

TWO BELLS



FOR EVERY hill I've had to climb,
For every stone that bruised my feet,
For all the blood and sweat and grime,
For blinding storms and burning heat,
My heart sings but a grateful song—
These were the things that made me strong!

For all the heartaches and the tears,
For all the anguish and the pain,
For gloomy days and fruitless years,
And for the hopes that lived in vain
I do give thanks, for now I know
These were the things that helped me grow!

'Tis not the softer things of life
Which stimulate man's will to strive;
But bleak adversity and strife
Do most to keep man's will alive.
O'er rose-strewn paths the weaklings creep;
But brave hearts dare to climb the steep!

—L. E. Thayer



Vote on November 8th!

“GOVERNMENT of the people, by the people, for the people” is the goal we are striving in this country to attain, but a study of the returns of any election, especially a city and county election, will show that not more than 70 per cent of those eligible to vote, register, and that of those registered an average of only 35 per cent go to the polls and vote. Following our line of thought, let us take for example a certain district at the finals of the city election of 1931. There were in that district 41,698 registered voters; of this number only 35 per cent, or 14,553 voted at the final election.

The candidate who was elected received 7,866 votes. In other words, the people of that district are represented by a man who was the choice of a little less than 19 per cent of the registered voters and the choice of a small fraction over 13 per cent of those in the district who were eligible to vote.

The situation in this district is typical of every political district in the city, state and nation. We are governed by representatives of a small minority because of the indifference or “what’s the use” attitude of a large majority of our citizens.

When money and jobs were plentiful, the average citizen received his tax bill with a shrug of the shoulders. It was just another bill that had to be paid; if it seemed too high, he was too busy to look into the reason why. Now it is different.

People everywhere are aroused over the discovery of the Frankenstein they have built up by their indifference. Taxpayers associations and private citizens are making insistent demands to know where their tax dollars are going. They find that while private corporations and private citizens are compelled to retrench to the very bone, government is still on a wild orgy of spending, and to force curtailment is well-nigh impossible.

In our years of indifference we have built up a government so complicated with unworkable laws, with bureaus, commissions, divisions, sections, branches and what-nots, that the voter stands helpless and aghast when he finds himself the victim of some governmental act and attempts to place responsibility definitely on the shoulders of the official where it belongs.

The ballot is the only definite expression of our citizenship which we have; it is our one chance to register our opinion. It is many ballots in unity that determines issues and opens the avenues of reform.

Voting is a simple thing. But to know whom and what you are voting for, and why you are so voting, is the proof of good citizenship.

Be sure to vote on November 8th. Do not fail in your citizenship!

*Suppressing a moment's anger
may save a day of sorrow.*

*The best of all shock absorbers is
a sense of humor.*



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JANET C. McNEILL

Publicity Manager and Editor



H. K. CONACHER, FOREMAN "C" INSPECTION DEPARTMENT AND H. LONGWAY, FOREMAN OF THE TRUCK SHOP AT THE EXTREME RIGHT OF TOP PICTURE, WITH GROUP OF THEIR MEN AND CARS UNDERGOING "C" INSPECTION. INSET, MR. CONACHER.

LOWER PICTURE: A BUSY CORNER OF THE TRUCK SHOP WHERE "C" INSPECTION, ARMATURE AND BEARING MACHINE WORK IS DONE. AT LEFT IS EMERY SAYER WITH HIS NEW LATHE; THOMAS FOWLER AND W. WELLER.



"C" Inspection of Passenger Cars

By H. E. JORDAN

Superintendent of Equipment

In 1925 a uniform practice was developed for the servicing, inspection, and maintenance of the passenger car equipment. The inspections were based on the actual service that the cars had rendered.

In addition to the regular safety inspection that is made daily, the "A," "B," and "C" inspections all vary in degree according to the amount of miles the cars have made. The "A" inspection being the lightest, the "B" inspection being heavier, and made after every twelfth "A" inspection, and the "C" inspection being still heavier, and made after every other "B" inspection.

