

TWO BELLS

Today!

WITH every rising of the sun
Think of your life as just begun.
The Past has cancelled and buried deep
All yesterdays—There let them sleep
Concern yourself with but To-day
Grasp it, and teach it to obey
Your will and plan. Since time began
Today has been the friend of man.
You and Today! A soul sublime
And the great heritage of time.

—Selected



Let Us Not Forget

THAT

Everyone who rides our cars,
Everyone who asks us for information,
Everyone who seeks our aid in any way.

OFFERS TO US

The privilege of creating good will for the Los Angeles Railway Company.

Let us not throw away this privilege. Let us not rebuff the man or the woman who gives us this opportunity.

Thousands of strangers are here for the Olympic Games. Many of our own citizens will ride the street cars for the first time since the new routing went into effect. Let us be on our toes with courteous and efficient service to everybody.

Courtesy is a passport to favor and a recommendation in language that everyone understands.

Trainmen's Philosophy

He who would receive co-operation must give it; co-operation was born a twin.

The secret of happiness is not in doing what one likes, but in liking what one has to do.

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

A kind word often does more good than a large gift.

If the mail-carrier stopped to fight it out with every dog that barked at him he would never get his mail delivered.

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

A friend is one who walks in when the rest of the world walks out.

Service is the rent we pay for the space we occupy in this world.

An ounce of confidence in yourself is worth more than a ton of dependence on other people.

A dollar may go farther than it used to, but we have a much harder time getting it back.

Only game fish swim up stream.

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

Ambition without action is like a motor without gas.



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Thirteen

August, Nineteen Thirty-two

Number Eight

JANET C. McNEILL

Publicity Manager and Editor

New Transfer System Success

By DAN HEALY
Chief Instructor

A little over two months ago I had the pleasure of talking to the trainmen of the various Divisions regarding the new transfers which were to go into effect on June 12, 1932. In these talks I told the men of my high regard for their intelligence and the creditable manner in which they have always put over anything asked of them.

In looking back over the sixty days that these transfers have now been in use I find that I was correct in thinking that the new transfers would go over with satisfaction to all concerned. All credit is due the trainmen for their use of tact and diplomacy when dealing with that part of the riding public who attempt to defraud us.

It is true that certain people can still round-trip in some parts of the city. This, and other abuses, can be stopped, but the cost of doing so in many cases is far more than the loss in revenue would amount to. Also, the more complicated and involved a transfer system becomes the more difficult for the patrons and the trainmen to understand it thoroughly and thereby prevent abuses. Should we receive positive information of enough people abusing certain transfer privileges to offset the cost of changes necessary in that particular transfer it would be well worth while.

Even after sixty days use of this new transfer system we are finding daily evidence that some conductors are failing to properly punch their transfers; in some cases failing to show the district of issue on those transfers that require it, and in other cases failing to punch the time or giving too much or not enough time, also failing to punch "After Passing Point."

We also find that on the Emergency Transfer of the first issue (of which there are thousands yet to be used up) certain conductors seem unable to learn how to punch the dates. This rule is simple and is thoroughly explained in the new transfer rules.

Other conductors have had some controversy with patrons in regard to "walk-over" transfer points, because in some instances the particular "walk-over" did not appear in print on the back of the transfer, yet nothing was said or printed that would lead anyone to think the "walk-over" transfer privileges had been abandoned at certain points.

Eventually, these oversights on the transfers, whether in regard to "walk-over" privileges or other matters, will be brought up to date, but it costs as much to insert one little word as it does to make an entirely new transfer form, therefore one can readily see the logic of getting all the information needed so that when the plates are changed the information on the transfers will be as nearly correct as possible.

I cannot stress too strongly the necessity of economizing on the use of transfers, not that the results thus far obtained are not splendid but that we should continue not to waste transfers in any manner, as only certain amounts are printed for each day.

To the small number of trainmen who are making the errors mentioned above, let me say that in all fairness to your fellow workers and to the traveling public who pays your way, you should become familiar with the rules of your particular line and of the general transfer rules as soon as possible. There has been a large number of men transferred from different Divisions and to different lines

and they have all done well in the small amount of time allowed them for breaking in.

During the Olympic Games it is expected that large numbers of people unfamiliar with our lines will be riding the cars. I need not urge you to give these people every consideration and courtesy and to give them the benefit of the doubt in all transfer or other arguments.

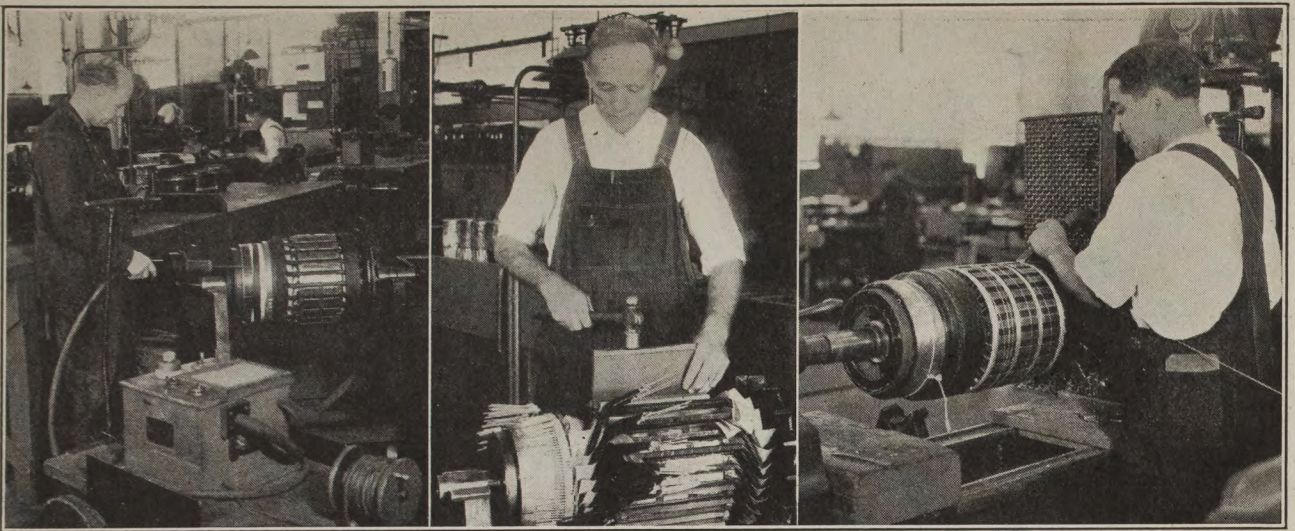
Alert trainmen can do much toward improving the transfer situation and the work of their fellow trainmen by turning in wrongly used transfers, in order that the men issuing these transfers may be correctly instructed, thereby saving much trouble and annoyance to all concerned.

Reviewing the transfer situation as a whole it is a pleasure to note that the printing bill for transfers is considerably less than formerly. From direct information of trainmen in districts where much abuse of the transfer system was made in the past, I learn that many less transfers are being issued, although the number of riders remains about the same. This indicates that certain of the abuses formerly practiced have been stopped to some extent.

I wish to thank everyone who has had anything to do with these new transfers for their splendid cooperation, and assuring you of our willingness to make any additions or corrections needed to make the new transfer system more complete, I am yours for service.

Temple Cut Finished

The Temple Street cut at Bunker Hill has been finished and the relaying of track is in process. This is a long job and things will be in a torn-up condition on Temple Street for some time as the city is widening and regrading Temple Street. The widening is from Park View Street to the Civic Center.



On the left is C. E. Green with a 2000 Volt Tester, testing out a rewound armature before it is put into service. In the center picture, John Hayes, many years with the Los Angeles Railway, is doing the expert work of fitting the coils in the proper slots. At the right, Tommy Rocha is operating the banding machine with unsurpassed skill.

Interesting Story of Winding Room Work At South Park Shops

By HARRY NORDMARK
(Third Article of Series)

Opposite the east end of the broad roofs of Division Two, bordering 53rd Street, is a large brick structure housing one of the most interesting sections of the South Park Shops. This section is known as Department No. 6, The Electric Repair Shop and is sometimes referred to as the Winding Room.

It is in this department where the tired, worn out and disabled electric motors, that turn the busy wheels of our street cars, find rest and rejuvenation. Here they are cared for by expert motor doctors, who find the ills of a temperamental motor and speedily correct them. Often it is necessary to entirely rebuild or, as it is termed, to rewind the armature.

Most of us are familiar with the assembly of an electric motor as it is an essential part of an automobile. I refer to the starter motor. This is a greatly reduced comparison of course but it does incorporate the same principles in design and assembly. In this assembly is the armature, with its complicated system of coils, commutator, core, oil rings and the shaft. Then the carbon brushes, brushholders, field coils, insulators and the housing or case. The cost of a complete street car motor unit is approximately \$700.00 and its most expensive part in both original cost and maintenance is the armature. You could probably get the pink slip on a new Ford for the price of a new armature and more than likely, have some change coming.

The investment in this part of the motor is so great that every arma-

ture is numbered and a complete record is kept of all failures reported and all labor and material used to recondition it. This data is posted to ledgers kept in the office of the Electrical Foreman and the complete performance of the armature since its purchase can be known at once. These records are complete for twenty or more years back.

Armatures are in the shop either for failure discovered by inspection, for actual breakdown while in service or for the general overhaul of a car. The most frequent troubles found are, oil on commutator, which is due to the lubricating oil leaking through the oil rings from the bearings and then soaking on the commutator forming a hard carbon across the mica insulation bars and causing a short circuit. Next, "ground" in the motor. This happens when the insulation on the coils cracks from heat, vibration or old age causing the exposed copper of parallel wires to touch each other or when the copper conductor of a coil lead touches any part of the motor frame. Third, an open circuit. This is caused by a broken lead wire from the coils to the commutator neck or by a broken wire within the coil itself. Fourth, bearing failures. The armature shaft rests on two bearings known as the commutator and pinion end bearings. These bearings require rigid inspection and attention, necessitating frequent reabbtting or replacement. Should one of these bearings fail it will cause the shaft to drop out of line and owing to the fact that there is only, approximately,

5/32" clearance between the rapidly rotating armature coils and the stationary field poles the result of a shaft being out of line is evident. Then a burned out armature or what is known as a roasted core is received at the shop.

