

# TWO BELLS

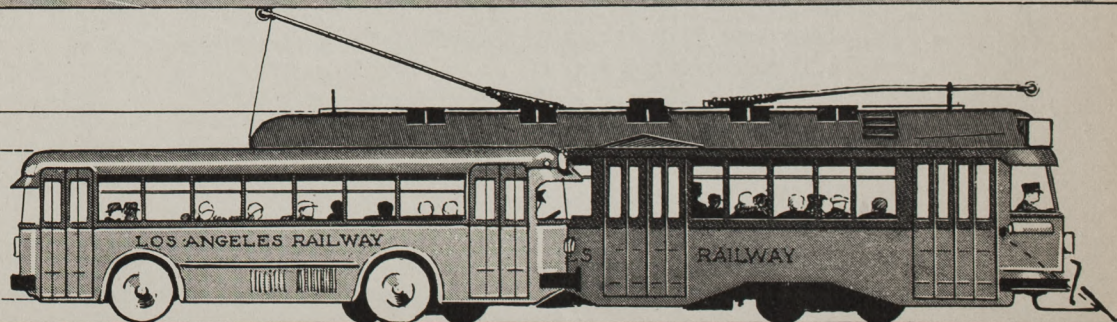
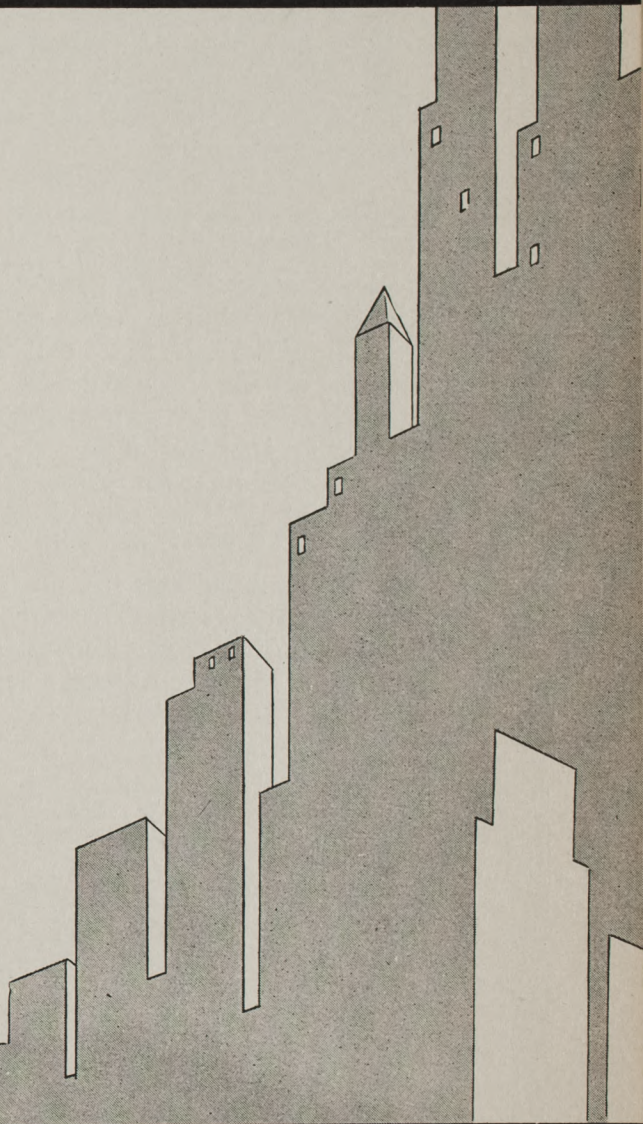
## GROWIN' SMILES

A smile is quite a funny thing,  
It wrinkles up your face,  
And when it's gone you never find  
Its secret hiding place.

But far more wonderful it is  
To see what smiles can do.  
You smile at one, he smiles at you,  
And so one smile makes two.

He smiles at someone, since you smiled,  
And then that one smiles back,  
And that one smiles, until in truth  
You keep in smiling track.

And since a smile can do great good  
By cheering hearts of care,  
Let's smile and smile and not forget  
That smiles go everywhere.



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JULY

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NINETEEN THIRTY-ONE

SEVEN

# EDITORIAL

## As Amos Said To Lightnin'

HERE are many people sitting around and bemoaning the fact that prosperity has failed to return to the country. Instead, each one should be up and doing something about it. Every man and woman employe of the Los Angeles Railway can help bring prosperity back, not only to themselves but to others.

Amos and Andy the other night gave Lightnin' some good advice which applies to every man in every business at any time. When Lightnin' asked for a raise Amos said, "If you go back and work just a little better behind the counter so that the restaurant will make some money, we'll be able to talk about a raise". Amos had the right idea.

The Missouri Pacific Lines employes are putting on a campaign to get business for their railroad, so that the railroad may not only keep its present employes, but may bring back to active duty all those who had to be laid off because of poor business.

Sell the idea of riding the street cars to and from work to your friends and neighbors. Do your share to make the ride of patrons pleasant and safe so that they will ride again. Wives and daughters of trainmen can sell to other women the idea of riding street cars to and from shopping, or when they take the kiddies to parks or playgrounds.

It is not only the interests of the railway that will be affected by such a campaign of selling street car rides, but the interests of every man, woman and child that depends on it for employment and existence.

## Platform Philosophy

*A man's own good breeding is the best security against other people's ill manners.*

*There's no virtue in being a go-getter if you are going after the wrong thing.*

*An ounce of firm kindness is worth a ton of explosive argument.*

*If you don't believe in cooperation, watch what happens to the wagon when the wheel comes off.*

*There never is any excuse for "bawling out" passengers. The discourteous trainman belittles himself and brings discredit on the entire organization.*

*The most manifest sign of wisdom is continued cheerfulness.*

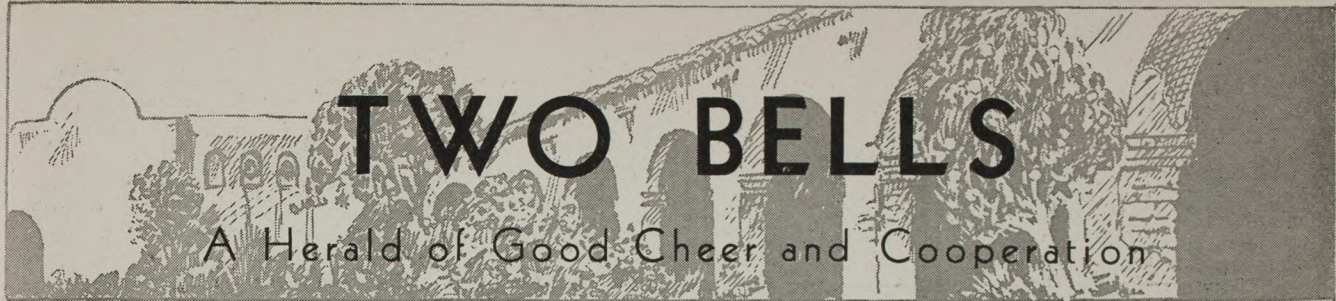
*It isn't your position, but your disposition that makes you happy or unhappy.*

*A good personal appearance is better than a letter of recommendation.*

*Holding the key to a situation is of little value if you can't turn it.*

*You can't make a hit with the bat on your shoulder.*

*Ambition without action is like a motor without gas.*



JANET C. McNEILL

Publicity Manager and Editor

## Banquet Closes Year of Safety and Courtesy Drives

The biggest news event of the month was the banquet given by the Management to the winners of the Fourth Safety and Courtesy Contest, together with their wives and sweethearts, at Westgate Masonic Temple on the evening of June 16th. Among the members of the official family who were present were Vice-President R. O. Crowe and Mrs. Crowe; Manager of Transportation R. B. Hill and Mrs. Hill; General Claim Agent C. M. McRoberts and Mrs. McRoberts; Operating Superintendent E. R. Dye and Mrs. Dye; Traffic Manager C. V. Means and Mrs. Means and Mr. and Mrs. R. H. Hill.

The distinguished waiters who served the tables with the sang-froid born of the experience gathered at the three previous contest winners banquets, included Superintendents Williams, Dickey, Ferguson, Wimberly and Healy; Chief Supervisor Snyder, Chief Dispatcher Bodley, Acting Chief Instructor Elrod, and Foremen Lair, Madigan, Reid and Boyd.

John Collins, Superintendent of Meter-Mileage, representing the Management, extended greetings to those present. Mr. Collins called for the top groups of each of the divisions to stand and they were given a hearty hand. Two groups, Nos. 2 and 8, tied for first honors at Division Two.

A remarkable feature of this gathering was the fact that the period of service of the trainmen extended from eleven to thirty-three years.

A chicken dinner, such as can be concocted only by Chef Harry Tuttle of the Car Barn Cafe, was served while entertainers furnished violin and piano music.

After the dinner in introducing Vice-President Crowe, Mr. Collins spoke briefly of the heavy responsi-

bilities borne at this particular time of financial stress by those who carried the burden of management, stating that this was a time for courage and for loyalty on the part of every member of the railway organization to the officials.

Mr. Crowe, responding, congratulated the winning teams, speaking to them as being both "fortunate and efficient men." He gave special praise to the sixteen men from Division Three who are two-time winners of Safety and Courtesy contests. He did signal honor to Charles H. Doughty, a member of this team, who has the highest seniority of any trainman present at the banquet, and who has, during his thirty-three years of service, persistently maintained a splendid record.

General Claim Agent McRoberts made a plea for even more care in getting witnesses. He spoke of cases where the complainants were awarded damages when they were not entitled to a dollar and other cases where persons who were slightly injured got sums from the company out of all proportion to their injuries because the company did not have the proper witnesses. It takes five times the amount today to cover claims for damages that it did five years ago. There never was a time when the company needed accident witnesses as badly as it does today. He voiced his gratitude to the men who were preventing accidents. "Save accidents, save dollars," he said.

Manager of Transportation Hill expressed his great pride in the record made by the men in this contest which extended over four months. He said it was the best record that had been made for the last ten or twelve years. "The type of accident that shows your metal or worth," he said, "is the collision with a pedestrian or auto. The number of those collisions is lower than it has been since 1921." Mr. Hill gave his special congratulations to the men in the team from

Division Three who are repeaters, having been winners also in the third contest. Some of the men in this team Mr. Hill has known ever since he has been with the company, which is twenty-nine years. "Nothing gives me more pleasure in my life," concluded Mr. Hill, "than my association with you men."