The "C" inspections are given af-

ter approximately 30,000 miles of service, and are in the nature of a light overhaul of the equipment, all wearing parts being disassembled and thoroughly inspected, and repaired or renewed when found to be in a defective or excessively worn condition.

As was anticipated, the maintenance cost per car mile increased slightly during the six months immediately following the installation of the new inspection system. This increase was undoubtedly due to bringing the equipment up to a higher standard of maintenance.

As soon as the inspection system had time to affect all of the cars and raise them to their higher standard, the cost per car mile immediately began to decline, and consistently declined until it reached the level of

more than 35 per cent below the 1925 average. This decrease was effected in spite of the fact of the steady increase in the ratio between the four-motor car miles and the total system miles. In 1925 only 35 per cent of the total system miles was made by four-motor equipment. In 1932, to date, more than 75 per cent of the total system miles was made by four-motored equipment. During that period the schedule speed of the system was increased more than 5 per cent. Also the average age of the equipment has steadily increased. All of these latter conditions tend to increase the average system cost per car mile of operation.

Over the same period that this improved type of maintenance was being effected, the miles per equipment

failure were steadily increasing. The 1932 average miles per equipment failure shows an increase of more than 130 per cent over the 1925 average miles per equipment failure.

This service and inspection system was conducted by the mechanical forces of the various car houses, and they deserve no small amount of praise for this splendid record.

Since the development of the above-mentioned inspection system, we changed from the old method of overhauling cars on a time-limit basis to a mileage basis, which resulted in a more uniform maintenance of the equipment, balance of store stock consumption, and balance of shop personnel. Under the former time-limit basis, the cars were overhauled approximately every twenty-two (22) months, and the mileage between overhauling of individual cars varied more than 100 per cent. Under the mileage basis, the equipment is required to perform a certain service before it becomes due for overhauling, which is similar to the inspection system.

After considerable study, it has been concluded that additional economies may be effected by transferring the "C" inspection work to the South Park Shops. On account of the splendid record made by the car-house mechanical force, we were very reluctant to make this move, however, it was finally decided that this change must be made, because the equipment and facilities of the South Park Shops are so much greater than the divided equipment and facilities at the various car houses, also the distribution of materials at the shops can be more economically effected. Starting about the middle of August, we have gradually changed all the "C" inspection work to the South Park Shops.

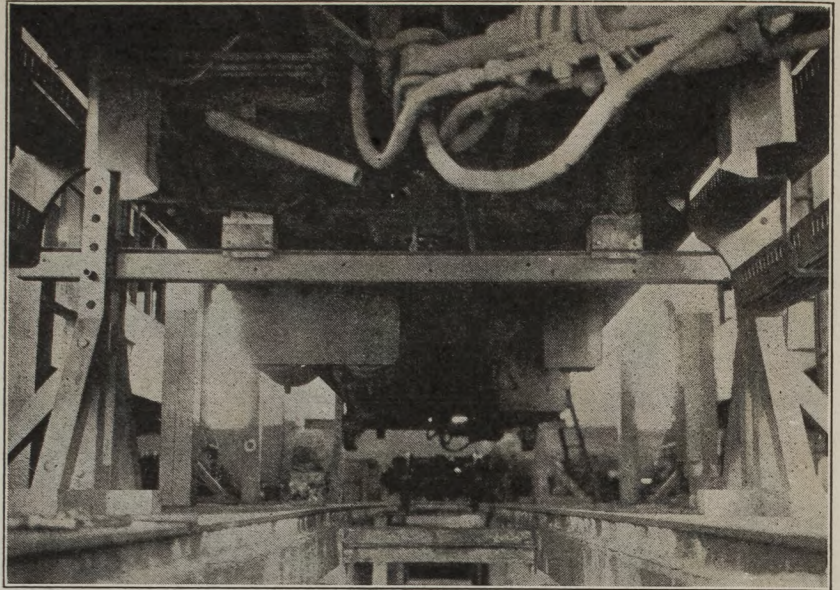
The "C" inspection section has been placed under the supervision of Harold K. Conacher, who has been acting as Inspector of Equipment for a number of years, and has been in continual contact with all five of the car-house mechanical forces, in connection with his duties as inspector.