There are other miscellaneous failures, the above being the most prevalent. Very little trouble is experienced with coils and most of the above failures are repaired with little difficulty as the Store Department carries a very complete stock of electrical repair material on hand.

When a "B. O." armature is received for "ground", carbonized mica bars or open circuit it is first tested at 1500 volts. Open circuits are tested by means of a battery receiving set and tests between the coils are made with the use of a transformer. The most common trouble of all, which is carbonized mica bars in the commutator, necessitates the thorough cleaning of the commutator. Often the mica is oil soaked and the damaged mica must be replaced. Mica, incidentally, is a mineral cut into very thin layers until it appears much like celluloid, and is recognized as the finest insulation of its kind. The damaged mica is replaced by removing the coil leads soldered to the bars of the commutator and the shorted section of the commutator is removed. There are about 135 copper bars in a commutator with the mica fitted between them and when the bars, removed, have been thoroughly cleaned of old mica the new mica is fitted between them. The mica is cut in the same pattern as the copper bars. The reconditioned bars are then replaced and the contact leads are re-soldered.

The big job is the complete rewinding of an armature that is burned out or, as shown by test, is unfit for further service. This work requires

two or three days labor by a first class electrician. The armature to be re-wound is completely stripped of its old coils and all insulation until only the commutator and core remain on the shaft. The commutator is cleaned and tested thoroughly. In some cases, on a certain type of armature that has been giving a great deal of trouble due to seepage through inferior insulating mica rings, the commutator is pressed off the shaft and a special type of mica ring is applied, overlapping the present insulating ring. This ring has practically put an end to commutators being grounded from this source.

The core of the armature is composed of laminated iron, that is, hundreds of thin steel plates pressed tightly together and held in place by heavy castings at both ends of the shaft. The core is slotted at regular intervals to hold the coils in place. These slots are cleaned of all old insulation, filed and trued. This is followed by lining them with layers of fiber insulating strips and both ends of the armature are heavily insulated with layers of special tape.

The armature coils, a large percentage of which are made in the Electrical Shop, are fitted in the slots on the core. There are approximately 30 coils to a set. The lead wires from the coils are heavily taped and connected to the bars of the commutator. Connecting the right wire to the right bar out of this bewildering array of loose leads is quite an accomplishment and a very interesting procedure to witness. After all the leads are in place they are soldered to the bars and the protruding ends and the solder are filed smooth. Following this the armature is sent to the banding machine, which bands the coils with heavy wire. The bands are soldered to hold them in place and the armature is ready for dipping.

The armatures are dipped in vats containing a special black varnish for waterproofing and then placed in large ovens for 48 hours. They are baked in the ovens at about 210 degrees Fahrenheit. The armatures come out of these ovens as bright and shiny as a new nickle.

The job is not quite complete yet, however, as the Machine Shop must have its turn. The armature is sent there and turned on a special lathe to give the commutator a smooth even surface for the brushes to ride on. The machinist then cuts the mica down between the copper bars just a fraction of an inch and the rewinding job is finally complete.

Before going into service the motor is tested under exact service conditions, both before being mounted on the car truck and after, for possible breakdown or bearing failures. The results of the tests are recorded and

forwarded to the Superintendent for approval.

The tremendous scope of activity in this department can only be described, probably, in a volume and as space is limited it must be investigated by the reader to realize the importance of the Winding Room. Efficiently organized and ably supervised this department handles anything electrical from a huge power transformer to a tiny buzzer and with a dispatch and thoroughness that leaves little doubt as to the effectiveness of this section of the South Park Shops.

Superintendent Dickey To Division Five

Superintendent T. Y. Dickey of Division Two was transferred on August 4th to Division Five as Superintendent of that Division while Superintendent Owens is on an extended leave of absence.

It is with the greatest regret that we have to bid Godspeed to Superintendent J. G. Owens who, on account of ill health, had to give up his work and go back to the desert of Arizona. Our best wishes go with him and we hope for his speedy and complete recovery.

Superintendent Dickey, who has been at Division Two since 1905, spent the last few days of July closing up the affairs of his old Division and it was some strenuous work. But the last details were finally finished and he signed off for Division Two the afternoon of August 2nd.

It was not easy for Superintendent Dickey to leave the place where he has been for twenty-seven years. He knows every board and nail in Division Two and it has been the scene of many pleasant friendships.

Foreman J. A. Madigan and Clerk C. F. Paine of the office force accompanied Mr. Dickey on his trek to Division Five.

We shall miss the news notes of our former scribe at Division Two, H. F. Nelson, who has transferred as Clerk to Division Four. A. M. Emerson, Transfer Clerk, also transferred to Division Four.

Many Division Two trainmen had already transferred to Division Five and were glad to greet their old Superintendent behind the desk at Division Five and also welcomed Foreman Madigan and Clerk Paine.

Since Division Five did not win a pinochle cup in the tournaments, they annexed a Superintendent to get one. The traveling pinochle trophy, prize of the first pinochle series, which had found a permanent home at Division Two, now rests in Superintendent Dickey's private offices at Division Five.

Executive Engineer Bulpin Retires

Thomas W. Bulpin, Executive Engineer of the Company, retired from active service on July 31st, of this year.

Mr. Bulpin is truly an old timer with the Railway, having served in various capacities in the Engineering Department since he started with the company in 1905.



Mr. Bulpin came to California from his native State of Illinois in 1887 and his first job was with the Southern Pacific. His first venture into local transportation was as Gripman for the old Pacific Cable Railway. His next connection was with the Engineering and Maintenance Department first of the Los Angeles and Pacific Railway and then the Pacific Electric Railway. During intervals he worked with the Los Angeles City Engineer's office.

When he started with the Los Angeles Railway in 1905, it was as Assistant Engineer. When his chief, George J. Kuhrts, was made Assistant General Manager in 1916, Mr. Bulpin became Chief Engineer and held that position until 1920 when he was made Executive Engineer.

Mr. Bulpin carries away with him the high regard and good wishes of his many friends in the Railway personnel and he is very much missed in the active affairs of the company.

Tenth Street Job Postponed

The company is waiting until the Olympic Games are over and the visitors gone to tear up its tracks on Tenth Street. This will include the curves on Flower Street. The Tenth Street tracks will not be necessary in the new system of routing of street cars.

Two and Five Make Record

Divisions Two and Five made the record in July of not one single loss of courtesy by motormen or conductors at either Division, and there was the same average number of trainmen at each Division, 324.

Page Five

By J. C. COLLINS

Supt. Meter-Mileage Department

In glancing through the July issue of Two Bells I was very much impressed by the picture and a paragraph on page five. Note the interest taken in a card game. Twenty-one men in the picture and not one of them posing. Not a man smoking. The fire is dead in the pipes. Each man is intensely interested in this game.

If this same interest were shown by all our men in the great street car game how different it would be. It is interest of this kind that counts today. There are a certain number of people who are staying with us and these are entitled to the very best that we can give them.

One motorman will cost the company fifty cents a day more to operate his car than another. The more costly man may not measure up to the other in many ways because he lacks this kind of interest. By reading the street conditions, by concentrating the attention on what he is doing, and by taking advantage of situations each regular man will put himself in black on the power saving report.

The new line may be full of tricks. Play the game and learn these tricks. In handling passengers or in correct operation it is the little things that count.

Something may cause a car to burn up and become a total loss. The damage may be estimated. We could replace that car or we would at least know the cost of replacing it for we know its value. We can not, however, measure the good will you may destroy by discourtesy, by running away from passengers, or by turning back short of terminal unnecessarily and transferring your passengers to the car behind. Each time we suffer a loss that we have no way of either estimating or replacing.

You are serving the company when you give the passengers the best you have. At the bottom of page five it states: "Good will is the disposition of the customer to return to the place where he has been well served."

No Brownies in Twelve Years



Conductor J. H. Stanley of Division One is all set for a rush of passengers.

Here is an old timer whose smile has never faded since he first entered the service of the company. Conductor J. H. Stanley of Division One was first employed by the Los Angeles Railway in September, 1903.

Conductor Stanley is a native of the State of Kansas, but when he was twenty years old, he decided to come to California to settle down. He was with the Santa Fe Railroad where he worked from 1896 to 1903, then he was employed as conductor by this company and has been on the job ever since.

During his years of conducting with the LARY, he has made hundreds of friends among our patrons and he always has a cheery answer and courteous treatment for everyone who steps aboard his car.

And now let's take a peek into his folder and see what his record card looks like. As clean as if he was just beginning a day—not a demerit since 1920! Twelve years of excellent service. Ain't dat sumpin'?

Brickbats Roller-Coaster

The monthly complaint reports seem to be emulating a roller-coaster—one month and down the next, sometimes with a sudden, sharp incline or decline and at other times with only a slight variation of grade or speed.

The June complaints took one of the long, breath-taking downward swoops with 46 more complaints than in May, but July swung a little better than half way back again with 25 less than in June.

Carrying Passengers Past Stop and Miscellaneous complaints increased 3 each over June; Fare and Transfer Trouble remained the same as for the previous month; Discourtesy shot almost half way up the incline with 16 complaints less than in June; Service decreased 4; Starting Too Soon, Passing Up Passengers and Short Change each decreased 3; and Dangerous Operation had 2 less complaints.

The comparative figures for June and July are as follows:

Classification	June	July	Loss or Gain
Discourtesy	35	19	-16
Fare and transfer trouble	58	58	0
Starting too soon	7	4	-3
Passing up passengers	8	5	-3
Carrying passengers past stop	5	8	3
Dangerous operation	2	0	-2
Short change	11	8	-3
Service	8	4	-4
Miscellaneous	28	31	3
Totals	162	137	-25

Cheap Insurance

Arrangements have been made with Wm. L. Thomas Agency, 520 Pacific Mutual Building (Telephone: TRinity 3526), and also with Dale Brothers & Smith, 609 South Grand Avenue (Telephone: VAndike 5255) for employes to obtain automobile insurance on their personal cars at group rates, which effect a substantial saving to employes.

It is very important that every Los Angeles Railway employe realize that according to the recent financial responsibility law, enacted by the State Legislature, the registered owner is held personally liable for public liability and property damage claims which may arise from the operation of his automobile.

Any employe desiring to take advantage of these special rates may do so by getting in touch with Division Superintendent or Foreman, who will furnish all necessary information.