After Harry Tuttle and his faithful crew had labored hard to fill the inner man nigh on to bustin', and that without casualty or mishap, and after the speeches were done, Traffic Manager Means brought on a program of professional vaudeville of which Miss Fanchon and Mr. Marco might well be proud. The program brought to a close a very happy evening.

The Fourth Safety and Courtesy Contests which closed April 30th completed a year, the first contest being inaugurated by Mr. Hill May 1, 1930, and continuing for a period of two months; 67 men participated as winners. In this first contest Superintendent Ferguson of Division Three had one clear group; Superintendent Wimberly of Division Four had three clear groups; the total decrease in accidents was 21%. The second contest started July 1st and ended September 30, 1930; there were 61 men in the winning teams. Superintendent Ferguson of Division Three had one clear group; the total accident reduction was 24%. The third contest started October 1st and ended December 31, 1930; the number of winners increased to 78 men. In this contest Superintendent Ferguson of Division Three again had one clear group; the total accident reduction amounted to 18%. The fourth and last contest began on January 1st and ended April 30, 1931, a period of four months. None of the Divisions had clear groups. The winners numbered 80 men and the total accident reduction amounted to 11%.

The accident reduction percentages are based on comparative figures for a similar period of the previous year.



Smiles? Yes, but why not? They had 'em coming. These sixteen men from Division Three represent 455 years of loyal, meritorious service to the Los Angeles Railway and were winners two times in a row of the Safety and Courtesy contests.

Front row, left to right: D. A. Kuykendall, Ed Molster, Cal Vasser, Joe Morris, Jarvis Phillips, Ira Hickox, A. C. Stover, Harry Beals. Standing, left to right: Tom Kingsbury, Charles Doughty, R. D. Starling, John Corsen, John Ott, William Millican, M. L. Hersom, Jesse Reynolds. Inset: Charles Doughty, Division Three's top of the list motorman, who Supt. Ferguson is willing to back against all comers because of his fine safety record.

By GEORGE FERGUSON  
Supt. Division Three

Tom Kingsbury—Entered service October 24, 1901. He had formerly been a range rider but decided that riding a cow pony was not so good as piloting a street car over the streets of Los Angeles.

Charley Doughty—The guy who in railway parlance has longer whiskers than any one in attendance at the last two banquets and he also tops the list on the motorman's side at Division Three. He entered service April 3, 1898. Prior to coming to Los Angeles he was in the Maintenance of Way for the Rock Island Railway.

"R. D." Starling—Entered service December 3, 1904. He had eight years of honorable service with Uncle Sam's Army in various parts of the universe and also three years in the restaurant game but he wanted action, in fact wanted to go places and see things and the LARY looked good to him and since that time he has looked good to the LARY in return.

Johnnie Corsen—Big, good-natured son of California also a durn good front end man. Entered service August 16, 1900. John, you might say, never did anything but go through school while living on a ranch near Downey, California, and pilot a street car. His good-natured personality has won many friends for our company.

Johnny Ott—Entered service Sep-

tember 16, 1902 and throughout his years of service has maintained an enviable record—Johnny started his street car career back in Kansas City as a grip-man but the lure of the west and the "dang" cold weather caused him to migrate to our, at that time, little city. The continual smile on this man's face is contagious and he numbers his friends by the score among our daily riders.

"Bill" Millican—Was engaged in the river trade up Sacramento prior to coming to our company October 19, 1904. It had something to do with river shipping and you can rest assured that it was a job well done as indicated by the wonderful record that he has written since coming into our service.

M. L. Hersom—Was in the rookie class of '99. To be more exact July 21st, and prior to that time he pulled the guiding levers over the back of a mule on a farm. It must have been good instruction because he has never given anyone cause to regret his employment.

Jesse Reynolds—Another son of the soil. He started learning how to make his time February 6, 1905. He's small in stature but large in performance.

D. A. Kuykendall—The first conductor to take a bow walked in on us June 6, 1906. He's been making change, calling streets and satisfying his patrons all these years, which of

course is pleasing to his superiors.

Eddie Molster—Always pleasant but also ever on the alert where company interest is concerned, came to us January 26, 1904. Ed was very proficient in shoe manufacture back in Portsmouth, Ohio, in his younger days and twice since has returned to his first love with the intention of staying east but the old street car microbe was in his blood and he got back on the "back end" before his leave expired.

Smiling Cal Vasser—Has figured up trip sheets since November 6, 1905, on the LARY property and prior to that time for three years did the same thing for the Philadelphia Rapid Transit Company. Cal pursues the age old plan of "always a gentleman" which no doubt is a heritage handed down by his Virginia ancestors.

Joe Morris—Another Knight of the Punch and Bell Cord came into the service July 25, 1905. Prior to that time he was interested in the wholesale produce game. Joe would never be acclaimed as being a noise maker but he can lay stress to a record unequalled for strict attention to duty. He is quiet but pleasant to all and this goes far in winning friends for the company.

Jarvis Phillips—Dynamic and energetic, has been caring for street car patrons in Los Angeles since September 20, 1901. Prior to that time he



## Banquet to Winners of Fourth Safety and Courtesy Contest

(Continued from Page 4)

was engaged in the same vocation for several years in Cleveland, Ohio, and Milwaukee, Wis. Jarvis is dependable in every particular and is always alert to protect the interests of his employers.

Ira Hickox—First saw the light of day back in dear old Illinois but most of his life was spent in Iowa where he farmed some and also acted as a clerk. Four days after arrival in Los Angeles he began to master the street car game. This was December 5, 1902, and his satisfactory years of service have made him respected not only by his employers but by his fellow workers as well.

A. C. Stover—Quiet and unassuming but nevertheless "on the job" at all times since November 6, 1905. Prior to coming West, Stover for two years was an employe on the Philadelphia Rapid Transit Company which no doubt helped to qualify him for the work in this city.

At the extreme right we have with us none other than our well known friend Harry Beals, who walked in, asked for and got a job July 27, 1905. Harry tells us that at one time he was an honest to goodness farmer and that he was head man with a couple of oxen but he tired of the monotony, that is the slowness of these beasts of burden, and migrated to Boston where he became a clerk and later he came to Los Angeles. With wisdom, tact, diplomacy and everything, he got a job as a clerk

once more but the pay was small, customers many and no pay for overtime so the street car company got another rookie who developed into a conductor whom all might emulate.

These men represent what is to be desired in the game that we are playing. We have many more just as good in the service but none better. Ninety-five percent of our personnel are the ones who care and most of the remaining five percent are eventually brought into the fold. All hail to the men who represent our company! They have built up a reputation that might be equalled but never beaten for **Safety, Courtesy, and Service.**

## Officials Return

George J. Kuhrts, our President and General Manager, returned June 27th from a combined business and vacation trip. He went to Quebec, Canada to attend the Advisory Council of the American Electric Railway Association and the national convention of the Canadian Electric Railway Association held there June 10, 11 and 12. Mrs. Kuhrts accompanied him on the trip. At New York they were joined by Charles A. Henderson, our Secretary-Treasurer, and from there the party sailed for home by the way of the Panama Canal. Both Mr. Kuhrts and Mr. Henderson report a very enjoyable trip and much benefit from the rest and change.

## Foremen Frolic

The Los Angeles Foremen's Club had a field day at the Uplifter's Club recently and several of our Shop Foremen distinguished themselves. C. I. Gordon, Ed Muse, E. F. Bond and Joe Melvin won the spoon race. The news dispatches did not define the word "spoon," so we will have to draw our own conclusions. Joe Melvin and C. I. Gordon were on the team that won the tug of war. Si Watts came out first in the newspaper race, but had the misfortune to tear his newspaper and so was disqualified.

Clay Heywood won the pie eating contest, but the judges were so anxious to get some pie themselves that in the confusion they forgot to award him. Chasing the greased pig proved too hard a job for the over-worked foremen and no honors were taken.

Every man present won a prize except our Superintendent of Car Equipment, H. E. Jordan. He had to draw his prize in order to get one.

## Back From Vacation

Superintendent of Personnel Pierson is back on the job after a trip to Alaska taken to recuperate from a very serious operation. Bob looks fine and says he had a wonderful trip and feels twenty years younger. He looks it, too, as he has lost some of his superfluous girth.

## Even Meter Reflects A Man's Attitude

By JOHN COLLINS  
Supt. Meter-Mileage Department

I often wonder what stamp a man puts on himself that enables the instructors to interpret so accurately what that man's reaction will be to instruction in correct operation. As each instructor has the same opinion of this man it cannot be accidental.

It is also interesting to watch how accurately even a mechanical apparatus, such as the meter, reflects the attitude towards following instructions as foretold by the instructors.

Then, as if to bring out the picture more forcibly we note the number of times these same men appear on cars where poor handling of the air is responsible for flat wheels.

At Division Two a large majority of the men are holding up their records. This Division is showing better than a 12% saving in power. I am somewhat disappointed, however, in the number of men in the red, because the Kwh. per car mile established for each line, should enable each man to be in the black. Many men are in the red by only four or five points who can easily lower this record twenty points.

The extra men of Division Two are capable of beating the average made by the regular men, but they have so far responded very little to instructions.

The majority of the men are doing good work, but the records of some are not anywhere equal to their ability.

Division Five is coming along in fair shape with the exception of handling the air. Why a man would rather make six or seven moves with the air handle—all of them wrong—to accomplish a thing more easily done right by one move, is hard to understand. This is especially true of the night men who are causing the large number of flat wheels at this Division.

If you make a flat wheel, report it. A flat wheel may be made in an effort to prevent an accident, but if instructions are followed, you can learn to use the air by taking maximum pressure to overcome maximum speed, then make a gradual release just ahead of possible skidding of the wheels.

One does not know the ruin that's wrought,

By just a moment's careless thought,  
The wheels or human life are held at stake

By the kind of stops motormen make.

## Honored for Physical Prowess

Motorman B. G. Belman of Division Three and his wife are very much elated over the athletic progress of their son Ivan, at Occidental College. Ivan has taken many honors as a sprinter in the 100 and 220 yard events and in the Fresno relays, held recently, he was awarded a handsomely engraved wrist watch as the winner over all contestants.



Ivan Belman.

## Back On Job

Walter Brown, Assistant Superintendent of Car Equipment, has been suffering from an infected foot. He was home three days and the doctor thought he should stay off his foot longer, but Walter was not pleased with the role of invalid, so he hobbled back to the Shops. We are glad to report that he is much improved.