A number of experienced mechanics were transferred from the car houses to the shop to work under Mr. Conacher's supervision, in his new duties as foreman of the "C" inspection department.

This department is already very well organized, and within the next few days, will have settled down to the rather large and very important task of averaging more than three (3) cars per day for "C" inspections.

Knowledge is useless unless it makes us better and happier.

Don't think because an accident has never happened it can't happen.



A street car from a "C" Inspector's viewpoint

Act Now

C. B. Lindsey, Superintendent of Automotive Equipment, requests all drivers of company automobiles to have cars inspected for leaky tops and have storm curtains and windshield wipers checked up before the rainy season.

On account of reduced forces, a sudden surge of this work will cause delay and inconvenience.

Ho! A Decrease

There was a gratifying decrease in the number of complaints registered during the month of September. In August there were 133 complaints, in September there were only 108.

Discourtesy complaints showed the largest decrease with 11 less than for August. Fare and Transfer Trouble was a close second with 10 less. Passing Up Passengers, Short Change and Service each dropped 2 points; Starting Too Soon 1. Carrying Passengers Past Stop neither gained nor lost. Dangerous Operation increased by 2 and Miscellaneous complaints 1.

August and September comparative figures are as follows:

Classification	Aug.	Sept.	Loss or Gain
Discourtesy	34	23	-11
Fare and transfer trouble	49	39	-10
Starting too soon	6	5	-1
Passing up passengers	5	3	-2
Carrying passengers past stop	3	3	0
Dangerous operation	0	2	2
Short change	8	6	-2
Service	9	7	-2
Miscellaneous	19	20	1
Totals	133	108	-25

Captain Hastings Retires

Oliver Johnson Hastings, Assistant Auditor, affectionately known by his many friends as "Captain," retired September 18th, after more than twenty-eight years of active service.

Mr. Hastings entered the service of this company April 11, 1904, as Assistant Bookkeeper and was later promoted to Assistant Auditor.

Before coming to this road, he was Traveling Auditor for the Toledo, Peoria and Western Railroad, then was Secretary and Treasurer of the Acme Harvester Works, manufacturers of agricultural implements.

Mr. Henderson, Secretary-Treasurer of our company, Mr. Lane, Paymaster and Assistant Treasurer, and Mr. Hastings all worked for the Toledo, Peoria and Western Railroad before they came west and can all tell interesting tales of the days with the "tip up and turn over" as that road was nicknamed. Mr. Henderson was the first to come west and associate himself with the Huntington interests, then Mr. Lane and shortly thereafter, Mr. Hastings.

"Captain" earned his title through his love for the great American sport, baseball. It has been for years a standing joke among his fellow workers that always on the day the baseball season opens, Cap's grandmother gets very sick and needs his attention. He often acted as umpire in the old days and is still an ardent follower of the games.

Around the main offices, we shall all miss Cap Hastings and his ready smile and quick witticisms and welcome his visits any time he cares to drop around.

The Value of Record

By FRANK O. ROWBOTTOM
Chief Clerk, Automotive Department
(Fifth Article of Series)

(This paper was read before the Foremen's meeting at Los Angeles Railway South Park Shops, October 8, 1932.)

Before beginning my talk on the value of records, it may not be out of line to take just a few minutes to outline what records are, why we need them, and what kind of records we have.

First of all, let us settle on a suitable definition of what a record is. Emerson in his "Twelve Principles of Efficiency" says that a record is anything that gives information. I like that definition because it takes us on to a broad viewpoint not wholly hemmed in by masses of figures.

Another, and I might say, principal use of records is to bring the past into the present by bridging over time so that we may better build for the future by noting the recorded experiences of the past.