More Flowers

Commendations, which have been going rapidly downward since February, took a decided turn for the better in July with an increase of 11 over June. There were 29 commendations in June and 40 in July.

The number of men commended at each Division in July was: Division One, 10; Division Two, 7; Division Three, 9; Division Four, 8; Division Five, 6.

Old Timer Retires

Another old timer to go on the Honor Roll is Claude H. Campbell, Joint Pole and Line Inspector, who retired July 31st after thirty-seven years of service.

Mr. Campbell started with the old Los Angeles Traction Company in September, 1895, and for a little over two years acted as Night Division Foreman of the Operating Department at Georgia and Girard Streets, now our Division Four. He was transferred to Day Foreman at the same Division and held this position for about five years. He was then transferred to the shops and was active in the installation of the four motor equipment on the large green cars which operated on the Los Angeles and San Pedro Lines. The Los Angeles Traction was taken over by the Los Angeles Interurban and Mr. Campbell transferred to Seventh and Central, which was the shops of the Pacific Electric. There he assisted in equipping the Long Beach cars with four motors.

In the latter part of 1903 he transferred to the Los Angeles Railway Line Department at Sixth and Central and had charge also of the pole yard which was located at 20th Street and Pacific Electric Long Beach right of way and of the pole gangs, the setting of poles, putting on cross arms, etc. The first construction he had after going to Sixth and Central was the Griffith Avenue Line.

In 1906 the track bonding work was turned over to Mr. Campbell, also the telephone and mileage contracts.

In 1910 when the high tension pole line was built between Los Angeles and the Redondo steam power plant, Mr. Campbell had charge of this construction.

Very few men are any more familiar with the growth and development of the company than Claude Campbell and often when some question has come up regarding old pole lines or car routes, Mr. Campbell has been a valuable source of information.

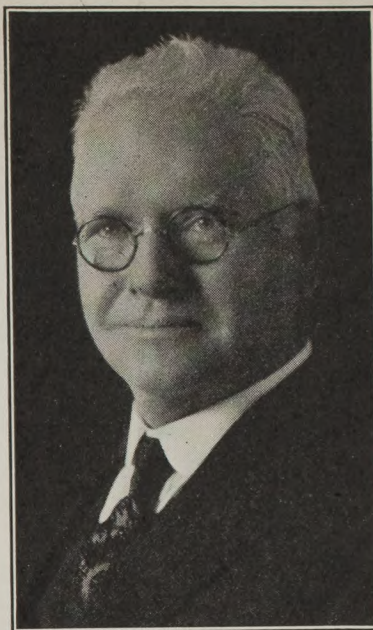
Mr. Campbell is Past Master of Moneta Lodge No. 405 F. & A. M. and also Past Patron of the Order of the Eastern Star, Moneta Chapter No. 315.

Vacationists

John Sterling of the Personnel Department is spending his vacation in Los Angeles.

Mrs. McKinley, efficient secretary to Mr. Pierson, spent her vacation resting at home.

Miss Anna Westcott of the Personnel Department is spending her vacation visiting friends in Seattle, Washington, and may cross the border and visit in Canada before returning to Los Angeles.



Claude H. Campbell

S & Q Activities

On Friday evening, July 29th, the Los Angeles Railway Square and Compass Club was invited to Utopia Lodge at 225 North Vermont Avenue to confer the Master Mason Degree on Brother J. L. Graham of Division Three, Mechanical Department.

Quite a number of the members of the Club were present and the degree was put on in a very creditable manner, under the able direction of Past Master P. T. Klingelsmith, Captain of the Degree Team.

The Chanters of Rising Light Lodge of Huntington Park were in attendance and rendered several delightful numbers.

Seven Junior Officers, in uniform, of the Battleship Delhi of the British Navy were also in attendance. This ship is here to represent Great Britain at the Olympic Games.

After the degree work, coffee, ice cream and cake were served in the banquet room where members were further entertained by very appropriate and interesting talks made by the British officers, six of whom had never been in the United States before.

Club members report a very enjoyable evening.

A native station master on an East Indian railway had strict orders not to do anything without authority from the superintendent, which accounts for the following message: "Office of the Superintendent, Calcutta: Tiger on platform eating conductor. Wire instructions."

Vacation Time Is Here

A. H. Warren, Chief District Supervisor, spent his vacation renewing his acquaintance with the points of interest around Los Angeles. Perhaps he took a few street car rides, he wouldn't tell.

W. B. Payne, Clerk in the Meter-Mileage Department, provided himself with plenty of fishing tackle and went up to Mammoth Lakes in Inyo County, but he forgot to take the address of the fish. He reports a good time, however.

Joe Finn, Chief Clerk in the Transportation Department, and Mrs. Finn, spent the major portion of their vacation in Yosemite Park.

Dan Healy, Chief Instructor, with his family, spent a part of his vacation around San Francisco Bay. Danny visited his old home in East Oakland and was surprised to find that the neighborhood was solidly built up. When he was a boy there some few years back, it looked like our 116th Street looks now, but the old home place is gone and he found the creek where he used to swim filled up and buildings over it. The creek used to run among a lot of willows and there were wild blackberry bushes that furnished many a repast. The big new Chevrolet plant covers the old baseball grounds. Coming back to Southern California, the Healy family spent the rest of their vacation at their cabin at Manhattan Beach.

Supervisor Redmond spent his vacation investigating the interesting spots of Los Angeles and Eagle Rock.

Supervisor J. G. Phebus believes in seeing Los Angeles first, so he spent his vacation around town.

Supervisor N. L. Goddard spent his vacation acquiring a tan at Hermosa Beach.

Supervisor M. C. McLemore spent his two weeks at Laguna Beach.

Dispatcher M. E. Morris with his wife and daughter spent the vacation weeks in Yosemite Valley.

Mrs. Mabel Nelson, Operator on the Dispatcher's Board, started on vacation only to become sick and had to spend her vacation in bed.

Dispatcher C. E. Pelsue, having no family to say him "Nay" went down to Ensenada, Mexico, to spend his vacation where he could shake the bones to his heart's content.

Mrs. Witte, whose pleasant voice is well known over the telephone exchange, spent her vacation with her little daughter in Catalina.

C. H. Lewis and G. D. Wheelock of the Schedule Department spent their vacations mostly at home.

Veterans Entertain Boy Scout Troop

Due to vacations, Olympics, changes of Divisions, and the like, there will be no activities until after the first of September. After that look for a busy winter season!

July 16th turned out to be a great day at Cabrillo Beach. It was one of the biggest gatherings ever assembled there, according to the caretaker of the playground. The few veterans who did not attend, with their families, surely missed a great time.

Athletic events were held for the children during the afternoon and many others enjoyed themselves bathing.

Late in the afternoon the bugler blew mess call and what a hungry crowd answered that call! The ocean air had worked up some appetites!

We were honored by the attendance of Boy Scout Troop No. 45 under the supervision of Scoutmaster R. W. Bower and Chairman J. B. Lair. These boys are certainly to be congratulated for their conduct and willingness to help out whenever they were needed. In the evening the tide came in and trapped a number of automobiles that had been parked too close to the water. As the owners of the cars were nowhere around, the Scouts turned in with a will and rescued the lot, thus doing their daily good deed. Right here we wish to suggest to any trainman who has a boy eligible to membership, to get in touch with Foreman J. B. Lair of Division One. They are all real boys!

Finance Officer Nelson was sure glad it was not a hot day at the beach. He started out with twenty cases of soda pop, thinking he would have at least five cases to return, but before the evening was over he had twenty cases of empty bottles.

As a big, full moon appeared over the horizon a six piece orchestra put in its appearance and dancing was enjoyed until midnight.

Everyone who attended is already asking "When do we go to the beach again?"

Taken In

The soldiers marched to the church and halted in the square outside. One wing of the edifice was undergoing repairs, so there was room for only about half the regiment.

"Sergeant," ordered the captain, "tell the men who don't want to go to church to fall out."

A large number quickly availed themselves of the privilege.

"Now, sergeant," said the captain, "dismiss all the men who did not fall out and march the others in—they need it most."

Pintopplers Busy

Well folks, there has been plenty of excitement at the Bowling Alley since the last issue. While neither of the two Los Angeles Railway teams are in first place now, one of them intends to be very soon. Strange as it may seem, at the present time they are tied for points.

As a little consolation for himself Ed Fleming took his turn on July 18th and rolled second high game of the evening to win the chicken dinner.

On July 25th Doyle Rishel, in order to check the fact that he really rated the 250 Club button he won a couple of months ago, broke loose and rolled a 248 game to take the \$1.00 cash prize.

The boys on the No. 2 Team have not cashed in on any of the prizes yet but they do say they are just saving up for the last of the season. When that time comes they intend to show the No. 1 Team who originated bowling, and why.

Sunrise Post News

Sunrise Post now has a ritual team of which Supervisor Gilmore is the Commander. Other Railway men on the team are Clifford Cummings and Kenneth Mayes, both of Division One, and J. E. Simmons, of Division Four Mechanical.

On July 21st, the ritual team initiated several new members, among them was J. Viellenave and Walter Flowers of Division One. The team also initiated twenty members for the Inglewood Post. On July 22nd the ritual team installed officers for Navy Post of the American Legion, and on July 26th installed officers for Edwin T. Brown Post, otherwise known as "Wildcat Post."

* * *

The Sunrise Post Auxiliary held an election of officers on July 5th with the following results: Mrs. Olney Obenshain, President; Mrs. J. W. Tuberdyck, Secretary. Mrs. Gilmore, Past President, and Mrs. Tuberdyck were elected delegates to the State convention at Oakland on August 15th.

Parrot Causes Jam

BERLIN—An intense traffic jam occurred today in Templehof, major traffic artery of Berlin, when an escaped parrot perched in a chestnut tree repeatedly shouted "stop" and "go" in German.

When firemen climbed into the tree in pursuit of the parrot, the bird disappeared, mockingly crying "Lora can fly."

L A F F S

Mrs. Mosquito: "Where is your daughter, Mrs. Fly?"

Mrs. Housefly: "She just went to the front door for a screen test."

"Are you a clock-watcher?" asked the employer of the candidate for a job.

"No, I don't like inside work," replied the applicant without heat, "I'm a whistle-listener."

"Mary," inquired the mistress suspiciously, "did you wash this fish carefully before you baked it?"

"Lor', ma'am," replied Mary, "wot's the use of washin' a fish that lived all his life in the water?"

