindest regards to all the boys.

Motorman George Churchwell has resigned to go into the vegetable business for himself and is now living in Long Beach. Good luck to you, George.

We are now in the last month of the Safety and Courtesy Contest. Watch the scoreboard, boys, and get in on a real chicken dinner and a good evening's entertainment.

Motorman Ed Winer has received a letter from Conductor Frank Weir, who is on the last leg of his three months vacation in Canada. Frank writes that he is having a wonderful time and wishes to be remembered to all the boys.

Motorman Harry Bush, who has been on the sick list for some time, is staying at San Fernando, and writes that he is getting along fine. Good for you, Harry.

"Dad" Fisher dropped in to see us a couple of times recently, and is looking fine. He hung around for a while to get into a pinochle game but not having any success went back to his ranch in Chatsworth. Come again "Dad" and stay longer next time.



JACK BAILEY

A. D. Arnold, Clerk in the Superintendent's office, spent a weeks vacation angling among the finny tribe. Three days were spent at Newport Beach where many fish were caught and enjoyed. Returning to Los Angeles the remaining days were spent at the local beaches where more fish were caught. A day on the fishing barge at White's Point accompanied by G. E. Atkins, who incidentally is a brother-in-law to A. D. A. and Assistant Foreman at Division One, nights, wound up a very enjoyable week. All at the office enjoyed a good fish supper as each had the choice of seven various kinds of the finny tribe which helped to fill the sack.

D. Dent, of the Mechanical Engineering Department, who is at this time spending two weeks vacation chasing the little ball, took part in the following dialogue: "Are you the boy that made that long drive from the last tee?"

"Yes-siree, pretty, wasn't it, over 200 yards. Say! would you mind giving me your name so I can prove to the boys at the shop that I can drive like that?"

"Sure, but first you must pay me for a new windshield and a rear window."

Carl Thun, Progress Clerk, is away on his vacation to parts unknown. Harry Nordmark, ex-scribe of the Motor Coach Division, and now one of the staff of the Car Equipment Office, proves himself an all-round man by taking Carl's place at the Progress Desk.

Harry Smith, Foreman of the Winding Room, is spending two weeks resting up on the pine clad "Rim o' the World", Camp Seeley.

L. Griffith, Clerk in J. L. Clarke's office, is sporting a new 1930 Ford Sedan.

W. Krauss, of the Winding Room, has returned from his two weeks vacation.

Filipe Carrillo, of the Winding Room, who has been absent for some time on account of an injured limb is reported getting along fine.

B. Frampton, of the Winding Room, and family have returned from a much enjoyed two weeks rest at Anaheim Landing.

Lost—one straw derby, probably abandoned hastily in a lunchroom while enroute between Denver and Los Angeles on the Union Pacific Gold Coast Limited. Anyone finding it can return it to P. C. Long, of the Mechanical Engineer's office, and no questions must be asked or finder must keep same with owner's compliments. We wonder what Paul was thinking about or what attracted his attention when this happened.

C. E. Frymute, Upholsterer-Carpenter, has just returned from his two weeks vacation spent out under the big tent in the High Sierras. He was supposed to have been luring the trout in the brooks but we don't know of his success. We thought we might have a snap shot to give "Two Bells" but none seemed to be available, probably did not have room to pack a camera.

M. Wassell, of the Carpenter Shop, is at this time enjoying a two weeks rest. Maurice reminds us of the mail man who went for a long walk when his days work was done.

Carpenter J. Bettendorf was granted a few days leave of absence to attend a singing bee at San Francisco and returned with first honors.

Lee Crump, Paint Shop Foreman, is on his two weeks vacation and is reported resting up at Murietta Hot Springs.

Painter A. C. Goetz at this time is spending a few weeks resting and thinking how fast time goes.

J. Foate, of the Paint Shop, has been confined at his home for the last three weeks on account of illness.

C. Lock, of the Machine Shop, is spending a week at Catalina and promises to return with a real he-man tan.

Machinist O. Rivers reported in late last week and put the blame on a policeman who wanted to play tag with him.

Truck Shop Foreman Harry Longway who underwent an operation last week is reported coming along fine and will soon be on his feet again.