## Construction News

The company's work, preparatory to its service over the new Fourth Street viaduct, will be completed about July 10th. The official date of the opening of the viaduct by the city has not yet been set. In order to keep the bridge as attractive as possible, the company cooperated with the City Beautiful Commission and used the ornamental concrete lighting posts for connecting up its span wires, instead of setting separate poles.

\* \* \*

Maintenance of Way and Structure Engineer B. H. Eaton will move his gang from the Fourth Street viaduct as soon as the work is completed there, to the Mateo Street work underneath the viaduct. This is a big job. Track will be laid from Palmetto to about 400 ft. north of the viaduct. This is made necessary on account of grade lowering under the viaduct.

\* \* \*

On account of the widening of Washington Street, tracks and overhead work are being relocated between Flower and Figueroa Streets. Curves and special work at Flower and at Figueroa are being renewed.

## Veterans Doings

W. S. Culver, Commander of the Los Angeles Railway Veterans Club, an organization of Ex-Service men, sends in the following notice:

All employes of the Los Angeles Railway Company, who are Ex-Service men are eligible for membership in the Los Angeles Railway Veterans Club. They must have honorable discharges showing regular service in peace or war with Army or Navy.

On Wednesday, July 22nd, we are staging our first Social Evening in the Hancock Hall, Fourth Floor, Patriotic Hall, 1816 S. Figueroa St., at 8:00 P. M. We strongly urge all Ex-Service men to be present.

Through the generosity of Mr. R. B. Hill, who donated to the Club the Stars and Stripes, and of the Los Angeles Railway Square and Compass Club, which donated the club flag, these colors will be presented on that evening.

Initiation of members will be followed by a first-class vaudeville program and the evening will conclude with free refreshments.

## Square and Compass

A chicken dinner was substituted for the regular meeting of the Square and Compass Club on Saturday evening, June 20th. About seventy-five members were present. Brother John Collins, President of the Club, called upon each member to say something and fitting responses were made. Everybody enjoyed the evening.

On Thursday evening, June 25th, the Club members visited Euclid Lodge, 33rd and Main Streets, and participated in the conferring of the Master Mason degree upon Brother Earl Cummings, Timekeeper, Auditing Department. A very good crowd turned out to witness this ceremony.

Because so many of the Club members are absent from the city on their vacations no meetings will be held during the months of July and August. In event, however, that the Club is advised that a Brother employe of this company is to receive the Master Mason degree, notices will be sent out covering such a meeting.

## Fire Damage Repaired

The boiler room building at the Shops, recently damaged by fire, has been completely repaired and re-roofed.

## Larys Cop Last Game and Celebrate

After suffering two successive defeats the Lary swatters swung into real action in the final game of the series of independent baseball on Sunday, June 14th, and defeated the 63rd Street Garage aggregation, 12 runs to 8.

In the first inning the visitors scored two runs and four hits, but the Larys made it one better in the second half of the same inning by scoring three runs on three hits. In the fifth inning, Berry knocked a circuit clout, scoring Lund and Struhs. In the first half of the ninth inning the Mechanics scored four runs on two errors made by the Larys, but the Railway boys had a big lead that proved to be a comfortable margin regardless of the last minute onslaught by the visitors. Oscar Lund accounted for a triple hit scoring Edwards ahead of him in the second frame.

	R	H	E
63rd	2	0	0
Garage	1	0	1
Larys	3	3	1

The second game that the Larys lost after holding a two-run lead occurred on Sunday, June 7th, with the Western Roofs. In this game Jones contributed with a two bagger scoring Gay in the first frame and Sholin's single in the fourth frame scored Jones for the second run. The Larys held the visitors scoreless up to the fifth inning when a lone run was scored by the Roofers. In the seventh inning Sievers replaced Edwards at the mound and while Sievers was get-

ting his chucking arm into shape the visitors slipped two runs over the plate after getting four successive hits. Regardless of the fact that the Larys lost the tilt, it was a real tight game and the Railway boys fought to the last minute of the game.

	R	H	E
Western	0	0	0
Roofs	1	1	2
Larys	1	0	0

As a fitting climax to a very successful season during which ten games were won out of fourteen, the members of the baseball team gathered in a post-season huddle at the home of Manager Bill Shelford for a social evening on Friday, June 19th.

Card games were played and refreshments topped the evening. Among those present were: E. J. Berry, H. D. Sievers, R. W. Gay, W. E. Jones, Wes Wynegar, Frank Sherwood, Mr. and Mrs. R. L. Edwards, Frank Struhs, O. P. Armstrong, Mr. and Mrs. Dan Johnston and Lillian, T. C. Shelford, H. C. Shelford and Ted.

The boys are looking forward to another successful season next spring with the express hope that general conditions will warrant a continuance of the splendid backing they have received in the past. The team is considered by fans to be as strong an aggregation as any firm has backed, composed entirely of employees. H. E. Jones captured the high honors in batting averages with .397. Struhs for six games tallied .600.

## Important Complaints Skyrocket

Discourtesy and Carrying Passengers Past Stop practically doubled, Fare and Transfer Trouble shot up, while Passing Up Passengers and Short Change complaints increased one each over the May figure.

Starting Too Soon decreased fifty per cent, Miscellaneous complaints cut down seven, Service dropped to one complaint, and Dangerous Operation drew a blank in June.

Comparative figures are as follows:

Discourtesy 13 in May, 25 in June; Fare and Transfer Trouble 33 in May, 48 in June; Starting Too Soon 10 in May, 5 in June; Passing Up Passengers 5 in May, 6 in June; Carrying Passengers Past Stop 4 in May, 8 in June; Dangerous Operation 1 in May, none in June; Short Change 9 in May, 10 in June; Service 6 in May, 1 in June, and Miscellaneous complaints 25 in May, 18 in June.

The total number of complaints for May was 106 and for June 121, an increase of 15.

### Commendations Increase

There were 54 commendations in May and 57 in June. The number of men commended at each Division was: Division One 6; Division Two 7; Division Three 24; Division Four 15; Division Five 14.

## Annual Barbecue

The big moment of the Track Department is the annual barbecue at Vernon Yard; it was held this year on Thursday, June 18th. Tom Bulpin and George Lane had not eaten since the Sunday before, so they were given extra large helpings of the barbecued steer. They both report that it was the most deliciously cooked meat they ever ate and are going around advertising W. A. Swearingen and C. J. Simmons who were the cooks.

Besides the meat, which was the piece de resistance, there were baked beans, cole slaw, young onions, sliced tomatoes, and plenty of coffee. Three long tables were set across the garage floor and everybody served themselves. About eighty were present and all reported a good time. There is a rumor being circulated that Sam Nock and Frank Snyder ate enough to last them until after the Fourth.

The only dissenting votes that this was the best barbecue ever come from Bud Eaton and Charlie Netz, who were unable to attend.

Entertainment was furnished by that inimitable duo, Sparks and Diebert, who put on a little song and dance skit about hard work.

## Small Ship Wins Big Cup

Among the thousands of spectators who thronged the shores of Westlake Park to watch the youngsters race their model sail boats in the waters of the lake, none were happier than the parents of little Jackie Herbert, eleven year old son of Carpenter Bill Herbert of South Park Shops, whose craft, the Dixiana, won first place and a beautiful trophy presented by a local newspaper.

Competing in four heats against 274 boats in the "M" class, Jackie was successful, through skillful setting of the rudder, to win handily in the events, and due credit is given the construction of the splendid handmade model built by his father some months ago. The slim, graceful lines of the Dixiana were largely instrumental in winning the race.

A record number of 536 school chil-



Jackie Herbert and the Dixiana.

dren participated in the regatta that was held Saturday, June 6th. This regatta was confined to students of elementary and junior high school grades. Jackie represented the South Main Street School.

## Honor Roll

With twenty-nine years of service to his credit, Jacob Zuber, Assistant Supervisor, Way and Structures, was placed on the Special Roll on June 15, 1931. Zuber was born in Evansville, Ind., and went to school in Fairfield, Ill. He started with the company as a laborer on March 15, 1902, worked himself up to Foreman and then Assistant Supervisor.

James McArdle, Assistant Supervisor, Way and Structures, with twenty-eight and a half years of service with the company, was placed on the Special Roll on June 15, 1931. McArdle was born in County Louth, Ireland and was employed by the company January 21, 1903. McArdle expects to go into real estate.

James Mahalopolus, Laborer in the Line Department, was placed on the Special Roll on July 1, 1931, after twenty-six and a half years of service, having started with the company November 1, 1904. He was born in Greece.

Ben Garthorne, Assistant Storekeeper, effective June 15, 1931, was placed on the Special Roll after twenty-one and a half years of service with the company. Garthorne is a native son, having been born in San Francisco. He was employed as Watchman in the Line Department December 10, 1909 and was transferred to Clerk in the Storeroom in November, 1910. He expects to go back to his native city for an extended visit with his son.

Conductor Ben Gardner of Division Five was placed on the Special Roll on June 5, 1931, with more than twenty years of service to his credit. He was born in Keytesville, Mo., and was employed by the company as a Repairer in the Engineering Department on February 6, 1911, and became a Conductor October 22, 1913.

Section Storekeeper Thomas Henry Gray was placed on the Special Roll June 15, 1931. He was employed by the company February 7, 1911, a day after Conductor Gardner, and also has twenty years of service. Gray was born in Whitby, Yorkshire, England, and came to this country while yet a young lad, attending school in Kansas.

Edward Whitman Armstrong, Watchman, Mechanical Department, was placed on the Special Roll effective June 16, 1931. He was employed as a Repairer January 2, 1913, transferred to Division One as Watchman October 1, 1929. Armstrong has eighteen and a half years of service. He was born in East Somerville, Mass. He is a member of the Square and Compass Club.

## What Can Be Done By Trying

Just to show what can be done in the way of reducing accidents when a special effort is made. The safety campaigns were inaugurated May 1, 1930; August, 1930 shows a decrease in the number of accidents of 3.1% over the next lowest of any month since 1922. June, 1931, shows a decrease of 1.5% over August of 1930. In other words, June, 1931, shows a decrease in the number of accidents of 11.8% over any previous month, except August, 1930, since 1922. A fine showing for the safety campaign.

## About Traffic Men

Bill Snyder's crew were kept mighty busy endeavoring to please all the school marms from all over the world during the N. E. A. convention at Shrine Auditorium. Extra service was given from 8 A. M. to 10 P. M.