As the magnificent new liner steamed into port a grimy little coal barge shot across her bow.

The officer of the watch on the liner picked up his megaphone.

"Hi, there!" he yelled, "get that dirty little tub of yours out of the way!"

A small man standing on the barge stuck out his jaw aggressively.

"Are you the captain of that ship?" he demanded.

"No," returned the officer, puzzled.

"Then dashed well speak to your equals," snapped the little fellow. "I'm the captain of this one."

Two little boys were talking. One said to the other: "Aren't ants funny little things? They work and work, and never play."

"Oh, I don't know about that," replied the other. "Every time I go on a picnic they are there."

"Don't you think she's ignorant?"

"Ignorant! Why, my dear, I've never met a woman who knew less about more things."

Customer: "The sausages you sent to me were meat at one end and bread-crumbs at the other."

Butcher: "Quite so, madam. In these hard times it is very difficult to make both ends meet."

Housewife: "Jane, don't let me catch you kissing the butcher's boy again."

Maid: "Lor, ma'am, I don't mean to, but you do bob around so."

It seems silly to continue using "she" or "her" in referring to European nations. The woman, as everybody knows, always pays—

"What's your business?"

"Serving the I. W. W."

"Yeah?"

"Sure, the motorist who is seeking 'Information, Wind and Water.'"

"What kind 'a watch yo' got?"

"Ah has a wondah watch."

"Wondah watch; neber heard ob it."

"Well, it's dis way: ever' time Ah looks at it, Ah wondahs what time it is."



BOUQUETS

How sweet and gracious, even in common speech,
Is that fine sense which men call "courtesy!"
Wholesome as air and genial as the light,
Welcome in every land as breath of flowers,
It transmutes aliens into trusting friends,
And gives its owner passport 'round the globe.

—Fields.

For (1) **Conductor O. E. Smedley** of Division Four from W. E. James who found himself without sufficient funds for car fare late at night. Conductor Smedley readily paid the difference out of his own pocket when the situation was explained to him.

For (2) **Conductor H. N. Cole** of Division One from Miss Dorothy Keleher who also became stranded without car fare and Conductor Cole courteously paid for her.

For (3) **Conductor J. C. McQuoid** of Division Four from Mrs. S. Leyon who writes: "I wish to call your attention to the unusual courtesy extended a dear, little, helpless, old lady today by Conductor 1338 on the "P" car going north on Broadway. He couldn't have been nicer or more respectful if she had been his own grandmother."

For (4) **Conductor R. G. Monahan** of Division Three from Mrs. D. McLaughlin as follows: "While riding on the "L" car from Second and Hill to nearly the end of the line, I sat where I could not help observing the conductor. He got my attention by his very pleasant way with his passengers. He was so very courteous, so interested in their welfare, and so smiling and pleasant that each and every one gave him a smile on getting out. One elderly woman asked directions and I saw her smile; an old man asked where to get out and when we reached the street the conductor said: "Here is your street, sir. Go straight ahead one block." He di-

rected him so pleasantly the old man smiled and then the conductor tipped his cap so pleasantly. It is so rare it attracted me. He was so alert; he seemed to see everything and he was attentive to everything. He was so polite and pleasant about it that everyone was smiling—he inspired it."

Conductor Monahan got another bouquet—just as beautiful as the one above—from Leslie E. Elliott who wrote: "I wish to hand you a compliment in regard to your choice of men for you have one on the "L" Line that is really a ray of sunshine in these stressful times. I don't know his name but his number is 2852. He always has a pleasant 'Good morning,' with a smile, and it's surely an agreeable surprise to find one who can smile and help a fellow over the bumps as he does. It's really amusing to watch the faces of those who hear his greeting. They light up with surprise and pleasure. If this little note will help Mr. Sunbeam please hand it to him. I have been riding on the "L" Line since 1919 and have seen all kinds of conductors but he is a prize."

For (5) **Conductor F. J. Bevis** of Division Three from Hilda Doughty who says: "He is one conductor who calls the names of streets and calls them so they can be heard and understood. I should also like to make mention of his unfailing courtesy. A pleasing and efficient workman—he should be a valued employe."

For (6) **Conductor E. W. Park** of Division Two from LeRoss Hammond as follows: "Just a word of appreciation for the courtesy accorded me, and others, by your conductor number 1432 on the 'H' Line. This man, I noticed, has a pleasant 'Thank you' for each passenger as the coin is deposited. I might add this is the first time I have been thanked for patronizing your company. Needless to state that the same treatment by all employes would be a distinct credit to the system."

For (7) **Conductor G. R. Whitney** of Division Three from Gladys Bailey who writes: "I have ridden on his car several times and he is so kind and considerate to everyone. He puts

forth much effort to elderly people to make them happy and comfortable. They seem to enjoy the ride on his car."

For (8) **Conductor P. C. Hampton** of Division Five from Henry F. Briggs who writes in part: "I wondered why we were stopping so long so I looked back and saw your conductor helping an old lady off the car and then he escorted her over to the curb through the traffic before returning to the car. We all appreciate it when any of the car men are helpful to those who need it."

For (9) **Conductor C. Voss** of Division Three from Mrs. Otto Fenske for his courtesy in helping passengers on and off the car; and for his cheerfulness and considerateness.

For (10) **Conductor G. V. Russell** of Division One from Beatrice E. Carter for his courteous and pleasant manner, and especially for being kind and considerate to a woman who was trying to find an address.

For (11) **Motorman H. Hanson** of Division One from Annette J. Kallis who says: "I have always noticed the extreme courtesy of this gentleman, his efficiency and good humor. He not only seems to know how to manage his car, but he waits for a passenger when he can, without any delay to service."

For (12) **Conductor R. M. Garner** of Division Four from Sarah Smith for his courtesy to all passengers.

For (13) **Conductor H. O'Neill** of Division Four from Miss Cornelia Otten for the politeness and consideration with which he treats all his passengers, especially elderly people.

For (14) **Conductor W. G. Brooks** of Division Four from Manning Ostroff for extreme courtesy to him under trying conditions.

For (15) **Conductor C. Frilot** of Division Five from Helene M. Lee who expressed sincere appreciation for the promptness with which he turned in her card case which she had dropped on his car, thereby relieving her of considerable anxiety.

For (16) Motorman O. C. Milton of Division Three from Annie Rooney for alert and extremely careful operation of his car and for slowing down when people were running for the car.

For (17) Conductor A. J. Hathwell of Division One from Mrs. T. M. Jones as follows: "I have observed, on several occasions, his efficiency and un-failing courtesy, especially to strangers who are not familiar with points of transfer and streets. I have visited many of our largest cities the past several years, and I am firmly convinced the LARY has about the finest employes of any railway system."

For (18) Conductor L. Rogers of Division One from A. C. Cole who is a traffic officer of the Los Angeles Police Department. Officer Cole boarded the car without his pass or any money with which to pay his fare. Conductor Rogers would not let him ride without his pass but he did pay his fare for him. Mr. Cole also said he could not help being attracted by the kind and courteous manner with which this conductor met everyone he came in contact with.

For (19) Conductor A. V. Smith of Division One from Frank G. Elliott for courteously paying his fare when Mr. Elliott got on the car and found that his pocket had been picked clean.

For (20) Conductor W. V. Forbes of Division Three from Mrs. F. A. Bosell for his courtesy to elderly people.

Boquets were received for the following men for whom we have no photographs.

For (21) Conductor E. L. Tree of Division One from Mrs. Marie L. Fletcher for being so thoughtful and courteous to his passengers, informing them where to leave the car and which way to go.

For (22) Conductor W. D. Gordon of Division Four from Miss Katie Jewel for courtesy and cheerfulness and especially for holding the car long enough for her to hand a token to her sister who was not on the car, after she bought tokens from him.

Conductor Gordon is also highly commended by Mrs. J. F. Graham for his courteous giving of information to strangers.

For (23) Conductor J. J. Buono of Division Two from E. A. Lanerick for his extreme patience and courtesy to a very trying woman passenger who refused to pay her fare when the transfer she tendered was no good. Conductor Buono courteously explained and eventually got the fare.

For (24) Motorman G. W. Bridger of Division One from F. A. Brode who

wrote: "Most anyone would help a lady, but 1413, noticing that an old gentleman was having trouble to make the long step in alighting, very kindly assisted him without any more to do than if it was the regular thing. Maybe it was, with him."

For (25) Conductor J. A. Johnson of Division Five from Mrs. Fred Endsley as follows: "I have been impressed, not once but many times, with the courtesy and kindness shown to elderly people, women and children, and with the courteous replies of this conductor to questions asked him."

Conductor Johnson is also commended by Mrs. McCord for courtesy and for always calling out the names of all the streets.

For (26) Conductor O. C. White of Division Three from Forrest P. Nason who says: "I wish to enthusiastically commend the un-failing courtesy and patience of "W" Line conductor 2728. Even during the stress of rush hours, he is always pleasant and helpful. I am not alone in appreciating the attitude of this man, for I have heard other riders speak of him also."

For (27) Conductor H. I. Frey of Division One from Mrs. Edna Bristol for courtesy; for calling all streets distinctly and for alertness as to the safety of his passengers.

For (28) Motorman H. S. Pennington of Division One from Rhoda Ruhlin for stopping his car after he had crossed the intersection when he saw her alighting from another car. Mrs. Ruhlin said she surely did appreciate his thoughtfulness as she was carrying her little girl and would have had to wait quite a while for another car.

For (29) Conductor F. B. Kirk of Division One from Pearl Pinkham for his extreme courtesy in handling a bad transfer case.

For (30) Conductor J. L. Degen of Division Four from Mrs. J. J. Powell who said: "He seemed to be so interested in his work, and I could not help but notice how quick he was and how well he handled the crowd. He was so courteous too. He helped me on the car and when I asked him for information about transferring he seemed really glad to answer and help me in any way that he could. I noticed, too, that he was kind to every elderly person who boarded the car."

For (31) Conductor O. G. Bergeron of Division Five from Mrs. William L. Bradish who lost a billfold with fifteen dollars in it on his car. Mrs. Bradish says: "In these days \$15.00 is a lot of money and I was glad to get it back, and I want to commend the honesty of Mr. Bergeron—it is to be lauded."