G. Sundeen, Truckman, is reported on the sick list. Truckman John Glynn who reported an injured hand is off duty for a few days.

J. Kennedy, South Side Transfer Table Operator, has returned from his vacation feeling fit and fine.

O. A. Kieffer, Store Clerk, is vacationing at points south and was last seen at the end of a fishing pole at Laguna Beach.

Miss Peggy Dowrey, of the Store office, who proudly boasted of swimming across Balboa Bay, was much surprised to find upon her second visit there that the tide made so much difference. She still sticks to her story that she swam the bay.

J. Brown, of the Store Department, is on his vacation.

The sudden death of Machinist Helper, F. D. Warren, was the first sad shock to the boys at the Shops this month. The interment was held at the Inglewood Chapel in Inglewood Cemetery August 12th. The pallbearers were L. J. Hathaway, R. B. Smith, H. S. Nutter, M. E. McCune, L. E. Hewey and W. P. Hazen. Our heartfelt sympathy is extended to Mrs. Warren and relatives.

It was a big shock to the Shops to learn of the sudden death of Frank Hume, of the Electrical Wiring Department, who passed away this month. Frank came to us on August 7th, 1905. He was 57 years old. The sincere sympathy of the boys is extended to Mrs. Hume and relatives.

Another esteemed veteran was called by death with the passing this month of John Smith, who entered the Air Department service November 14th, 1911, and was retired from active service March 1st, 1930. John was 74 years old. Our sincere expression of sympathy is extended to his many near friends. John had no near relatives.



Motor Coach Division

J. H. McCORNACK

L. Tyler has been granted a thirty day leave for a rest and visit to his folks who live on a fig ranch. He has not taken a vacation in three years and expects to enjoy ranch life very much.

J. E. Hill doesn't think it is hot enough here so is spending two weeks in Yuma, Arizona.

J. W. Cook has left for the hills for two weeks.

J. E. Flanders has been granted a two week leave which he is going to spend in the mountains.

S. N. Cookson who works every day for a year and then takes a month off is away on his annual vacation. He always goes deer hunting but never gets a deer.

C. G. Clymer has been granted a month leave for a trip East.

C. R. Kays and J. R. Weiting also are two week vacationers.

No bids have been received as yet for the Mateo cobblestone drive.

M. Chamberlain has returned from a two weeks vacation spent with his family at Catalina and Green Lakes Camp. He reports splendid fishing at Silver Lake.

O. W. Mills took a four day rest at the beaches.

H. A. Sweets is reported to have made a one day trip to San Francisco by way of Mojave.

Al J. Brehm and family are spending the week end at Oakdale.

H. Lehnhart is vacationing from the first to the fourteenth. He is going to stay home and paint his house.

Sy Slocum of the Division Office follows Lehnhart with his two weeks vacation. His intentions are to rest.

GARAGE

Superintendent C. B. Lindsey has returned from his vacation. He and his family with a party of friends motored to Vancouver, B.C. and then took the boat trip to Victoria. He reports that they had a splendid time. Their party experienced a few minor accidents for excitement, one occurred when they tried to climb the side of a bridge, and another when they ran over a horse.

Buck Jones went to Catalina the 12th for a couple of days.

Steen Parker is enjoying a visit with his little sister from Wyoming.

Wally Weeberg says if the girl will not accept the watch and ring, all you can do is take them back and get credit for them.

Jack Savage is working over his Dodge. It is thought that he is getting it ready to win some more malted milks.

Yes, Taylor has recovered from the mumps.

Dean Ovard is slowly recovering from his 10,500 mile vacation trip which included the following points of interest: New Orleans, Petersburg, Washington, D. C., New York, Philadelphia, Boston, Niagara Falls, Erie, Pittsburgh, Toledo, Chicago, Salt Lake and home. He says that New Hampshire and Vermont were the prettiest places visited although he drove too fast to really enjoy all of the things he saw. It is also reported that he gave up the claim that his Buick would climb the side of a building when he saw New York, and that he ate his dinner from his lap in Florida.

E. C. Mara is now the landlord of a garage at 1010 W. 40th Place.

Benny Walters was down to see us on the eighth day after his operation. We are glad that he got along so well, a record case for quick recovery.