Mankind has, all down the ages, felt the need of records because all human progress depends upon each generation starting with the wisdom accumulated by all previous experience. If no records were kept, we would have repeated over and over the same blunders and mishaps by successive generations because of ignorance of what happened before. So, the need of records has been expressed in the hieroglyphics of Egypt, the rough rock paintings of the Indians, the parchment scroll of the ancient monastery and the printed page, phonograph record, and movie film of our day.

Perhaps no business has developed records to the extent of the modern manufacturing institution with its various details of bringing in the raw material, manufacturing the goods, selling the goods to the trade and collecting the money—all fitting into one general plan of achievement. Here we find three different kinds of records:

1. Correspondence records.
2. Statistical records.
3. Accounting records.

The correspondence records enable the busy executive to quickly refer to any subject under consideration by letter without the necessity of depending upon memory for details.

Statistical records furnish details of the business, oftentimes arranged in condensed form by means of figures or graphs, to show the general trend



Frank O. Rowbottom

of some particular element of the business.

Accounting records are interpretations in dollars and cents of the operation of any business.

All of these three types of records are valuable tools in the hands of an executive who knows how to use them. In themselves, these records possess no virtue but when the driving force of an executive puts them to work, they become valuable.

No matter where we travel along the walk of life we find records being used to take the guess out of the important things and substitute enough of certainty to mark a clear line between safe and unsafe procedure.

We find, upon examination, that public utilities have not been as alert in keeping sufficient records as have the manufacturing industries, beset as they are on every side by keenest competition, but with the coming of state regulatory bodies, a demand has been made upon these utilities to report periodically along the same general lines. This in itself has forced many utilities to put into operation a uniform system of accounting. This uniform system of accounting has given the company itself a keener insight into its own business and has, in many instances, proven a blessing in disguise.

Motor coach operation is of such recent origin that records of almost every single operation of the business have been necessary as a guide to the standardization of equipment and the reduction of operating and maintenance costs to a point where that elusive thing—a profit—can be made.

Nearly all motor coach companies have suffered considerably from growing pains and are having plenty of work to accommodate themselves to the rapidly changing transportation conditions. Our own organization at Sixteenth Street hasn't had any bed of roses to lie on, but we feel that we have made some very long steps toward accomplishing a number of things worth while and we are thankful that every man in a supervisory capacity not only acknowledges the worth of our records but continually makes use of them.

Now let us look at five important records kept at the garage. They are:

1. The gas-oil-miles record.
2. The unit repair record.
3. The regular repair-service repair-equipment failure record.
4. The oil change and grease record.
5. The tire record.

The gas-oil-miles record starts out with an innocent looking ticket. On this ticket the service station man records the date, coach number, line the coach has run on (which he gets from the head sign or operator's card), the mileage (which is obtained by subtracting the previous speedometer reading from the present, also obtained from the coach operator's card), the amount of gas and oil (with a notation as to whether it is heavy or light), and finally enters his initials and his shift number on the ticket.

These tickets are sent up to the office each morning where they are checked against the store pump meters for total amount of gas and oil used. They are also checked against the dispatcher's train sheet for accuracy of coach number, line, and any other apparent errors that may be made by the service station attendant. The office clerk, or "fuel clerk" as we call him, also checks these tickets with the extra mileage cards which are furnished each day by the drivers of coaches on other than regular scheduled mileage runs or by the garage mechanics when making a test. These mileage cards, after being checked, are sent to the mileage department.

Each time a coach leaves the garage it returns via the service station and is serviced. We oftentimes have three or four servicings of a coach in a day and the mileage made is often divided between split runs, which means that the coach leaves its regular scheduled line and makes a trip or trips on another line or makes a school run before returning to the garage. Sometimes a speedometer goes B. O. and the mileage has to be placed on the ticket by the fuel clerk

by referring to the run number and schedule miles for that run. He must also take into consideration the average miles per gallon which this type coach has been making on this particular line so that mileage and gasoline used will be in as accurate proportions as if the speedometer had been on the job.