Honor Roll

Otis Newton Claypool, Lineman in the Line Department, was placed on the Special Roll July 1, 1932. Mr. Claypool was employed as a motorman at Division Three from August 7, 1911 to October 13, 1919 when he entered the Line Department as Lineman.

* * *

Motorman Charles Homer Doughty, of Division Three, was placed on the Special Roll on July 1, 1932. He entered the service of the company as a motorman on April 30, 1898, transferring later to Division Three.

* * *

Conductor George Martin Wieman, of Division Four, was placed on the Special Roll August 1, 1932. Mr. Wieman entered the service on August 8, 1899 as a conductor at Division One and transferred to Division Four June 29, 1930.

Record Low on Accidents for July

Fewer accidents were marked up against the company in July than there have been in any month for several years past, just 766. In June there were 862. Likewise there were fewer witnesses per accident.

In June, Divisions Three, Four and Five increased their averages over May and Divisions One and Two decreased theirs. In July this order was reversed and Divisions One and Two were the only ones to make any gain in averages over the preceding month.

Division Four, who has almost had a complete monopoly of first position, dropped so much—1.75—that they are forced to step down into second place below Division Three.

Comparative witness per accident averages for June and July are as follows:

June		July	
Div. 4.....	6.87	Div. 3.....	6.18
Div. 3.....	6.31	Div. 4.....	5.12
Div. 5.....	4.91	Div. 5.....	4.77
Div. 2.....	4.07	Div. 2.....	4.55
Div. 1.....	3.47	Div. 1.....	3.94

The total average witnesses per accident for all Divisions was 4.94 for July and 5.04 for June.

The customer waited a few minutes and finally called out to the proprietor who sat sleepily in the rear of the store: "Say, can't you come and wait on me? I'm in a hurry."

The proprietor shifted his position slightly and drawled:

"Couldn't you come in sometime when I'm standing up?"

JOURNEY'S END

Motorman John William Cowden, of Division Five, was stricken with a heart attack while operating his car on Line "F" July 27th. With a fine sense of loyalty to the very last Mr. Cowden applied the brakes and stopped his car in traffic at Main and Jefferson Streets. Conductor L. L. Hiller hastened to him and helped him off the car and to the curb where Supervisor T. C. Clarke was stationed. Gasping that he was "too sick to make the run" Mr. Cowden collapsed and passed away before reaching the receiving hospital.

Mr. Cowden was born in Unionville, Missouri, and was employed as a motorman on July 21, 1925. He is survived by his wife, a son and two daughters. He was a member of Everett Lodge No. 222 I. O. O. F., Everett, Washington.

Conductor John Nichol Allan, of Division Two, passed away on July 28th. He was born in Aberdeen, Scotland, and was employed by this company as a conductor at Division Two on May 10, 1929. He was transferred to Division One on July 17, 1932, but as he has been on the sick list since May 19th he has never worked out of that Division. Mr. Allan is survived by his wife and a baby son.

Eugene Oliver Baker, Transfer Clerk at Division Four, died on August 2, 1932. He was born in Essex Junction, Vermont. He was employed as a motorman at Division Three on November 18, 1907 and was appointed Transfer Clerk on May 10, 1923. Mr. Baker is survived by his wife, a son and a daughter.

Flower Olympiad

Flowers will have their Olympiad September 1st and 2nd when the Los Angeles Thirteenth Annual Dahlia Show is held at the Biltmore Hotel, Los Angeles. The dahlia is known as the "king of the garden," and the show they present is recognized as the finest in the floral world.

The show this year will be the finest ever staged in Southern California, according to statements by officers of the Dahlia Society of Southern California, under whose sponsorship the affair is held. General business conditions are not affecting the quality of the show, with thirty huge exhibits being planned using nearly 10,000 dahlias.

Many new originations will be exhibited, including the sensational new "Amelia Earhart" dahlia, a huge peach colored bloom that measures nearly 15 inches across.

Admission price will be forty cents; twenty cents for children.



BIRTHS

The depression doesn't seem to affect the activities of that grand old bird, Dr. Stork. During the month of July there were four additions to the Division One family and all were boys.

On July 8th Albert Henry Biddlecomb, a fine seven pound boy, was welcomed to the home of his father, Conductor E. G. Biddlecomb of Division One. Mother and boy doing well.

* * *

Motorman M. G. Johnson of Division One, was seen passing out a fine brand of cigars and confiding to his many friends that he was the proud father of an eight pound boy. His name is Charles Allen Johnson and the date of his arrival was the 17th of July.

* * *

Robert Edmund Yocum, weighing eight pounds, became a permanent fixture in the home of his father, Motorman C. E. Yocum of Division One, on July 21st. Mother and baby are reported getting along fine.

* * *

This time it is a boy and Motorman G. H. Schlueter of Division One is quite proud of the fact. He arrived on July 25th and weighed nine pounds and ten ounces. Motorman J. H. Schrader is the grandfather and he is equally happy over the event. His name is Robert Louis Schlueter.

* * *

Tom Rocha, of the Winding Room at the Shops, is the proud father of an eight pound baby girl. Miss Emilia and mother are doing fine, and thanks for the smokes.

Appreciation

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

C. F. Halleman.

For Sale or Trade

Two and one-half acres, five roomed house, bath, screen porch. Double garage. Chicken equipment. Seventy-five trees. Clear for clear Los Angeles property. 1648 W. 59th Place. See S. Johnson at the 16th Street Garage.

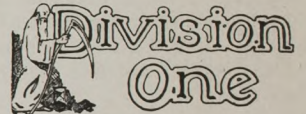
For Sale

Good 6 room house; good garage with 2 small rooms. Lot 40x155. Price \$2700. \$1700 down. balance due January, 1934. No assessments. Call at 4219 West Avenue 42. H. O. Taylor.

He's Raising 'Em

Bill Snyder hasn't enough troubles with the Olympic and everything, so he has been worrying about where he would get his next crop of good Supervisors when those he has now have become Superintendents or something. Just what he was going to do about it has been a dark secret and it has just leaked out. Bill is going to raise a crop and train them the way he wants them.

A very likely candidate is little Jack, Junior, born last May 26th, son of Supervisor Jack Carlin. Little Jack is already beginning to imitate his daddy's ways, and Bill Snyder says that Jack Carlin is a darn good Supervisor.



H. N. COLE

Vacation time is with us and business is good in that line. Clerk Charlie Farrah has returned from a two weeks vacation which was spent driving hither and thither up in the National Parks.

Clerk Roy Ruggles' turn came to leave the city behind and at this writing he is wandering into far places.

Conductor E. D. Avila spent two weeks away from the scene of his activities. He was seen one day on the barge catching all kinds of fish. It is reported he caught one so large that two girls who were fishing near by, had to go to his rescue and assist him in landing it.

Conductor A. A. Lithgow took fourteen days off during the month. No trips for him. Just a quiet rest.

Motorman C. Culver enjoyed a little quiet and rest during the nine days he was off duty.

On account of the illness of his father, Motorman J. R. Fisher was called to his old home in Texas. He was off fifteen days.

Conductor J. H. Stanley took twenty-one days to go to Yosemite.

Conductor R. W. Brigham has returned from a very successful fishing trip.

Motorman B. C. Byrd took seven days off just to see how it would feel.

Motorman D. B. McFarland rested up for ten days and looks better.

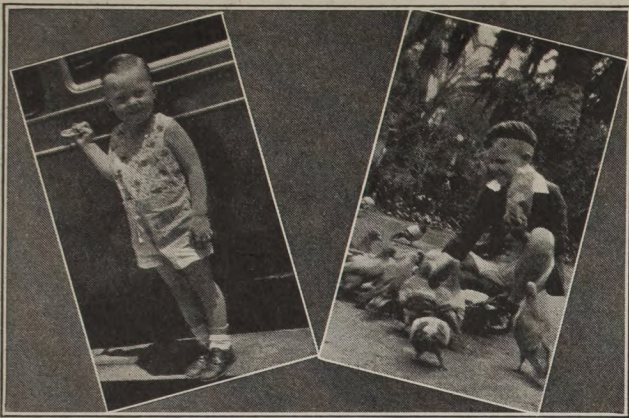
Motorman L. S. Fitzpatrick relaxed for eighteen days.

Conductor A. I. Brennan has returned from an extended trip, and is now pinch hitting for Bob Spurgeon, Register Clerk. Bob is off for two weeks.

Motorman A. W. Smith was called to Missouri on account of the illness of his father. He got off for twenty-eight days.

Motorman H. S. Haag is taking sixty days off and will make a trip to Idaho.

Motorman J. W. Treat called up Clerk Roy Ruggles to explain that he was late and couldn't make it in time for his early run; that he had just missed his car. Ruggles told him to walk as he had one hour to report, and if he didn't feel like walking, to crawl. Then for the first



Georgie Olsen at left and Gene Hunter at right



Division Two
H. F. NELSON



MARRIED

Gwendolin Boydston, daughter of Motorman T. E. Boydston of Division Two, and Stanley Grover were married at the home of the bride on the 2nd of July. The groom's father is Fire Captain at the Jefferson Street Station.

* * *

Let me introduce Conductor W. W. Nally, the young grandfather at Division Two. His eldest daughter gave birth to a strapping baby boy on the 11th of July. He tipped the scales at eight and one-half pounds.

Motorman J. Hoy spent three weeks visiting friends and relatives at El Paso, Texas, and returned to find the old Division about gone.

* * *

WEDDING

Conductor C. W. Hannon and Miss Susie Ellison were married the 10th of July. Congratulations.

* * *

Conductor L. Rogers narrowly escaped serious injury a short time ago when he tried to crank his car when it was in gear.

Motorman D. Cuthbert declares that whenever he moves into another house the first thing he is going to do is to start digging up the floor in the cellar. A few days ago a stranger approached him and told him he had formerly lived in the house and had left a few odds and ends in the cellar and wanted to know if Cuthbert had any objections to him going down and getting the things. Cuthbert told him to go ahead and went down with him. The fellow walked to one corner of the cellar and with a stick started to dig around the floor. Shortly he uncovered a fat roll of bills, said "Thank you" to Cuthbert and went merrily on his way.

Conductor L. Shelley spent a week-end at the "Eagle Nest," Motorman Van Soest's cabin in Bear Canyon at Camp Baldy. This was Shelley's first trip to the mountains and he enjoyed the scenery very much.