\* \* \*

George Morrison Smith and Miss Pearl M. Stout were married Wednesday, June 24th, at the Presbyterian Church. Miss Stout is private secretary to the well known attorney, Oscar Lawler. As soon as they can make arrangements to get away, Mr. and Mrs. Smith intend to take their honeymoon trip. George has a cozy home at 710 W. 48th Street, where he and his bride will welcome friends upon their return.

\* \* \*

L. W. Sweeney fixed up his auto as a large sized refrigerator and started for the High Sierras right after the Fourth to meet Sherman Beals who wired him that he had caught all the fish in all the lakes and to come prepared to bring them back. We saw Bill Snyder in Kress' buying frying pans, so he inevitably expects to be in on the feast.

## Star Dust

Hollywood Bowl opened its tenth anniversary season of "Symphonies Under the Stars" on Tuesday night, July 7th. Not since the series of open-air concerts were inaugurated in 1921 have so elaborate plans been made as for this summer, according to Bowl officials. Not only have conductors and soloists of outstanding note been secured, but the Bowl itself has been improved in many ways. Four spectacular ballet performances will give an appropriately festival touch to the decennial celebration.



Andy Horn, Watchman, among his flowers at Shops. He has left for Rochester, N. Y. to visit his son. His first trip back in 20 years.

## Witnesses

Divisions One and Two made substantial gains over their June averages for witnesses, and Division Five shows an increase, but Divisions Three and Four slumped although still retaining their relative positions in the securing of witnesses to accidents.

Comparative averages for May and June show:

May	June
Div. 4.....7.05	Div. 4.....6.73
Div. 3.....5.89	Div. 3.....5.60
Div. 5.....5.49	Div. 5.....5.55
Div. 2.....4.67	Div. 2.....5.07
Div. 1.....4.17	Div. 1.....4.68

## Accidents Decline

The total number of accidents for June set a new low level for 1931. In May there were 1172 but only 1124 in June. The average witness cards per accident decreased seven points with 5.39 for June against 5.46 for May.

## The Journey's End

Kathryn Layton, sister of Ethel Layton of the Information Desk in the office of the Traffic Manager, passed away on Monday, June 22nd after an illness of eight years. The funeral services were held on Wednesday, June 24th, at the Wee Kirk of the Heather at Forest Lawn.

The sympathy of her many friends in the company is extended to Miss Ethel.

\* \* \*

Mrs. Ella Richardson, daughter of Instructor W. H. Neighbors, passed away on June 20th after three months illness. Interment was at Calvary Cemetery. The many friends of Mr. Neighbors express their sympathy.





## BOUQUETS

For (1) Motorman E. R. Hastings of Division One from Mary F. Howe for courteous thoughtfulness to a young woman and her child who were running through traffic to catch his car.

For (2) Conductor J. P. Carson of Division One from Mrs. James West for paying her fare when she had been driven some distance to the end of the car line only to discover she had left her coin purse at home.

For (3) Conductor R. W. Bower of Division One from Betty Duffin for special courtesy and gentlemanly deportment.

For (4) Conductor E. V. Athenous of Division Two from Bessie McGregor for following her inside his car to give her change which she had overlooked when she paid her fare.

For (5) Safety Operator W. R. Kern of Division One from H. W. Bivens for considerably helping a

blind man from the car to the sidewalk, and on his way at a busy downtown corner.

For (6) Conductor M. F. Hurst of Division Two from Mrs. E. A. Rathbun for noticeable courtesy to all his passengers and for assisting a blind man to board his car and then helping him to the curb when he left. Mrs. Rathbun also especially commends Mr. Hurst for his courtesy in assisting her to a seat.

For (7) Conductor H. A. Hennes of Division Two from Ford A. Carpenter for his efficient courtesy to an infirm and rather unappreciative old lady.

For (8) Motorman N. E. Cole and (9) Conductor T. W. Muller, both of Division Two, from Will A. Smith for graciously stopping their car the second time when they saw him running to catch it, thereby enabling Mr. Smith to be on time to officiate at a funeral service conducted by a fraternal order.

For (10) Motorman C. E. Benedict of Division Three from L. C. Benny

for his efficiency and exceptional courtesy to all passengers.

For (11) Motorman Billy Asmussen of Division Three from L. G. Reynolds for his fine and efficient work, exceptional carefulness at all times, and for frequently signalling to motorists to allow them to cross in front of his car. Mr. Reynolds commented on this to the motorman before he left the car and he especially commended Mr. Asmussen for his reply: "The better you treat the public the better they will treat you."

For (12) Conductor D. D. Jaynes of Division Three from C. O'Connor for his particular kindness to an elderly lady who was somewhat confused.

For (13) Conductor C. Sutton of Division Three from Mrs. J. Hienz for extreme courtesy and kindness to her.

For (14) Conductor J. M. Ward of Division Three from Mrs. Harry C. Swift for consideration and courtesy and for helping her friend from the car.

For (15) Conductor L. R. Newton

of Division Three from Miss Ramona Nutting for his civility and courteous attention to all who ride on his car. Miss Nutting was greatly impressed when Mr. Newton helped an elderly woman onto the car and then assisted her halfway through the car to a seat.

For (16) Conductor C. A. Jones of Division Three from W. B. Ames for extreme kindness in paying his wife's fare to the cemetery and then offering her a token so she could return to her home when she had forgotten her purse.

For (17) Conductor G. N. Etherton of Division Three from A. B. Heath who writes: "If you could keep Conductor 1148 on the 'W' car we surely would appreciate the favor. My brother, H. E. Heath, is a cripple and we are over fourscore years old. As we depend on the trolley system as our mode of getting around, it is fine to have a conductor like 1148 that will look after my brother when I cannot be with him. Conductor 1148 never fails to assist my brother in getting off and on the car, and he does it willingly and with a smile that makes us feel welcome. The same spirit is shown to old people and children."

For (18) Conductor F. S. Leon of Division Three from E. Huerta who says that while most of the conductors are very courteous, not only to himself but to all other passengers, he has come to the conclusion that Conductor 2364 is the most courteous and competent of them all. "His manners and behavior are excellent, in short he is O. K. and I take pleasure in recommending him," Mr. Huerta concludes.

For (19) Conductor T. J. Mulrine of Division Three from A. C. Moore who wrote: "When I boarded the car of that conductor and handed him my transfer he said 'Thank you' in a hearty, cordial way. And he said 'Thank you' to the others who got on at that busy corner. Whenever the passengers asked for information he gave them a smiling answer. When he called out the stops his clear, distinct voice carried to the end of the car. Here was courteous, interested and efficient service personified, an example of the highest type of salesmanship. I was happy to salute him when I left his car. \*\*\*When I return to Northern California I will take with me the feeling that the street car conductor who wears cap number 2586 radiates the spirit of Los Angeles."

Mr. Mulrine was also commended by Geo. L. Davenport, Jr., who wrote: "I noticed today that Conductor 2586 on car 1208 was kind and attentive to ladies getting off the car; also that he said 'Thank you' to people as they deposited their fares or gave him transfers. The latter practice was rather unusual but might well be

copied by others."

For (20) Motorman S. V. McCarthy of Division Three from M. B. Beattie who says: "I would like this motorman to receive as many credits as possible for his extreme kindness. He assisted a blind man from the car through the traffic to the curb. He took his controller handle with him and was back on the car in time for the signal."

For (21) Motorman C. Hendricks of Division Three from Ella M. Kennedy for his uniform courtesy and kindness to her and to all others.

For (22) Conductor T. V. Maitland and (23) Motorman M. L. Hersom, both of Division Three, from Mrs. Charles E. Collier who wrote: "The conductor, number 2944, is the most courteous man I have ever seen in public service. He did not merely extend the consideration necessary to the safety of his passengers, but added a personal, gentlemanly courtesy which was noticed by all, and remarked upon by a great many passengers in the car. The motorman, too, conducted the car in the most courteous manner, not jerking or jolting the passengers in the least."

For (24) Motorman M. M. Hogan of Division One and (25) Motorman J. W. McKeown of Division Four from Myrtle E. Bradway for courtesy to a gray haired lady during the rain; also for being careful and efficient drivers.

For (26) Conductor R. A. Beauregard and (27) Conductor R. Chase, both of Division Four, from Nurse Miriam Jean Rollins. Conductor Chase is commended for his courteous manners and forethought in aiding any of his passengers who need help in boarding or leaving his car, and especially for "his good nature and smiling face on all occasions. I believe 1122 is an all round prize conductor for thoughtfulness, courtesy and permanent good nature," she says.

Conductor Beauregard is commended for thoughtfulness, and for being quiet and kind. Nurse Rollins says: "I have often observed Conductor 3230 and he is always thoughtful and courteous and tends strictly to business—one would feel safe on the car with Conductor 3230, even if an accident happened he would know just what to do, I am sure."

For (28) Conductor R. L. Southerland of Division Four from O. W. Sloan who writes: "Conductor 2520 very kindly offered to advance my fare when I thoughtlessly boarded an 'N' car without first having secured change for a bill. This courteous action on his part saved me both embarrassment and delay and is greatly appreciated. Your company is to be congratulated on having men of this calibre representing them on the cars."

For (29) Conductor E. B. Martin and (30) Motorman J. M. Click, both of Division Four, from Mrs. S. W. Welch for holding the car for her to make a transfer connection when she was returning from night school. "The conductor was so very pleasant and courteous about it that he deserves credit. He was equally kind to others," she added.

For (31) Conductor W. G. Brooks of Division Four from Mrs. O. K. Johnson who wrote: "I wish to say that Conductor 2690 does not show partiality. I was so interested in seeing how polite and patient he was with a little old colored woman."

For (32) Conductor C. E. Robison of Division Four from Mrs. Sweet who says: "I had been ill for two months and this was my first trip. Conductor 558 kindly gave me his stool and saw that I was comfortable. I deeply appreciate his kindness."

For (33) Conductor Alexander Richter of Division Four from Mrs. A. T. King in appreciation of his courtesy and assistance in helping her on and off the car and directing her correctly to another car line.

For (34) Conductor D. Scherzer of Division Four from E. Holmes who wrote: "I take pleasure in commending Conductor 1942 for his kindness to a blind passenger on the 'N' car at Second and Spring Streets. I was in an auto, and believe sincerely in praise."

For (35) Conductor C. V. Jones and (36) Conductor E. T. Smith, both of Division Four, from Martha Bergh. Conductor Jones is commended for kindly and politely accepting her transfer but explaining she should have transferred at another point; and also for helping a bewildered and feeble old lady off the car. "That conductor is always kind and courteous to everybody," she added. Conductor Smith is commended for being "always courteous and kind and considerate in helping people in and out of the car, bundles and all."