The job of a fuel clerk is just one comparison and check after another but as this little ticket is the start of valuable information, no pains can be spared to make it 100 per cent correct.

After a daily balance has been made with the pump meters, the speedometer readings are entered on a large sheet, called the daily mileage coach sheet, which is ruled to show consecutive readings for the whole month. On the left is a column for recording the B. O. speedometer miles and also columns for recording the oil change and grease data. At the right of the mileage column is a suitable space for recording the dates of inspections of equipment which come to us from the key-man for each group of coaches.

After this information has been entered we next record the miles-gas-oil by lines on the detail sheet from which we obtain the miles-per-gallon of gas and miles-per-quart of oil from which a monthly report of fleet condition is made for our executives as well as for our own supervisory force.

All of our supervisory force is keenly interested in this report, for they have set up standards of attainment for each type of coach, and coaches falling below this standard for gas or oil are circled in red. Our carburetor man is also interested in this report for if he can raise the fleet average miles per gallon one-tenth mile he will have saved approximately \$3000 per year for the company. The foremen are also interested in the low mileage gas or oil coaches for they indicate possible repairs, adjustments or overhaul. They are also interested in noting how much betterment has been made in miles per gallon and miles per quart for coaches which have had their motors overhauled since the last report.

This record is constantly being used, for in the hands of an expert automotive foreman or mechanic it is the weather vane which shows how the fleet is behaving.

This record is also used to determine which coaches are best suited for heavy or light hauls, and from it we can also obtain tables of greatest possible miles which coaches can make on each line. With this table before him the dispatcher can route his coaches so that they will make the long runs without running out of gas or without having to be re-fueled on

the road—a hazardous and time losing incident which now is seldom seen on our lines unless caused by excessive consumption due to leak or other defect.

The unit repair record shows at what mileage all important units of equipment have been repaired and also shows in detail what parts were necessary for the repair and whether they were replaced by new or second-hand parts. This record actually shows the wear of principal parts of units and is very good information for the store department. It also comes in handy occasionally to present to a manufacturer who, in selling his product, has over-estimated the mileage to be expected. The record is also valuable in comparing units under test with units being used regularly as well as in making comparison between different manufacturers' parts. It is also of value in obtaining a refund on account of inferior products. This record is compiled from a unit tag and was put into use about four years ago. We expect the record to be more valuable as it grows older when comparisons are possible over a more extended period.

The regular repair-service repair and equipment failure record shows the frequency of repairs, whether they were made in the garage or on the road, and whether they were occasioned by regular wear or by equipment failure. This record tells us what type of coaches as well as what part of the equipment is giving us trouble. When considered in connection with our thousand mile quarterly cost report we are able to get a pretty accurate picture of our motor coach operation from a repair standpoint as well as from a cost standpoint. For instance, if some subdivision of our coach cost, such as brakes, drive, or motor, is unusually high for some type of coach, we can check the repair-equipment failure record and find what parts of this particular subdivision are causing this abnormal cost.

The greasing and oil changes are very important factors in the life of a coach and must be carried on in a methodical manner. Oil changes are determined on a mileage basis, dependent on the type of coach and crank case capacity. A list of coaches to be greased and oiled is made up daily by the fuel clerk who uses the mileage sheet data as a basis for determining which coaches are due for oil change and which are due for greasing. The service station attendant also gets information in regard to coaches up from oil change so that he will not put in fresh oil in a coach that is up for oil change and thus waste good oil.

The grease rack service men grease

all of the coaches listed if possible and return the grease sheet to the office, where the mileage is entered for each greasing and oil change. If any coaches have not been greased or oil changed that are on the sheet, the fuel clerk affixes an "X" each day before the coach number until the work is completed. In this way we are able to check quickly how many coaches are receiving their grease and oil change on the proper date. Coaches may be ruined by improper greasing or oil change not made when due and it is therefore necessary for the sharp eye of the fuel clerk to note any irregularities in any servicing operation and report same to the General Foreman.