Here is li'l Georgie Olsen for your approval friends. Plenty handsome, we'd say. Georgie is almost three and his daddy is Conductor G. L. Olsen of Division Four.

Gene Hunter, nephew of Motorman S. H. Hunter of Division Two, knows his baton. He is just past ten and is quite a musician. He led the Baker Hotel Orchestra at Dallas for some time. On June 16th he led the Biltmore Orchestra at Los Angeles and on the 14th he sang at the Kiwanis Club luncheon where Lieutenant Governor Merriam and many other State, County and City officials attended.

time Treat looked at his watch and waited for the next car.

The fellow you see hanging around with a white hat with red band, is Motorman George Elder. This for the benefit of the men from Division Two.

Eddie Sweets, the Janitor, has a reputation for a wonderful memory for faces and names. He knew every man at the Division by name, but since the bunch of fine looking men came from Division Two, Eddie's memory is being overworked, and Eddie is a busy man.

On Sunday Motorman G. E. Thomas went bathing at one of the beaches. On Monday he went on sick report and went to see a doctor. It seems that he took more of a sun bath than a surf bath, and was blistered terribly.

Motorman E. R. Rath says he has several things to be thankful for. Here are a few of them: He is glad to get back home; he is glad he gained in Division seniority; and he is glad he brought with him a good conductor in the person of F. W. Godel.

Line Instructor E. E. Feb recently returned from a very pleasant trip to the Yosemite. He made the trip in seven and a half hours and the same coming back. He took three friends with him in a Nash and was there three days. All except the fifteen hours spent in traveling was taken up in inspecting the Falls and other objects of interest.

Conductor R. W. Bowers looks pretty lonesome. His wife is away.

When Operator W. H. Stanley was forced to reach toward the stars and give up all his money and tokens, he thought it was terrible. This was on Wednesday night, and when on the next Saturday night he was again subjected to the same trying ordeal, he knew it was about the limit, and what he said about being alone on a one man car was a plenty, but he snapped out of it and is still on the job and his pulse is normal once more.

There is one thing that Motorman O. V. Lawrence has to be thankful for, and that is that the thief took only two wheels off his Model A car, instead of

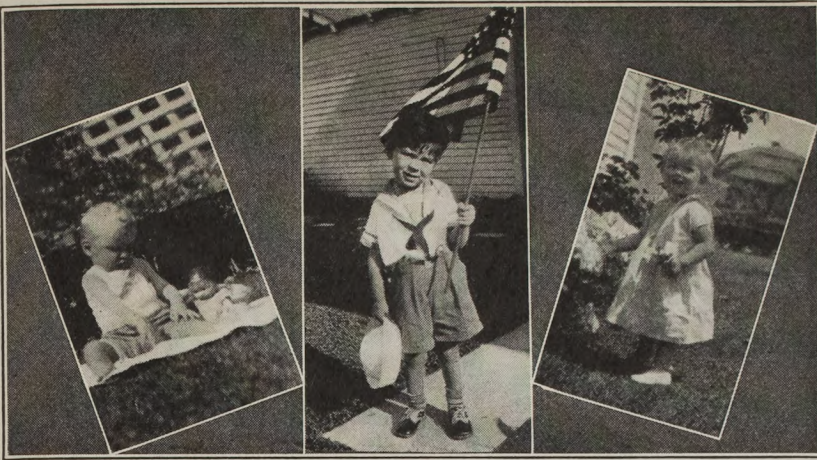
all four. About seven o'clock in the evening when he started home he found his car blocked up and two wheels and tires gone. He called up his dealer and in a short time Lawrence was on his way home.

Motorman G. E. M. Thomas and his Conductor, H. I. Frey, were going slowly down a slight grade on West Seventh Street when he noticed a machine alongside bearing dangerously close to his car, so he sounded his gong, but without result. He then looked into the machine to see whether it was a man or a woman at the wheel in order that he might make proper use of the English that the occasion demanded, when to his surprise he saw no driver. His brain and his hands worked quickly and before any damage was done, he and Conductor Frey had the situation under control. They parked the machine at the curb with the brakes on, and away they went.

Ordinarily, fish is considered a cheap commodity, but according to Motorman W. E. Flower the cost fluctuates. He took a trip and caught three small trout at a cost of even twenty-five dollars each. He says in the future when he craves fish, he will buy himself a box of sardines.

Conductor E. S. Wright recently had the pleasure of greeting his brother, W. H. Wright of the Bismark Hotel, Chicago, after a separation of thirty-two years. The brother came here on a visit and remained three weeks and is now touring the country on a three months vacation.

Los Angeles Railway Boy Scout Troop No. 45 was the guest of the Veterans' Club at a very enjoyable picnic at Cabrillo Beach, July 16th. Under the supervision of Scoutmaster R. W. Bower various contests were pulled off, such as swimming, and several different racing contests. But best of all was this, hot dogs galore and everything else in the way of eating, and lots of soda pop of all colors. Every possible effort was made by the boys of the Veterans' Club, to show the Boy Scouts a good time, and they truly succeeded, judging from all appearances.



At the left we have little Dolores Katherine, another sweet member of the Lary family. She is the nine months old daughter of Motorman J. J. Sylver of Division Four. The patriotic little man in the center is Vernon Wright, the five year old son of Conductor E. B. Wright, a Division Three man. At the right is Claudia Roberts, daughter of Mr. and Mrs. C. F. Roberts, granddaughter of Motorman H. L. Glass and niece of Conductor H. H. Glass of Division One. She is fifteen months old and is boss of the Glass household.

One of our conductors saw malt syrup advertised very reasonable, so he bought a can. Several days later he remarked to another conductor that he didn't think very much of that brand of syrup, it was too bitter on his hot cakes.

When Motorman W. G. Stephens returned from his leave he turned in his outfit and headed north again, where he intends to work for his brother, who is in poor health and unable to take care of his business properly. Good luck Steve.

Our boys who resigned to accept positions with the Los Angeles Motor Coach look great in their new uniforms, and we all wish them the best of luck in their new line of work.

Motorman G. V. Henderson returned from leave and had just eleven minutes in which to make up his mind as to whether he wanted to transfer to Division One or stay and go to Division Five. He finally decided to go to Division One, but said he would have liked to have had a little more time in which to decide.

Conductor D. D. McClurg had his slip all made out to go to Division One and stood around talking and did not come to until the bids were closed and the list made up and posted. Better luck next time D. D.

Conductor F. T. Ginger has finally stopped gathering cellophane, he completed a belt thirty-six feet long.

Conductor M. Taylor is in the market for a bicycle or some other vehicle which he can use after the cars stop running at night. He is having to walk from 43rd and Hoover to Division Two at present. Any of you boys who happen to see him roaming home at 3:00 A. M., please give him a lift.

I wish to thank you boys who have transferred to the various Divisions for your assistance in keeping this column full of news, by bringing in bits of news and funny happenings. And I also want to wish you the best of luck and may we all be together again soon. H. F. Nelson.



Division Three

L. VOLNER

Division Three has lost a much beloved motorman, one who was everybody's friend and a friend to everyone. Mr. C. H. Doughty has gone on the retired list.

Motorman M. L. Hersom is now the "kingfish" on the motorman's list.

Transfer Clerk A. E. Russell, accompanied by his wife, spent two enjoyable weeks at the various beach resorts. Mr. Russell reports that he had a very narrow escape from drowning when taking his daily dip, and for a time was badly buffeted by the heavy waves that prevailed on that occasion.

On Saturday, July 23rd, Motorman J. T. Martin says he was to have been married but the preacher and bride failed to show up. Now Mr. Martin is a very popular man at this Division, a hard and steady worker, and we know the bride, who was to have been, missed a great catch.

Harry Trabue, Uniform Inspector, accompanied by his father and uncle are spending a few weeks in Sequoia National Park.

A card from Conductor J. M. Wilson states that he is having an enjoyable vacation visiting points in the southern part of the State.

Dave Mears and former Cash Receiver Smith, for the first few days of July, had a wonderful time at their quarters at this Division. An abundant growth of English ivy naturally attracted a great number of English sparrows who built their nests therein, and the birds, in some manner, had accumulated an overabundance of crawling things which decided to take a sightseeing trip through that department. Before the occupants of the Transfer Counting Room were

aware of it, thousands of these tiny crawlers spread over the tables and chairs and then ventured onto the two men themselves, and it was nothing else but, "quick, Henry, the Flit!" The wrecking crew was called and all the vines and their occupants have been obliterated. Those who live in the "jungles" of the Los Angeles River had nothing on the occupants of our upstairs when it comes to being "crummy."

Motorman J. A. Martin and family are visiting relatives in Colorado for sixty days.

Conductors O. C. White and L. E. Vickrey, with their families, are making a hurried trip of about three weeks duration to visit relatives in Oklahoma.

Being very fond of his chewing gum, Conductor Frank Millican had been trying to find a brand that would satisfy his longing for that confection when one of our alert Supervisors gave him some P.K.'s, which did the work fine. Mr. Millican says that he will never forget the kindness of that Supervisor.

Conductor M. M. Wallace is slowly recovering from a recent operation for appendicitis.

Clerk Harry Gilmore and family spent two weeks at Lake Tahoe during his recent vacation. While enroute, they visited friends in San Francisco. It is rumored around the Division that Harry was to have been on the "Blue Monday Jamboree," but as his silvery voice was not heard, we take it for granted the program was too crowded.

Motorman A. R. Phillips made good use of his vacation by visiting Gilman Hot Springs for several days.

On a recent fishing trip, Conductor Ira Gott caught quite a lot of small ones, and says that he pulled one of the largest he ever saw out of the water but was not able to land same.

When hunting news for this column I struck Conductor Peter Gillespie. Mr. Gillespie said tell all the boys he was well and happy and doing lots of business. Now, in these trying times, and with conditions as they are, that is news!

Extra Clerk A. E. Allen and wife made a hurried trip, the last part of July, to Sacramento, where they were called on account of the serious illness of Mr. Allen's mother. Mr. Allen informs us that his mother is doing nicely and expects to return home from the hospital in a short time.