For (37) Motorman Paul P. Prichard of Division Five from Mrs. I. S. Smith for taking her back to her destination in his automobile after she had been carried a mile or so beyond it on a street car.

For (38) Motorman C. M. Detrick of Division Five from a patron who writes: "After having been a daily rider on your cars up and down our city streets for the past thirty-one years I have this comment to make: Your employes are, as a class, of the highest type of men; are careful and attentive to their duties; and one outstanding man is Motorman 947, whom I have had the pleasure of riding with during the past two or three months."

For (39) Motorman D. C. Cooper of Division Five from Mrs. Nellie M. James for kind and courteous treat-

ment given an elderly crippled woman.

For (40) **Motorman M. McConnell** of Division Five from Martha Bergh for lifting a little girl off his car when the mother's arms were so laden she was unable to help her.

For (41) **Conductor C. C. Clark** of Division Five from Mrs. Eva Lester who says: "His willingness to help the public is to be commended. It is a pleasure to ride on his car."

For (42) **Conductor M. C. Perl** of Division One from Mrs. Albert Drayer who wrote: "Conductor 322 on No. 3 car performed one of the finest acts of kindness to a blind man who wished to board the car and there wasn't anyone near to help him to the car. And the conductor kindly assisted him to the sidewalk when he reached his destination. It only required a few moments of his time but it meant so much to the blind man that his eyes filled with tears of gratitude. There were people on the car who thanked the conductor personally for performing that wonderful act of kindness."

For (43) **Motorman L. W. Beck** of Division Two from Mrs. C. R. Troth for stopping his car and motioning to a small boy to go ahead and retrieve his ball which had rolled directly onto the track ahead of the street car. Mrs. Troth said the lad's dismayed expression changed to one of joy as he recovered his prized toy.

For (44) **Conductor H. F. Henney** of Division Five from Essie L. Elliott who writes: "May I commend Conductor 1012 on the 'M' car line for his courtesy and attention to passengers? At this time, when 20,000 strangers from all over the United States are about to visit Los Angeles, it is good to know that there are men like 1012 to give a good impression."

For (45) **Conductor I. Gasparro** of Division Three from Mr. and Mrs. Royal E. Selwyn who wrote in as follows: "Conductor 662 is always attentive and courteous, equally to young and old passengers of either sex. Several times we have been on his car and we have seen him exceptionally patient with very trying foreigners and to others who are fussy and unreasonable. He attends strictly to business at all times, gives courteous answers to all inquiries, and is very helpful to anyone showing infirmity. It is not unusual to hear more than one person on almost every trip remark on his efficiency. Such a man is a credit to the company for whom he works."

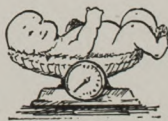
For (46) **Motorman A. J. Dominguez** of Division One from J. E. Masters for efficiency and quick action. Mr. Masters writes: "This forenoon while enroute to Los Angeles on a 'J' car we were on the curve from Pacific into Santa Fe, at about the middle

of the curve with a clear right of way, when a motorist dashed out of Vernon and swung left onto Santa Fe at such speed that a smash seemed unavoidable, but the motorman brought our car to an emergency stop so promptly that the car cleared us by about the thickness of a cigarette paper."

For (47) **Motorman N. V. Hayes** and (48) **Conductor O. J. Allen**, both of Division Three, from Mrs. W. N. Stanford for exceptional kindness and courtesy in directing a stranger to different parts of the city.

For (49) **Conductor E. M. Park** of Division Four from Grace E. McDonald who reported his courteous handling of a "rather ugly contingency which arose on his car." An infirm elderly woman boarded a "C" instead of a "D" car and insisted that the conductor let her off at a certain brown house near her friends' home. He explained she was on the wrong car but she would not get off and did not want to transfer to the bus line. Conductor Park finally made her understand her mistake and gave her a transfer back to her starting place and, as she was extremely bewildered and nervous, he took her safely to the sidewalk where a fellow passenger offered to see her onto the inbound car. Miss McDonald writes: "No one, whether son or physician or public service man, could have been more kind and gentle, and genuinely so; he even seemed distressed at her predicament and inability to understand. \*\*\*I have been riding on the cars many years and can say truly that the conductors and motormen are a fine bunch of intelligent, able men, but it would seem that 1224 is a super-conductor, genuinely gentlemenly and kind under the most trying circumstances."

For (50) **Conductor E. F. Bourland** of Division One from J. J. Kuns, Jr., for stopping and holding the car when he saw him running for it, thereby enabling Mr. Kuns to make his connection at the subway on time.



## BIRTHS

Conductor C. F. Lytton, of Division Two, announces the arrival of a seven pound baby girl on the eighth of June.

\* \* \*

Friday may be unlucky for some people but with others it works just the opposite. For instance, it was Friday the twenty-sixth a fine baby boy arrived at the home of Conductor M. W. Burnam of Division One.

\* \* \*

On Friday the twenty-sixth Old Man

Stork presented the home of Conductor R. W. Bowers of Division One with a bouncing boy baby, and Bowers is happy, and Ye Scribe had enough cigars to last over Sunday.

\* \* \*

Conductor E. L. Rhodes of Division Three is the proud father of an eight and one-half pound girl born June 13th. Motorman W. A. Stebbing is just as proud as he says the baby looks like him.

\* \* \*

Conductor J. R. Skidmore of Division Three has a baby boy born during the month.

\* \* \*

Conductor W. E. Scott of Division Three had a nine pound girl born on June 4th, too late for June Two Bells.

\* \* \*

F. C. Tackett of the Motor Coach Division reports the arrival at his home June 18th of a ten pound baby boy. Many thanks for the cigars.

\* \* \*

Motorman Sammy Bayliss of Division Five was busy passing the cigars around on Saturday, June 20th, celebrating the occasion of the arrival of a baby girl. Both mother and baby are doing fine. This makes three boys and one girl for Sammy. Congratulations and thanks for the smokes.

\* \* \*

On Saturday, June 27, 1931, Conductor H. H. Kirk of Division Five became the proud papa of a bouncing baby boy. Mother and baby are doing fine. Congratulations.



N. Mathies of the Garage was married June 6th to Miss Margaret McDonald of this city. About forty guests attended the pretty home wedding which was followed by a supper and dance. The happy couple departed the next day for Catalina. Both Mr. and Mrs. Mathies are very appreciative and extend many thanks for the beautiful gift of silverware from his co-workers.

\* \* \*

V. G. Smith of the Motor Coach Division was married June 6th in San Diego to Miss Vera Warden formerly of Salt Lake City. Congratulations.

\* \* \*

C. Butler of the Motor Coach Division was married June 20th and is now honeymooning in Yosemite.

\* \* \*

From the shower of cigars and candy received we are convinced Wm. Decker of the Garage has turned in his resignation to the "Bachelors Club." Congratulations "Bill" and many thanks for the smokes.

## LAFFS

Sister—"What does your post card say?"

Brother—"This is the mountain from which the ancients used to throw their defective children. Wish you were both here. Dad."

Rufus was proudly sporting a new shirt when a friend asked, "How many yards do it take to make a shirt like dat one, Rufus?"

"Well, suh," replied Rufus, "Ah got two shirts like this out'n one yard last night."

Jones—"How do you spend your income?"

Smith—"About 30 per cent for shelter, 30 per cent for clothing, 40 per cent for food and 20 per cent for amusement."

Jones—"But that adds up to 120 per cent."

Smith—"That's right."

The tailor's sign in a little inland town was an apple—simply an apple. The people were amazed. They came in crowds to the tailor, asking him what on earth the meaning of the sign was. The tailor, with a complacent smile, replied: "If it hadn't been for an apple where would the clothing business be today?"

If it were not  
For this here verse,  
There'd be a joke here  
Ten times worse.

## Improved Coach Seats

That the public may be more comfortably served, the rattan seats on the upper decks of the Wilshire coaches, which proved rather hard to ride on, are being covered with narrow strips of finished hardwood. This work is being done at the Sixteenth Street Garage under the supervision of C. B. Lindsey, Superintendent of Automotive Equipment.

## On the Fence

As a part of the recent reorganization, the Mechanical Department of the Shops has taken over the issuing of materials from the five Mechanical Divisions. These men are not exactly sure who their boss is yet, as they work part of the day for the Store-room and part of the day for the Mechanical Department.

## For Rent

Houses, furnished and unfurnished. Convenient to Division One and "R" car line. Sam Edwards, 1009 S. Alma.

## For Sale

A Model 45, 1930 Indian Scout Motorcycle. \$200.00 Cash. Run only two months. W. Powell. Garage.

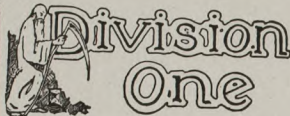
## Division Assignments

To Division One, Motorman C. W. Cato.

To Division Three, Motorman C. M. Howard and Conductor G. Kingrea.

To Division Four, Motormen E. E. Cornelison. C. M. Shackelford, T. R. Webb, L. Lewis; Conductors W. S. Shaffer, H. A. Preston and C. G. Ronnie.

To Division Five, Motorman J. F. Smith and Conductor F. C. Stephens.



H. N. COLE

Conductor H. I. Frey with the Mrs. recently spent a short vacation at Camp Baldy and reports a swell time.

Motorman E. O. McKinney has taken sixty days off, and of course will spend most of it driving hither and thither.

The best fish story reported comes from Motorman M. A. Kilgo. He recently spent six days up near Bishop and caught seventy-two trout.

Safety Operator R. A. Clapp has returned from a business trip to Missouri. He was away thirty days.

Motorman P. K. Huffer reports a splendid time and lots of good fishing at Huntington Lake. He spent twenty-one days there.

Thirty-seven days were granted Conductor O. E. Early in order to go to New York to bring his family to Los Angeles.

Conductor V. Penrose is spending thirty days on a vacation in Oregon.

Conductor W. D. Remer took eight days during the month and had a good time resting up and seeing the sights.

June tenth started a sixty day vacation for Conductor C. F. Staggers. He is taking a trip to Illinois.

Conductor E. Yohler has returned from a ten day vacation. No report as to how he spent it, but Yohler is some fisherman.

Some point in Arkansas will be the stamping ground for S. B. Sowell, for the next forty-one days.

Motorman J. L. Penny recently spent ten days at his cabin at Big Bear Lake.

Ten days were taken by Conductor G. J. Stoddart during June seeing the sights of the city and the sights at the beaches.