E. Hansen is back on the job from his vacation and fishing trip to Rock Creek. He saw two fish, a big one and a little one.

If you want to know how to get your fifty cent donation toward a wedding present back, ask Jackson.

Foreman W. Dewhirst has returned from a very pleasant vacation spent with his family at Pismo Beach.

The boys are doing their best to uphold the good opinion of the garage personnel by thoroughly washing Jimmy Dean's face before they let him go home to his new neighborhood.

Andy Seyferth has been wearing a dandy black eye received in a scuffle with Jack Savage. Jack was going to brag about it but has changed his mind.

Bill Wilson and Hinze asked for some heavy work and got it.

Have you met the Gold Dust Twins? Floyd and Mack.

E. Sullivan sure put out the S. O. S. call when a transmission dropped down on his shoulder.

J. E. Crabb left the 25th to accept a position with the Buick people at Huntington Park.

N. Lane is reported looking for a foreman's job because of his success in grinding Mack valves.

Chief Clerk F. O. Rowbottom mailed in a card from Camp Seeley telling us that he is having a fine vacation there, enjoying cool breezy weather and a nice fresh rain.

R. D. Starling and W. Wilson are going to Catalina for the week end of the 31st.

W. Moody, J. McClain, A. Winston, F. Shipley and T. F. Ake have also made application for Catalina tickets.

Eddie Serabia reports a dandy time on his vacation but his wife was unfortunate in taking sick at Seattle. She is better now and is returning home by boat the 28th.

Percy Bozanko feels O. K. with the world. He had a Young sticker on his car, voted for Rolph and listened to the election returns at Fitts' Headquarters.

The new Chevrolet "8" belongs to Mr. Crocker.

John Sturm and family have been vacationing in Yosemite.

Foreman D. B. Sterling and O. Adams of the Second Shift noticed two men trying to start Operator Sweet's Ford coupe which was parked in front of the Garage. The men's actions aroused their suspicions, so they called the police and then made a grand rush. After a battle they were captured and held until the police arrived. Both suspects turned out to be notorious characters, one of them being wanted for a murder in Bakersfield.

Dick Lehnert has accepted a position in the State Civil Service. He is to be in charge of the trucks at the new prison in Tehachapi.

Wm. Decker and Buron Fitts have been weeping on each other's shoulders. One ran for governor and the other took up golf.



H. K. CONACHER

DIVISION ONE

J. Bradley, Assistant Foreman, has returned from a two weeks vacation, which he spent in the mountains and around home.

H. W. Crevling, Watchman, has been transferred to Sixteenth Street Garage. Good luck, Henry.

E. L. Swartz is spending a few days at Catalina Island after some of the big fish.

G. P. Keasler is back on the job again after having his tonsils removed.

The personnel of the Mechanical Department wish to extend their most heartfelt sympathy to W. J. Christmas, on the loss of his mother, who passed away while visiting in Portland, Oregon.

Geo. Smith spent a few days at Lake Elsinore and brought back a fine sunburn. What, no palm trees?

Wm. McDonald and S. Landreth spent the week end up at Sequoia National Park, looking over the big trees.

R. L. Lathrop is planning to spend his vacation up in Oregon, hunting.

DIVISION TWO

Leland Lee is now sporting around in "one of Henry's latest".

E. Sayre has returned from a twenty-five hundred mile trip up north, visiting Yosemite Valley and the Crater Lake country in Oregon. While in Oregon "Ernie" paid a visit to "Buck" Richards, who recently moved up there.

A. Duncan is back on the job after two weeks vacation spent in looking after his new son and heir.

J. Shelton has resigned on account of ill health and has gone to visit his son in Colorado. We all join in wishing him a speedy recovery.

J. D. Hale and J. A. Leverich are the newcomers on the night shift. Glad to have you with us, boys.

J. Griffith lost a few days last month due to the after effects of losing some of his very best molars. Jim will soon be on a soup diet.

The boys of this Division were very sorry to hear of the illness of the wife of R. L. Bates and all join in wishing her a speedy recovery.

Chas. Scudder, Assistant Foreman, has returned from his vacation which was spent in moving, building chicken houses and seeing Los Angeles.