Chief Supervisor Wm. Snyder was a caller at this Division recently, and in speaking of his recent vacation in Yosemite he related an experience at Bakersfield, where they stopped one night while enroute to their destination. Bill says the heat was unbearable, but that they had anticipated cooler weather when the evening shadows fell, but for some reason, the humidity increased and, when it got dark and the lamps were lighted, millions of bugs began to congregate on the walls and ceiling of their domicile. A night game of baseball was started on grounds adjacent to the place where they were stopping, and when the heavy arcs blazed forth, Bill says they saw insects flying around in the air as big as chickens. Mrs. Snyder quickly secured a Flit gun, and, while Bill per-spined and snored, she spent most of the night attending to those vicious insects which literally covered everything. Bill

says the next time he is going to take a baseball bat and while away the happy hours by crippling some of those bugs.

Motorman C. M. Neal has returned from his flying trip to Texas, and upon his return to Los Angeles one of his feet became infected and is causing him a lot of trouble, but he is on the road to recovery and will soon be back to work. Some of his friends are claiming he had too much fried chicken back with the home folks.



Division Four

C. J. KNITTLE

WHO PAID 234. That's not a question. It's the names of the lines now operating out of Division Four. In the way of activity, this Division is the hottest spot in town. Two hundred and twenty-six motormen and two hundred and twenty-four conductors operating one hundred and eighty-nine runs on Lines W, H, O, P, A, I, D, 2, 3 and 4. Yes, yes the pleasure's all ours. But let's step into the trainmen's room and look for some familiar faces among those who recently transferred here from other Divisions.

There's L. D. Gordon a Motorman from Division Two, at the mail rack looking for a letter. Gordon, not long ago, finished nine and a half years of dispatching.

A tall, fiery haired motorman, wearing glasses, is checking his watch with the Division clock. Ah! It's Motorman H. E. Adams. Adams broke in here a few years ago but later transferred to Division Two. There are four Adamses here now. Not related, however.

Another former Division Four man takes our eye. It's Motorman A. J. Lange from Division One. "Once upon a time" Lange stole a dog to present to Foreman B. B. Boyd but it was hijacked from him before he could make delivery.

Motormen E. D. Wakeham and "Red" Mattern, Conductors C. R. Ream and T. W. Muller are talking things over. They all broke in here, then went to Division Two but they are apparently glad to get back home.

The Gordon brothers from Division Two, (Motorman C. and Conductor W. D.) are also here and . . . am I seeing things? . . . Motorman E. C. Secrist with twenty-one years seniority at the South Park Division is with us now and . . . well, by George! . . . there's our old skipper, Motorman M. Langager from Division Three.

Conductor V. Penrose, who joins us at this time, claims no relationship to the well-known governor, and Motorman E. M. Pennington, another transferee, says Ann Pennington, the dancer, might be in his family tree but he's never looked up to see.

Then, too, we are glad to find Motorman H. J. Flaherty, the unemotional Irishman, among those present. Flaherty also hails from the South Park Division and is still holding a run on the "doughnut," (Line "O").



July 5th was a lucky day for Motorman R. R. McFall of Division Four. Fishing from the "Paul G" a Long Beach boat, R. R. caught ten barracuda, all weighing over six pounds, and two yellowtails. He also won part of the "jack pot" by hooking a nine and a half pound barracuda.

To all trainmen who recently transferred to this Division we are pleased to say, "GREETINGS!" Little difficulties and problems are bound to arise but I am sure you men will find each trainman of the original Division Four personnel and each clerk and, above all, Superintendent Wimberly and Foreman B. B. Boyd always glad to assist you in any phase of the work. We sincerely hope you will find real enjoyment in being a member of this Division and that our association in the trainmen's room and on the road will always fulfill every requirement of good-fellowship and friendly cooperation.

A general shake-up was held July 19th and went into effect July 31st. Ordinarily a shake-up takes effect a few days after the runs are chosen. This one was an exception and caused one of our very good friends, Motorman L. H. Stephens, to pull a brodie. The Monday after the shape-up "Steve" grabbed up a pair of train numbers for his new run and ambled out to the designated track and there was the proper car but . . . well, to make it short . . . there was also a motorman and conductor on it. "Get the heck off this car," yelled Steve, "You must have the wrong one." "Where do you get that stuff?" replied Conductor Pratty. "How long have you had this run?" "I'm starting on it today," answered Steve. "This is the one I chose." "Well you better make a few more trips on your old one," said Pratty. "The shake-up doesn't take effect till next Sunday."

With the editor's permission I would like to say a word of thanks to Mr. W. F. Benjar who recently moved into a home he owns at the Montecito terminal of Line "2." Mr. Benjar immediately went to the trouble and expense of buying a piece of pipe, a new faucet and a drinking glass and installed them in front of his home for the convenience of his many trainmen friends.

We congratulate Motorman Bob Deucher who won his thirteenth cup for ballroom dancing one recent Saturday evening at an Ocean Park dance pavilion.

Motorman W. J. Forster and Emil Kuhle made a fishing trip off Santa Monica, July 20th, and had fairly good luck. Forster brought back four barracuda and four mackerel. Kuhle wound up with seven barracuda and three mackerel.

Conductor George Young returned July 23rd from a forty day vacation which he spent in Oklahoma and Texas. At Cor-

pous Cristi Bay, Texas, George and his wife participated in a big celebration for Mrs. Young's parents on their golden wedding anniversary.

WEDDING

It is a pleasure to extend our very best wishes to Motorman L. A. Starkey and his bride who were married July 15th. Mrs. Starkey was formerly Miss Vida Hager. Judge Chas. Burnell performed the ceremony.

Motorman Frank Jensen was granted a thirty day leave July 19th and is visiting in Arizona.

Conductor C. J. King is spending a thirty-four day leave in Oregon. Conductor C. S. McCoy returned July 31st from a seven day vacation which he spent in the High Sierras.

Motorman L. L. Nelson, who recently married Miss Mabel Cline, Dispatching Room Operator, returned from a ten day vacation July 31st.

Conductor J. M. Walker returned from a nineteen day leave August 1st during which he journeyed to Montana and brought back his parents.

Clerk Frank Ervin had quite a time getting a former Division Two conductor to tell his name. The lad kept saying "be still" and it finally dawned on Frank. His name was B. Still.



Division Five

FRED MASON

Well, the July fishing trips were not so successful as those in June. Conductor George Ritter and his gang went out and George promised Motorman Charlie Detrick a sack full of fish. Charlie said he is still waiting for it. Charlie himself went out and even he didn't have any luck.

All the vacationists are back and all report a wonderful time. Conductor Tom Wiley said that Wichita, Kansas, is just the same as ever—that he spent most of his time running from the house to the cellar. Wiley, however, came very close to not getting back as heavy rains had caused considerable damage in Oklahoma and he had just gotten over a bridge crossing the Oklahoma-Texas line when in she went and Tommy was still white when he arrived in Los Angeles.

Motorman Rufe Farmer got back feeling fine and dandy after a 4,000 mile trip running all around the country.

Switchman Bill Stoll, who was placed on the Special Roll a short time ago, is now at the Foothill Sanitarium and is getting along fine and dandy. If any of the boys are driving out that way, stop in and see him as he would appreciate a visit from any of you.

Motorman Charlie Franek is still at the Naval Base Hospital in San Diego and from what we hear he is doing as well as can be expected following an operation.

We are sure glad to see the following men back on the job after being on the sick list for some time: Motormen W. E. Chilcoat and R. S. Drew and Conductor H. J. Osborne.

Ex-motorman Harry Bush writes from Maricopa, California, and says he is getting along O. K. and sends his very best regards to all the boys at Division Five.

Conductor H. F. Henney, who has been off sick since June 27th, is now at home and is getting along fine.



JACK BAILEY

J. M. Spearing, Carpenter Foreman, started his two weeks vacation July 25th and will enjoy the charms and chimes of the Magic Isle.

M. Wassell, Chief Utility Man of the Carpenter Shop is spending a few days resting up at Elsinore.

Carpenter Bob Calderwood is spending a few days at Martinez, California.

Carpenter Ed Carmody and family spent a week at Yosemite.

T. C. Shelford, of the Carpenter Department, has secured rates to Catalina and will soon be splashing about on the pebbly beaches.

Emogene Phipps, our Telephone Operator, has returned from her vacation and greets us with that cheery "Hello."

C. Walter, of the Store Department, was seen cracking a gas pump which meant that he was doubtful of having enough gas to get him to Yosemite and back.

The Store Department business is going to the dogs. Ben Bradfield who has returned from his vacation was seen on Centennial Boulevard with a \$10.00 net trying to catch a \$3.00 dog. Ben was in the market for a dog and was referred to Howard Beebe, also of the Store Department, who is in the dog business on the side. Ben offered him \$3.00 for one of his best pets. Beebe told him to go to the pound—or words to that effect.

Peggy Dowrey, of the Store Department Office, is reported spending a much enjoyed vacation in the mountains.

Jim Brown, Chief Salvage Man of the Store Department, is spending his two weeks vacation visiting relatives in Texas.

That "Oh Hum—Lazy Weather" expression registered by our Truckman friend W. W. Morgan may be explained by the absence of his wife who is visiting back East.

H. L. Turner of the Truck Shop also boasts of having his wife vacationing in the mountains.

Truckman Bill Thun has returned from a three weeks leave of absence due to sickness.

The boys say Assistant Foreman Bill Amos, of the Truck Shop, has a new sweetie. Maybe that accounts for Bill taking time off lately. Our advice would be to buy her an electric refrigerator and for him to stay on the job and forget about the ice man.

Truckman Fred Cummins was granted a 30-day leave of absence to visit relatives back East.

Truckman M. Christiansen spent a week in Pasadena trying to wear out his good clothes.

Jack Bickford, Clerk of the Truck Shop Office, spent a week-end at his cabin at Big Bear.

Truckman L. Spratt and family spent a week-end at Catalina. Upon his return he at once put in an order for a single ticket for Mr. L. Spratt. We wonder if friend wife knows about that?

E. Sayers of the Winding Room was granted a 30-day leave of absence which was spent at Lake Tahoe.

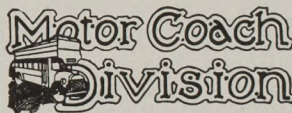
W. Jones is back in the Winding Room after his semi-annual inspection of the power meters on all street cars. He will probably be with us until next January, when he will again make his quarters in the meter car.

H. Seivers, of the Sheet Metal Shop, is confined to bed with stomach trouble, and will be under doctor's care for six weeks.