Conductor A. G. Rex is spending twenty days up in the Yosemite. Motorman A. B. Stewart is also spending twenty days in the Yosemite, with Conductor H. G. Voigt. One will act as guide for the other, so both will play safe.

Clerk Roy Ruggles is spending two weeks up in the Bishop country, where he will devote his spare time to his favorite pastime, gunning and fishing.

Conductor H. D. Bradrick and Conductor A. W. Beardsley have both taken sixty days off to visit relatives in Salem, Oregon.

In order to visit his parents in Lehigh, Iowa, Conductor J. E. Backstrom has been granted a ninety day leave of absence.

Motorman L. R. Spencer is visiting his

mother in Spearville, Kansas. He will be away for ninety days.

Stenographer Hilda Goldstrass is taking her two weeks vacation. She will visit Mount Lowe, San Diego and the beaches, and incidently it is reported she will spend a week at Catalina catching flying fish.

On the sick list at the present time we have Conductors J. H. Martin, Lee Adkins and C. S. Kilpatrick; Motorman E. S. Day and Operator J. A. Hunter.

While Motormen A. E. Gardner and W. E. Flower were on a fishing trip down south, one night Flower missed his strong and trusty pipe, and he needed a smoke after a hard day's work, so he hiked back to the boat, about a mile, to get it. And he got it. It was in his pocket all the time and his nose didn't know it.

Conductor T. W. Crum went a fishing, and in order to express a neighborly feeling he drove by and left two or three big barracudas at the home of Conductor J. P. Carson. Mrs. J. P. immediately saw what she thought was evidence of a conspiracy and so expressed herself when J. P. came him. J. P. is still trying to convince her that he didn't go fishing, but worked all day, in the meantime he is preparing to go gunning for the next fellow that gets him in similar predicament.

Very recently Motorman Flower has developed a very commendable attitude toward the beautifying of lawns and the care of gardens and flowers. Anyone interested just see Flower. He will be glad to tell you how it is done. It is his hobby.

Having recovered from injuries received in an automobile accident a few Sundays ago, Conductor A. V. Smith has returned to his duties.

With sixty days leave of absence at his disposal, Register Clerk R. J. Sturgeon with his sister started out for a trip back East to visit their parents. Near Needles his machine was wrecked by a truck, turned over four times and he and his sister both were taken to a Hospital. According to latest report, they had recovered sufficiently to buy another car and proceed on their journey.

According to his custom at this season of the year, Conductor R. W. Brigham and wife have pitched their tent in close proximity to some stream away up north where trout and mosquitos abound.



H. F. NELSON

This is Tom Strobel batting for Nelson who is on his vacation. He made a trip to San Diego on business the first day, will spend a week at Camp Radford, and wind up with a trip to Catalina.

Foreman J. A. Madigan, Motorman J. P. Miller and Conductor W. D. Smiley spent Sunday, June 7th, near Lancaster hunting rabbits. They were lucky enough to get two apiece. Not mentioning how lucky the dogs in that country were with Madigan out with a gun.

Motorman F. Burke obtained a leave of absence for thirty days to take the family out in the country on a camping trip.

Conductor O. E. Fulgham has been granted ninety days in which to drive back to Oklahoma to visit the folks.

Several of the boys have called on Conductor F. J. Donnelly at the Methodist Hospital. He is getting along fine and expects to be out soon.

Conductor D. W. Kenner is also stopping at the same hotel, although he hasn't shown much improvement, he is holding his own.

Effective June 12 Conductor W. H. Smith and Motorman C. E. Freeman were transferred to the Traffic Dept., having been appointed Police-Flagmen. They are stationed on the Main Street bridge, handling and flagging "O" cars through. They look real spiffy in their new Police uniforms.

Motorman D. V. Lewis met with some hard luck on his trip home. While in Salt Lake City he was out looking over the town for a few minutes, and some one slugged him and relieved him of about eighty dollars which wasn't so good. He has been granted a thirty days extension on account of his mother having an operation performed about the time he was due to return to work.

Conductor R. E. McClain was called to Lubbock, Texas, on account of his father being very sick. He was given thirty days in which to make the trip.

Motorman R. J. Smith returned from a ninety day leave and expected to find himself on a regular run, but instead he had dropped down about ten on the extra board.

Conductor W. B. Mills is out of the hospital and is recuperating at home, but makes a trip to the Division every few days to see how things are going. He expects to be back on his run in a short time.

Conductor A. L. Stockman has worked for three years with but twenty days off marked against him so he is taking a sixty day leave for a real vacation. He is driving a new Chevrolet over the southern route to Topeka, Kansas, where he will spend a few days and then go to Lincoln, Nebraska, where his parents reside. He will return over the Lincoln Highway.

Motorman C. H. Engle has his new Buick all broke in and tuned up for a ninety day trip to New Jersey.

Clerk C. F. Paine returned from his vacation on the fifteenth and reports having a good rest.

Conductor W. E. McGuyre, who transferred to Division Four, dropped in to say "Hello" to the boys the other afternoon. He says he is well satisfied with his trade and has been holding some very good runs.

Deep sea fishing seems to be the favorite pastime at present, every few days some of the boys bring in a good supply of fish and holler "have at 'em".

Conductor J. Rose resigned a few days ago; he is now running the Trotter Inn on Manchester Avenue near Vermont.

Motorman F. C. Wright resigned June 17th to try other work on account of his health.

Motormen L. D. Lofton, R. R. McFall, F. O. Roberts, E. J. Barey, B. Rodefer, and A. C. Campbell, who have been in work train service for some time are again in passenger service.

Motorman E. C. Fisher has taken 30

days to rest up and visit folks in Texas.

Motorman J. M. Alder has taken a leave for the purpose of visiting in the north.

Conductor F. W. Godel and family also Clerk T. C. Strobel and son, Kenneth, spent Sunday, June 21, at the latter's cabin in the mountains near Chatsworth.

Motorman E. H. Mohler and family are leaving for an extended trip in Iowa, Nebraska and South Dakota, to visit their old home and relatives.

Conductor H. Cannon and Motorman L. W. Beck had the pleasure of running down a pick-pocket who had picked the pockets of some of their passengers. The boys did excellent work in catching this crook.

Well, boys, our Foreman, Jim Madigan, is happy and able to smile again. They lifted the quarantine from his home. He says he knows now how the man without a country felt.

Word was received from Scribe H. F. Nelson, that he and family were enjoying themselves at Horse Canyon near Camp Radford; he went out one evening to take a swim, noticed the water taps were marked "cold" and "wet", so he postponed his swim until next day.

Extra Clerk F. H. Duncan is working first shift while the boys are taking their vacations.

We believe the boys at this Division could win a fishing tournament the same as they won the Pinochle Tournament; A. H. Huffmeier, T. D. Starks, L. M. Murray, E. P. Hearn, with H. Bruggerman and J. L. Decker as substitutes would make a team hard to beat, judging from the catches they have been bringing in.

Our Foreman, J. A. Madigan, spent the week-end at Big Bear Lake; he states he had a wonderful time and that if his family had been with him he would have stayed all summer.

Motorman W. W. Jones has taken 30 days off to rest up and visit friends in the east.

It is reported that Conductor J. L. Stevens was seen trying out a new Chevrolet sedan last Sunday.

The new L. A. Ry. Veterans Club is growing in membership every day. Those Veterans who have not filled out their applications are invited to do so.

Motorman Laurance G. Barnard passed away on June 29th after a short illness. He was employed as a motorman by the company in May, 1920. He is survived by his wife, one son and three daughters. To them is extended the deep sympathy of his friends at the division and in the company.

The sympathy of the division is expressed to Motorman William L. Ross in the loss of his wife who died on June 29th.



## Division Three

L. VOLNER

The recent hot spell combined with the usual Fourth of July lay off fever has caused quite a number of Trainmen from this Division to take short vacations.

Motorman C. E. Zimmerman started a

90 day vacation during the month of June for the purpose of visiting relatives in Kansas, but learned that his mother would come to Los Angeles within the next few months, so cancelled the trip and is now back at work.

Some friend of the interested parties wrote the following article, but forgot to place his name thereon, but as all the boys will be glad to hear of these Trainmen's success we print same. "We've been wondering why Conductors Millican and Jergensen and Motorman B. E. Johnson are going around with the official look, and upon inquiry we found out that these men were among the successful candidates in the recent Police examinations. All three ought to make ideal pavement pounders. Cheer up, ding dong boys, don't you cry, you'll be coppers bye and bye—maybe. Well, here's wishing them luck; they'll need it."

Switchman Maloy's pet dog, Queeny, has passed away, and if you hear Maloy talking to himself you will know the cause as he was very fond of Queeny.

Conductor E. C. Molster and wife are on a 14 day trip in the High Sierras for rest and recreation.

Motorman H. T. Parks, accompanied by his son, is on a several weeks vacation to relatives in Oklahoma.

Our old friend Motorman G. V. Hopkins, who is now a special instructor, says he lost his sample windshield and is not doing any more business along that line, but that times "ain't" so hard, and he is still holding his own.

In his early days Motorman W. Rasmussen was quite a muleteer, but since becoming a motorman, must have forgotten his early training for when some mules were parked on the track down on Hooper Avenue and no one around, Rasmussen proceeded to do the trick himself. One of the mules must have recognized him and became real friendly sticking his foot in the motorman's pocket.

During the latter part of May Motorman T. A. Ferguson took a 10 day vacation.

There has been quite a discussion around the Division as to how Flagman Jim Gorham lost his mustache. Some say it was burned off, that when passing his station, they saw it a flaming red—others say it must have been shaved off. Nevertheless Mr. Gorham is minus his decoration, and looks many years younger.

Motorman-Line Instructor C. T. Morgan is in the hospital at this writing, for an operation on his throat. He was operated on not so long ago and had his tonsils removed.

The news has just leaked out that Conductor I. E. Gott was married about two months ago. Rather late but we extend congratulations.

Manager Tuttle of the Car Barn Cafe has added another feature to his daily menu which will bring back old memories of Circus days. Genuine red lemonade served in big deep glasses. All hands are kept busy replenishing the daily supply.

Post cards received from Motorman P. Mitchell inform us that he passed through Evanston, Wyoming, the last of June enroute to some new fishing hole.

Pete says he is going to get 'em before he comes back.

Motorman R. J. Stark and family are on a two weeks vacation in the Northern part of the State.

For a few weeks Conductor J. Gunderloch is on vacation and is visiting various points near Los Angeles.