Division Two is the proud possessor of a new pit wheel grinder, which "Doc" Robey expects will eliminate a lot of wheel changes.

G. V. Lendy and son spent an enjoyable week, during the past month, seeing the sights in and around Yosemite Valley.

Harry "Babe" Brown and wife were among the many visitors to the Magic Isle, Sunday, August the twenty-fourth.

V. R. Bell and wife spent a recent week end in and around San Diego.

Chas. DeBaun, Storekeeper, has returned from a two weeks vacation, most of which was spent fishing on one of the barges off Redondo Beach. Howard Beebe very ably kept store while Charley was away.

S. Murray took a few days off last month to visit his wife and daughter in Oceanside.

"Doc" Robey left on the first of September for a two weeks vacation which he expects to spend working around home and an occasional short trip to the beaches.

After putting around a miniature golf course a few times, we've come to the conclusion that about the only thing miniature about it, is the way you feel, when at the finish, friend wife, after using an adding machine, announces in loud tones, so every one about can hear, your final score. About the only consolation is that about half the gathered assemblage, after hearing the figures, think she is telling you how much you owe on the auto or radio.

DIVISION THREE

E. C. Muse, Foreman, and family have returned from a two weeks vacation which was spent up and around Moro Bay.

H. Wescombe, Machinist, is still in the hospital, but is improving slowly. A visit from any of you will be appreciated.

T. Hubbard has returned from a vacation spent in visiting local beaches.

Fred Keller has returned to work after several weeks illness. Glad to see you back Fred.

A. E. Hogberg has resigned to go back to his home in the east. We all join in wishing him the best of luck.

Chas. Walters, Storekeeper, and family spent a very enjoyable two weeks vacation visiting local places of interest.

DIVISION FOUR

T. Watts has returned from a vacation spent in San Francisco and around local beaches.

J. W. Melvin, Foreman, spent his vacation around home working.

Geo. Mawby, First Groupman, has taken two weeks off to fish and have a good rest.

G. McCay and wife are entertaining relatives from Vancouver, British Columbia.

DIVISION FIVE

O. E. Lund, Assistant Night Foreman, has returned to work after a two weeks vacation spent in resting up.

Fred Dudley is with us again after a two weeks trip to Yosemite Valley, Big Bear Lake and San Francisco.

Homer Clark and Nelson Land are at present off on sick leave.



H. I. SCHAUBERT

George Hammon has been feeling like h--l lately. After recovering from hives he was forced to undergo an operation. 'Owever, 'e 'as 'opes. James Lavin occupied space in the hospital along with George. Upon being interviewed, soon after his escape, Hammon said he had felt no ill effects as yet.

J. F. Buckley is the new man replacing J. J. Lavin as head of the Bolt and Nut Department in Vernon Yard.

Sam Bevilacqua took his vacation last this year, thinking, perhaps, that the foremen preceding him on vacations might not use their full quota of time. In this, however, the "Scotch Wop" was disappointed.

Bill Rankin has completed his yearly efforts by relieving Jimmy Taller and Charlie Harwood for their vacations. Would like to suggest that any other Department requiring a man for vacation relief apply to Vernon Yard for Bill. He is strong and healthy and could undoubtedly stand six weeks work a year.

Babe Gravino is the proud possessor of a Western Auto Supply store, mounted on a new Ford chassis.

Charlie Johnson was the victim of a very painful accident the other day when he stepped on a nail which nearly penetrated his foot. Some nail.

"Mac" Cavanaugh has returned from his vacation spent in the vicinity of Frazier Mountain. He reports the hills there to be badly scarred by the recent fire.

Anyone contemplating the purchase of a radio would undoubtedly benefit by seeing Frank Putnam first. He has tried them all.

Bill Swearingen spent a very unsatisfactory vacation nursing a pair of sore hands and a large grouch. The grouch developing when Bill discovered that the sore hands would not permit him to go fishing.

Pat Rooney is back from a vacation trip to Tia Juana. He reports that they have lovely ice cream sodas there. As soon as Austin Fleetwood and Herman Liebelt got the report their plans for a vacation were immediately altered to include the border town.