If you have any old magazines save them for W. W. Husky of the Machine Shop. He wants them to pass away the time on his next fishing trip.

T. Maguire an old timer with the Curtain Department who is now Chief Utility Man for the Shops Mail Delivery, was seen in conversation with two nice young ladies just before he went on his two-weeks vacation, however he is back on the job and says he enjoyed the rest.

(Two Bells received the photo of Dave Anstedt of the Winding Room and his wonderful catch of fish too late to get it into this issue.) The picture was labeled "What a fisherman and what a catch" and the photo proved it. We were unable to get a picture of L. A. Johnson who accompanied Dave on this trip. If Dave came out second best with this string of fish you can imagine what Johnson's string would look like. This all took place last Fourth of July at Blue Lake up Bishop way. The picture is special proof for R. Guignard and J. Devlin who have made several trips to the very same rock from which this nice limit catch was landed, but in vain.



J. H. McCORNACK

You would expect someone by the name of J. McCarron to make a trip to Ireland, and that's just what happened. He lasted three months over there and then they shipped the foreigner back. He reports everything fresh and green. He had a rough round trip but, of course, I don't have to inform you that he never felt better in his life, both ways.

Si Slocum is on one of these depression vacations. He felt so bad about leaving the boys in the office that they found him at work, the first vacation morning, and had to kick him out. Imagine a fellow like that. He isn't going any place so you needn't worry about him.

What do you think about someone like M. Chamberlain, who comes back from a vacation fishing trip with stories of all the big ones he caught near Bishop and then when we inquire around we can't find a soul who even had a smell of a fish for dinner.

Here is another fish story. Howard Lehnart had a great fishing trip to the

Huntington Beach pier. Maybe he caught a cold. We didn't hear of anything else.

Be very careful about calling for a taxi in front of K. J. MacPherson, near Manchester. See if you can get the story on this. I'll recommend it.

As Sixteenth Street meets Broadway so C. L. Corey's machine met its mother-in-law or something. Both cars were wrecked and so was Corey. He goes now to put flowers on the pile of tin, in the vacant lot near the scene of the tragedy, that was once his pride and joy. This is really sad but also an excellent moral for him. Don't try to make a race track out of Sixteenth Street as the turns are not banked.

Now let's end up with something cheerful. After thirty-eight days of perfect misery, the usual result of an operation, J. R. Roberts is back with us and is feeling like a good man should. We are glad to have him with us again.

GARAGE

I might just as well confess this hoax right now before the razzberries get me. This isn't Mack at all and we now have Harry Nordmark trying to hit in a pinch, as it were. After all, it is a great opportunity for me to say hello to the gang. I'll be seeing you.

Mack and his wife went back to Iowa to lose themselves in the folk's tall corn and eat that corn-fed chicken. They certainly must have wanted that chicken bad. They made it in three days and every bit of the way they were driving a Ford. Well, I hope he takes a big bite for me. How about you?

Since I've been here this place has gone ball bugs. As I get it there are three teams: the Rinky Dinks, the Black Crows and what have you. The first game ended ninety-seven to nothing in favor of the Rinky Dinks. Bob Coenon knocked four home runs in three times at bat. Boy, page Babe Ruth. In the second game, the Black Crows, led by Horace Franklen, sunk the Dinks to the tune of 96% to nothing. Horace muffed a high fly which accounts for the difference. Robert Hester made a great catcher on his team, for the other side.

Well, here's Jack Savage and Mr. Crocker pal-ing around together again. They went up to the mountains on a fishing trip and Jack got all sunburned wading around in fifteen feet of snow. He caught as many fish as the professionals. They didn't get any either. Mr. Crocker wants to thank the boys again for that dandy coat. He admits that he's so crazy about it he sleeps in it.

How about the day we all had to stand on our heads when Claude Simmons and Dan Sullivan did that great sign hanging job on the Double Deck. They say that great minds travel in the same channel. Dan and Claude agreed perfectly on how the sign should read while hanging head down, doing the job. It read upside down to us and they woke up to the tune of the Bronx cheer.

Tell your wife to have the frying pan hot for fish when H. Gilfillan gets back from his vacation. I guess we can slice enough from the big one he's going to get, to go around.

I understand Percy Bosanko is encountering difficulty in getting that horse

of his to understand Russian. He informs us that he knows where he can get more horses for a dollar a head. Don't be alarmed if he comes around asking you to join his riding club for tired mechanics. He means well.

If anyone wants to know how Yosemite in this year they should ask Dick Starling. Dick is spending his vacation up there.

Wallie Weberg is welcomed back after a month's sickness. He is also well rested up.

I thought the boys could play ball until I saw Miss Emerson shooting them across the plate and hauling them in with one hand. Here, Rinky Dinks, here's a good manager for you.

Take a good look at the fancy pin Doyle Rishel is sporting these days. That pin will tell you that here's a bowler who can really bowl. It was presented to him by the bowling club.

Ah, did I get the scandal though. Jessie Doore and Andy Seyferth spent the week-end at that notorious Balboa Beach with their girl friends. This would be a great story if it wasn't for the fact that Jack Savage and Floyd Nolf and their wives went along. Andy and Jessie must have known I was looking for a scandal.

R. W. Taylor and John Marvel don't seem to be hanging around the corner of the Machine Shop so much since they received their thirty days vacation. I hear the vacation subject was much in evidence previously.



H. K. CONACHER

DIVISION ONE

C. Heywood has returned from an enjoyable two weeks vacation spent in and around Yosemite National Park. Clay says the bears have a perfect "Help yourself" system, especially when it comes to sugar and syrup.

J. Bradley claims the honor of having the best looking car at Division One. He sports a brand new Rockne sedan. Jimmy leaves soon for a two weeks vacation in the northern part of the state.

E. Nolton has to bach these days, on account of his wife being on a two months visit with her parents in Chicago.

E. M. Angel, and J. E. Griffith were transferred to Division One on the 15th of last month. Glad to have you with us boys.

DIVISION TWO

R. W. Lyons spent a week vacationing in San Diego and vicinity during the past month. Jerry says the old Model "T" performed just fine.

Doc Mullins returned from a two weeks trip into Oregon, where he visited "Buck" Richard, former Division Two employe. Doc reports a very successful and a thoroughly enjoyed trip.

A. Edmunds spent a two weeks vacation in the San Diego mountains, just sleeping and fishing.

A. Duncan reports having visited the hottest place in the world, while away on his vacation. He drove out to Oro Grande, in the Mojave Desert. Andy re-

ports a very interesting, but a terribly hot, trip.

DIVISION THREE

During the depression, Ed Muse has converted his Ford coupe into a coaster car.

Harry Wescombe actually paid a two year debt. He caught a halibut.

W. J. Alport has a badly sunburned back.

J. Scothorn's Oakland became a little mulish and kicked him last month. Jim now has a sore hand.

J. Graham and Tom Hubbard have returned to the Division after having helped to dismantle a group of cars at Division Five.

A. O'Brien has moved farther west in Hawthorne to be nearer the beach.

DIVISION FOUR

Harry Hunt, Doc Mullins, Art Edmunds and Geo. Lendy were transferred from Division Two to this Division during the past month. Glad to have you with us boys.

Mr. Mawby and Mr. Lee, just a couple of fishermen from this Division, spent a day, the first part of this month, out on a fishing barge. The next day was fish story day around the Division. Mr. Lee says he caught some fish and took them home. Mawby says he caught some, too, but he left his on the barge. "Believe it or not." At any rate the boys at the Division who had their mouths all fixed for a mess of fish were disappointed.

Jimmie Inman and family are at present away on a vacation which they are spending in Yosemite National Park.

J. E. Simmons has just returned from a few days vacation spent around home.

J. B. Campbell is at present away on a few days vacation and from what we can learn he is spending most of his time working on the old Ford.

DIVISION FIVE

Carl Gordon is back on the job after being laid up for six weeks with a very bad attack of inflammatory rheumatism.

Geo. Macqualters is spending his vacation at Catalina and Tia Juana.

Red Fulton has purchased a new home in Hawthorne.

R. Nokes is among the toothless at Division Five, having had all of his teeth out recently.

Andy Anderson went deep sea fishing last week-end. Never again, says Al, as they had to row the motor boat back to the pier shortly after they started, as the engine went dead. No fish were caught.

Orres Howard has returned to work after a few days vacation.

Jimmie James is spending his vacation in San Francisco.



H. I. SCHAUBER

George Jamison, Switch Repairer, celebrated the Fourth of July by making a trip to the old California gold fields at Gold Hill, in Grass Valley.

Frank South, Jr., has completed the semi-annual cleaning of girder rails. He and his men collected 648 tokens and about 32 dollars in change, all more or less damaged by being run over by street cars.

Bob Gates spent his vacation acting as nurse to his family, who were all ill with pneumonia. Must be a good nurse as all his patients have recovered.

Sam Sommers is on a ninety day leave of absence, visiting in Virginia.

Jack Baldwin has decided that driving his car to work is too expensive and now rides a bicycle. Have you lost your pass, Jack?

Ralph Wright received a serious electric burn on his hand while repairing a grinder in Vernon Yard. (Apologies to Conacher for stealing Mechanical Division news).

Bill Morgan is spending his two weeks vacation working on his cabin in the Arroyo Seco, getting everything in shape for some restful week-ends at the cabin after vacation time.

Andy Egan, and his entire survey crew, went on vacation at the same time, leaving everything to Johnny Lindenfelt and his gang. Andy went to Yosemite.

Sam Bevilacqua spent his vacation at Catalina. Report has it that Sam spent the majority of his time on the trip over polishing the rail with the lower buttons of his vest.

In anticipation of another wet winter, Bill Rankin had the top on his Chrysler renewed. After inspecting the finished job, Bill started hoping for a dry season.

Modest Kelley Holmes, while driving through the Hollywood Hills the other day, encountered one of the fair sex who evidently was a member of a nudist colony. Just as soon as Kelley recovers sufficiently to give a coherent account of his trying experience, he will furnish interested parties with full directions on how to get there.

Standing of Trainmen by Divisions

The Safety and Courtesy standing of motormen and conductors of the various Divisions during the month of July, 1932, is as follows:

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	1	2	11	0
Two	0	0	4	1
Three	0	2	19	0
Four	1	0	9	0
Five	0	0	3	0
Totals	2	4	46	1

Safety operators are listed as motormen.