Motormen R. L. Savage and J. T. Edmiston with their families are on an extended leave that will take them back to their old homes in the wilds of Arkansas.

The first vacation in several years, sends Motorman M. Abraham and family to Utah for a visit with relatives.

Motorman J. R. Grose and family will spend several weeks with relatives in Utah, and also take in the wonders of Yellowstone National Park before returning.

For several weeks Motorman C. H. Blackburn and family will visit in Oklahoma.

Conductor L. E. Lick and family spent the last part of June in Santa Barbara visiting relatives.

For 10 days Motorman B. C. Lewis and family will visit in the Northern part of California.

After spending a delightful 10 days vacation in Yosemite, Motorman S. V. McCarthy and family have returned.



## Division Four

C. J. KNITTLE

Once upon a time, before the management of this company conceived the idea of holding Safety and Courtesy Contests and rewarding the winners with a splendid chicken dinner and entertainment, Superintendent Wimberly remarked that men, formerly employed as waiters, always made good street car Conductors. At the time, the question of what kind of waiter a Superintendent would make did not occur to us but after being fortunate enough to get in on one of these luscious feasts, one can say that, "acting as waiters to their Trainmen, the Division Superintendents, Foremen and Operating Superintendents have set an example that the most tactful waiter could not improve upon." As to the entire event, no other form of reward was ever so worthy of one's whole hearted effort. It is not entirely in the banquet and the delightful entertainment—it is the inspiration that sinks deep and stays put. The feeling that, after all, no matter what our title may be, we are all here for a common purpose—to put over a noble, human task.

Conductor J. J. McFarlane was granted ninety days leave starting June 1, to motor to Washington, Vancouver, Butte, Montana and Yellowstone Park.

Motorman C. B. Hunter laid off the month of June to drive back to Kansas to visit his father who is ninety-one years of age.

Motorman L. W. Fry took thirty days off starting June 2, to visit in Spokane and Seattle.

Motorman J. Z. Gascon returned June 7, from a weeks vacation in Frisco.

The general choice of runs which was

held June 12, was an unusually quiet one but everyone seemed satisfied as they left for home.

Motormen Biddle and Lee and Conductor Duke Lowen spent June 17 fishing near Redondo. They brought back about sixty bass and barracuda.

Another fishing party, Conductors B. E. Clark, W. D. Grimes, W. H. Snow and Motormen Forster, Bray, Knepper, Speed and Jensen shoved off from San Pedro the same day in a chartered boat but lady luck apparently stayed ashore. Only a few fish were brought back.

Motorman C. W. Allen has been loaned to Division One for Birney service.

Clerk Elmer Ellis returned from his regular two weeks vacation June 20, during which he motored to the Grand Canyon, South Rim, North Rim and Bryce Canyon.

Conductor R. L. Southerland was granted a thirty day leave June 20 and left for Minnesota to visit his parents.

Motorman E. P. Adams left June 20 in his new free wheeling Studie sedan for a two weeks stay in Yosemite.

The largest catch of the past month was brought in June 23 by a party composed of Motormen H. Berry, M. B. Whitaker and Conductors D. L. Lowen and W. E. McGuyre who fished near San Pedro and hauled in over two hundred bass and barracuda.

Conductor W. O. Smith is credited with the smallest catch: one rubber band and three bunches of kelp.

Conductor C. J. King and his Motorman, M. B. Boyd, left June 29 with their wives for a ten day vacation at Yosemite.

Motorman R. H. Shatz and his wife also left June 29 for a thirteen day stay at Yosemite.

Motorman F. R. Baldwin and wife returned from a trip to Vancouver, Alberta and British Columbia July 6 and report a muchly enjoyed trip.

Motorman E. M. Taylor is spending the month of July visiting relatives in Dallas, Texas, and in New Orleans.

Motorman G. H. Ross has been granted a fifteen day leave to make a trip to Big Bear.

Motormen Frank Hommel and George Prattly are also climaxing a strenuously active year with thirty day leaves. Frank is sticking around town. George is driving to Washington and Vancouver and will also visit in Wyoming.



## Division Five

FRED MASON

The weather may be hot, but the baseball games are not so hot according to "Barbee" (Muck) Muckenthaler. Muck is a hot Angel fan and the many recent reverses have got him hotter . . . under the collar. Cheer up Muck, at the end of the season you can turn the league standings upside down and get back all your cigars.

Talking of baseball, Motorman Henry Mast was seen at the park last Saturday sitting in a couple of reserved seats.

In the month of June, Conductor John-

ny Robinson celebrated two anniversaries, and both on the same day, too. June 7, 1931, found Johnny twenty-four years on the road, and twenty years a married man, and still going strong. Congratulations Johnny.

It was on June 29, 1910, Conductor F. E. Rainey started in pulling the bell cord, making him a twenty-one year man.

A letter has been received by Clerk Warren Demuth from Harry Bush, Ex-Motorman of this Division. Harry is getting along fine and wishes to be remembered to all the boys. He is living at 321 North Brand Boulevard, San Fernando, and if any of the boys are driving through he would welcome a visit from them.

The fishermen are having a lot of luck these days. Conductors J. E. Raski and Johnny Robinson went out about ten days ago and came in with a mess of bass, barracuda and bonita, totalling thirty. Conductors Bill Langdon, Dave Haverstick and Frank Rainey also made a trip a few days later and caught a lot of Sol (sunburn).

July is sure a popular month for vacations. Look at 'em go.

Acting Superintendent Danny Healy went to Minneapolis to attend the Triennial Conclave of Knights Templar, and from there to all points north, south, east and west.

### The Men and Their Vacations

Motorman H. L. Myer ten days to Calleville.

Motorman J. W. Lewis, one month at home and the various beaches.

Motorman M. Knudson, fifteen days to rest up at home.

Motorman C. R. Gilliam, one month to visit the folks at home in Huron, Tennessee.

Motorman A. J. Eaton, one month at home.

Motorman F. M. Hestilow, one month to go back to Kansas City.

Motorman F. J. Miller is taking a big one, ninety days, and is going to New York.

Motorman G. F. Titmus, fifteen days to visit friends and relatives in Bishop, California.

Motorman E. Rhodes, twenty days to Yosemite.

Motorman S. N. Cupp, fourteen days at home.

Conductor G. W. Dow, one month to visit friends and relatives in Grand Forks, North Dakota.

Conductor M. S. Donovan, two months, taking a trip to Kansas City and Chicago.

Conductor C. S. Lashbrook, two weeks for a trip to Yosemite.

Conductor H. E. Estep, twenty days to Seattle.

Conductor Bill Lane, ten days to Balboa Beach.

Conductor Tommy Carey writes us from Grand Island, Nebraska, saying that he had a wonderful trip and is having the time of his life. Tommy likes it so well back there that he wrote in for thirty days extension, which request was granted.

A card was received from Motorman G. B. Gearhart on his way to Oregon. George wrote from Petaluma, California, and said he was enjoying the trip immensely and sent his best regards to all the boys.



# Shops

JACK BAILEY

F. T. Burchett, Chief Clerk, and his family are vacationing in Sequoia.

Mrs. N. M. Kearns has returned to the office fold after spending a delightful vacation up North, stopping over at Lake Tahoe to recuperate from so much excitement.

We surely hate to say goodby to Mrs. R. L. Guignard who has for seven long years faithfully and diligently served as Stenographer and Typist in the Superintendent's Office and who will now devote her time to domestic sciences. Miss Minnie Fraser, who has proven herself far superior to the tricky switchboard, replaces Mrs. Guignard. Mrs. Emogene Phipps, a new employee, shoulders the switchboard possibilities.

Not very often do we have the pleasure of sending our sister or brother away on an ocean voyage. But such was the case of Joe Adams, Clerk in the Superintendent's Office. Miss Kay Adams sailed from Wilmington on the Asama Muru for Japan and China. Joe has that "Smoke in the Front Room" look on his face now.

W. Aldrich, of the Mechanical Staff, is away to parts unknown for a two-weeks rest.

A most interesting vacation trip is being enjoyed by our Electrical Wiring Foreman, T. J. Watts and family who are motoring via the Coast Route to Lake Louise in Alberta, Canada. They have planned to take things easy and make stops at all interesting points, returning via the inland route.

Sherman Kriewald, of the Machine Shop Staff, is scheduled to spend his vacation this month at Yosemite.

We received a card from Harry Nordmark, Clerk in the Superintendent's Office, who is making a short stop at Vancouver, B. C., en route to Alaska. Not so hot. Will try to get a good story from him upon his return.

L. Griffith, Clerk of the Electrical Repair Department, is back on the job after a much enjoyed trip to the Grand Canyon.

L. A. Johnson, Chief Millman, is away on his vacation—fishing. We fear for the finish on that new Ford sedan when he gets home.

Since K. (Konrod) Fullbright, of the Upholstering Department, bought that Ford he don't have to walk to the bank to make deposits. He don't make any.

Carpenter Tom Frew finally lived until June 14th when he started for the Kern River on a camping and fishing trip. Honestly—Tom has been counting the hours.

Carl Stoner, Car Trimmer, is at present at Hodges Lake eating rare steaks with the other city dude fishermen. Guess they don't sell post cards there.

Carpenter Ed Frymute is on his two-weeks leave of absence but we don't know which way he is headed.

Carpenter Ben Pecoy was off a few days advertising Climax chewing tobacco. Mumps?

We are very pleased to report the return of A. Prenger, of the Carpenter Shop, who has been very ill. He is now feeling much improved and well on the way to recovery.

Carpenter L. N. Campbell has also returned to work after a brief illness.

Carpenters Ed Carmody, M. Wassell and W. H. Veal are enjoying their two-weeks leave of absence at this time.

T. C. Shelford, of the Carpenter Shop, had his annual visit to his favorite resort, Catalina.

Carpenter T. Tripney and wife also enjoyed a trip to the magic isle.

Carpenter B. Calderwood treated his mother and sister to a delightful sail to Catalina over the week-end.

Electrician Ed. Bremm and family are vacationing at Yosemite National Park. It is rumored that an extra passenger for this trip had been secured to help cut the expenses. We think the Scotch could learn a few things from Ed.

C. Green, of the Winding Room, is looking rather thin of late. Suspicious led to an investigation and we learned that the festive edibles that Green has been accustomed to have dwindled because Mrs. Green is visiting back East.

Truckman E. Kinnion was painfully jured when he "slipped and go plop" upon an oil can in one of the Truck Shop pits. He got good results from the oil can and is now recuperating as watchman, temporarily replacing Andy Horn who is taking a leave of absence to visit back East.

Time does fly or maybe it is just a lapse of memory. Truckman F. Cummins is back after a very short two weeks spent at San Bernardino. We are sure it was the admiring gaze of a fair damsel that made the time go so fast.

Truckman Bill Leasure is living up to his name and is resting up with a trip back East.

Henry Leon, of the Fender Shop, has resigned and will return to his native land, Mexico.

Philip Villalobos, of the Machine Shop, is taking up tango dancing. This is your big moment, girls.

Earl Smith, Machinist, who has for years been a member of the Shop crew who do their fishing at the San Pedro breakwater, has drifted from the fold and was seen on a barge out from Hermosa. Earl, having caught fourteen barracuda and several bass, gave his pole to a lady friend who had not done so well. Immediately she landed an eleven-pound yellowtail. Earl said she was a poor widow lady. Nuf-sed.



# Motor Coach Division

J. H. McCORNACK

About thirty men, mostly from the Division, chartered a launch and had a very enjoyable and successful fishing trip. R. J. Robert was the hero of the day, pulling in a 22 lb. yellowtail. The trip has brought Al Brehm in for a lot of kidding. He has been telling about what an old salt he is and he was the only one who got sick. Tackett furnished part of the

entertainment by wearing a derby hat and C. Swain had a most tragic day by getting on the wrong boat. He got on a boat chartered by the Piggly-Wiggly employees and after much argument they agreed not to throw him overboard if he would give them two dollars. He says that he is never going to crab again when a passenger asks him if they are on the right bus or not.

Stinkey Davis and Harry Wilson claim the pinochle championship but according to many others this is only a claim.

H. C. Lehnhart received the sad news of his father's death back in Ohio the 19th. It was impossible for him to get away at this time to go to the funeral.

Pop Campbell is away on his vacation. He told us he was going to Phoenix, Arizona, to visit relatives and now we receive a post card from Mexicali. What is the meaning of this?

C. Lyles is back on the job. His doctor ordered him down from the high altitudes of Montana and he thinks that as long as he is here he might as well be working. He looks lots better and thinks he will get along alright.

Supt. C. Morse started his vacation the 4th. He and his family are making a vagabond trip this year into the high altitudes around Glacier Point, Sequoia, and Yosemite. He is going to take plenty of camping equipment, do as small an amount of driving as possible and pitch camp wherever they find a likely spot.

John Lerner is letting his wife drive the town car to Seattle for her vacation.

J. Kuhn bought two pair of pants for his uniform but they are all in one. George Riggs tried to buy them. He thinks they are just his size.

L. B. Chick, S. D. Hubbel, H. L. Turner, W. H. Coker, C. H. Blake, W. C. Adams, O. O. Obenchain and A. Rucker have been granted a thirty day leave of absence each for visiting, vacationing and resting.

## GARAGE

No, Ray Anderson hasn't the mumps. A chewing tobacco salesman just called at the garage. When you ask Ray if he chews he will tell you no and if his wife asks him he still says no. He merely tries it out to see if it is fit for his men to use. He is very good that way, especially with your lunch, candy or cigarettes. It seems that he inherited this trait from a great grandfather who once gave him a job digging post holes on shares.

W. A. Powell's wife is leaving soon on a two months visit and vacation trip to Chicago. She and four other ladies are driving through and expect to surprise her relatives. If possible W. A. will try to drive back and pick her up for the return trip.

The L. A. R. Y. Bowling Team under the captaincy of Foreman Doyle Rishel have put themselves in first place by a margin of two points. This was accomplished by five straight wins of four points each and two of three each. R. Hines started the winning streak by mashing his thumb in a brake valve and now has almost perfect control of the ball. Doyle, not to be outdone, finished

with a 240 game. Don't forget to go and see this team in action on Monday evenings at Manchester and Broadway.

G. Holmes of the Store Room is a Storekeeper but not a housekeeper. He wife returned from her trip just in time to save his home.

Foreman D. Sterling is proud to report that his son Donald graduated from the Aragon Avenue School June 16th. Donald has led the orchestra for the past year and was picked for soloist of his class.

N. Lane and H. Jones are about to the point of bringing the Foreman apples to see if they cannot get out of some of those spring jobs.

Scotty did not win the Irish Sweepstakes. He still speaks to us.

Foreman Horace Franklin was baptized Sunday, June 7th, in the Metropolitan Baptist Church at 37th and Paloma Streets.

J. Jackson almost put a job away without putting the radiator on.

E. I. Church has formed a connection with the Reo people in Alhambra.

Oh Bignall! Where did you get the marcel?

Harry Vandenburg added to our discomfort by returning on our hottest day and telling us what a marvelous vacation he had at Big Bear.

If you want to know how to aquaplane ask Andy Seyfirth. He can tell you how to fall.

Someone donated George Borngrebe the sleeves from a pair of coveralls for his Willys-Knight but he hasn't installed them as yet.

We have heard that Marshall was bald-headed but as he is a quick change cap artist no one can prove it.

Art Leiser doesn't mind the warm weather. He went to Arizona for his vacation.

When E. S. Dick arrived home from work his little boy informed him that there were a bunch of bandits in the cellar shooting at each other. E. S. grabbed a handful of corks and put a stop to the battle.

Bailey has been holding out on his wife again. He's got a haircut.

That Dodge of Claude Simmons certainly has a lot of power. His wife caught the rear fender over a stump and by putting it in low gear was able to straighten the fender right out.

T. Sullivan took Keller out to show him how to catch fish. The lesson was successful as Keller caught the one and only fish.



H. K. CONACHER

#### DIVISION ONE

G. A. Smith, first Groupman, has just returned from a week's vacation, two days of which were spent at Sequoia National Park, the rest of the time just sight-seeing.

Don McFarlane is taking a five day vacation, just resting.

C. Christopherson took a ten day vacation trip to Modesto, he reports a very good time.

Introducing Jim Simpson, our new Night Watchman, replacing E. W. Armstrong, who has been placed on the Special Roll.

T. Lambert of Division Two and J. Thewlis of Division Four have been transferred to Division One, nights. We are very glad to have these boys with us.

G. L. King is spending his vacation up in the northern part of the state.

#### DIVISION TWO

Once again vacation time has rolled around. E. M. Angel was the lead off man at Division Two and was closely followed by E. Shaw and Assistant Foreman Chas. Scudder. All report a quiet and restful vacation.

V. E. Martin and R. O. Clark have transferred from the Mechanical to the Operating Department, during the past month. Martin having gone as Motorman and Clark as Conductor. We wish both of these boys the best of luck.

"Doc." Mullins is trying his hand at "batching" these days, due to the fact that his wife and daughter are making an extended trip to their farmer home in Texas. We wish them a good trip and hope that the "Chevy" holds out.

Geo. Lendy, too, is eating out of cans, his wife and son having filled up the gas tank on the family chariot and started out for their old home town, way down in Georgia.

R. Minasian, a former member of Division Two personnel, but more recently a student at U. S. C. dropped in to say "hello" to the boys one day last month.

#### DIVISION THREE

Mr. and Mrs. McKeown announced the engagement of their daughter, Miss Marie J. McKeown, to Walter Alport, Repairer at Division Three. The ceremony to take place at St. Ignatius Church, Avenue 61 and Monte Vista. Everyone invited. No more fishing trips now for a long time, Al.

C. Artist, Painter, has returned to work after a weeks vacation, part of which was spent at Ensenada.

S. Tucker spent last Sunday at White's Point, fishing, Steve brought back a nice catch of fish.

#### DIVISION FOUR

J. Inman and family spent last Sunday rabbit hunting up around Palmdale and brought back one rabbit. Ever try using an Orlong, Jim? They shoot around corners.

Thos. Birchall is back on the job after being off on a two weeks vacation.

Tom Childs and Tom Watts are getting to be real fishermen lately, bringing fish home on every trip in addition to a couple of badly burnt necks. Better keep them covered up, boys.

R. Scudder has been transferred from the Night Shift at Division Three to the Day Shift at Division Four. Glad to have you with us, Roy.

Ed. Thomas is at present off on a weeks vacation, just resting up.

#### DIVISION FIVE

A. Shenton and W. S. Clark have been transferred from the Mechanical to the Operating Department, as Motormen. Good luck, Boys.

When it comes to bringing home the

bacon, the Mechanical Foreman from Divisions One, Nights; Three, Days; Four, Days, and Five, Days, sure know their eggs and spoons.

R. H. Shire is off on an eight day vacation resting up.

A. H. Bromilow has been made relief Night Watchman.



H. I. SCHAUBERT

Bill Morgan has returned from a vacation spent pushing a wheelbarrow (furnished by Les Sparks) around his new duplex.

Johnny Teagarden got away to a flying start for a week's vacation on Saturday, June 20, but he flew right back on Monday, June 22. What's the matter, Johnny, had your wife borrowed a wheelbarrow, too?

Jake Zuber and Jim McArdle have been placed on the retired list, after faithfully serving the company for twenty-nine years. Well, you still have your passes and after all these years you can probably find your way around—"We'll be seeing you!"

An epidemic of injuries struck the Track Department the latter part of June. Thurman, Switch Repairer, receiving a badly bruised hand when struck with a hammer; Chambers, another Switch Repairer, had a piece of steel penetrate his leg, an operation being necessary to remove it; and Silver, Track Oiler, was seriously injured by a hit and run driver while working at First and Vermont.

Expect a visit any day now from Dan Adams, telling us about his recent illness.

The man who would steal pennies from a blind man's cup is still at large and paid another visit to the Yard recently. He took a radio from Frank Putnam, that's the third one, and vise number two from John Buckley. Frank can get along without his radio, but what a terrible blow for Buckley to lose his vise.

Under the direction of Johnny Hagerman, installation of tracks over the new Fourth Street Viaduct is rapidly progressing. Supervisor Fleming hit on the plan of having a long-legged man on the job to keep up with Hagerman, so Pat Connolly is assisting.

Probably no vacation was more carefully planned and studied than that of Bill Swearingen and Frank Putnam, who spent the last week in June fishing at Ensenada, Mexico. Finding that a knowledge of Spanish was necessary on the trip, Frank and Bill spent many weary hours of study. Bill refusing to start until he was absolutely sure that he could properly pronounce, and would not forget—CERVEZA!

Harold Shelford and his family had planned to start on their vacation on June 29th, but on Sunday, the day before they were to start, they had an automobile accident in which Mrs. Shelford had two ribs broken and the entire family was shaken and bruised. Their machine was entirely wrecked.