Another record that is very useful is the tire record. A very complete and accurate record is kept of every tire on our entire fleet not only of coaches, but of autos and trucks, on which is recorded every tire change, reason for change, mileage run and anything that would cause excessive wear or shorten the normal life of the tire. Failure of tires on coaches on the road is reported daily to the Superintendent of Equipment and to the Engineering Office giving coach number, line, minutes lost, tire number, wheel number, total miles the tire has run, and reason for failure. Through the use of this record our management is in possession at all times of the same information that the tire company has. Tires that have run their useful life are recorded in the scrap tire record showing the amount of mileage run for each size of tire, from which tables of average miles for the various sizes are made and which are used as a basis for entering into a new contract with the tire company as well as for making settlement for tires damaged by misalignment of coach equipment. We purchase outright all auto and truck tires and our tire records are an excellent guide for the purchase of the most tire miles for the least money.

There is a continual demand on our office for information regarding various phases of motor coach activity. To keep a system of all of the important data without loading it down with useless data or data that will not be called for except over long periods of time, is the work of our garage office. How well we have succeeded in doing this is a question that can be best answered by our supervisory and executive forces who use our records to carry on practically every garage activity.

In reply to my inquiry of our Day Foreman, Ray Anderson, as to what benefit he felt he had received from the use of our office records, he stated that he had been able to check excessive wear on tires and to note whether

Texan A Division Five Leader

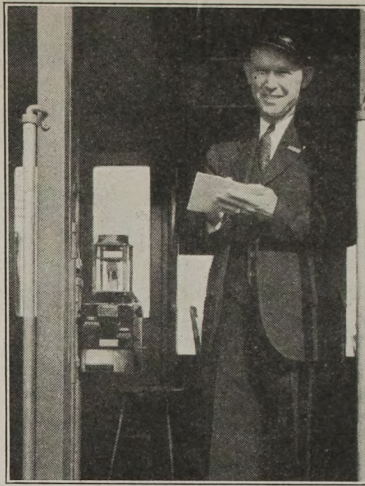
the tire construction or the misalignment of our equipment had caused it. From a survey of our brake records he was able to tell the life and to make comparison of different makes of brake linings; to check brake repairs, and to make a study of the economy of different types of brakes.

From our motor records he obtained gas and oil mileage information and motor costs per mile for each different type of motor as well as life of such motor accessories as water pump, timing chains, main bearings, connecting rods, cylinder heads, rings, pistons, valves, etc.

From our drive records he has ascertained the life of transmissions and differential gears, comparative efficiency of different greases used, and relative life of every type of rear axle in our service. He has also found in some cases whether repair of certain parts or units could be more efficiently done or at a lower cost by outside firms than by our own repair force.

He has also made a consistent study of the depreciation and economical life of our own equipment and has also made a study of cost system standardization as compared with other companies. Mr. Anderson is almost constantly in search of record information which will give him a broader and more comprehensive knowledge of the various angles of the business. When Ray gets started on the trail of some data no one can stop him until he gets to the bottom of the matter. He has just inaugurated a daily report of equipment failures and service repairs which carries a record of the coach number, kind of failure, nature of the trouble, what repairs were necessary to correct the trouble, and who inspected the work. In this way he brings back to the groupmen a picture of their own work and shows them at a glance what work was necessary to take care of equipment failures, a certain percentage of which were avoidable and traceable to lack of proper repairs. This report gives a groupman, and through him the repairmen themselves, a constant urge to do their repair work so well that equipment failures will all be of the unavoidable type.

Yes, we at the garage believe in records. Our Superintendent of Automotive Equipment, our General Foreman, our Foreman, our Groupmen and even the Repairmen themselves are constantly calling for information compiled by our office in an effort to bring to Los Angeles modern, swift, up-to-the-minute transportation with the lowest possible cost per mile for garage maintenance consistent with dependable year-round service.



Conductor W. H. Morgan of Division Five, taken just as he was about to put his "William Henry" on the register card while not a real old timer has been in the street car game since he was old enough to vote.

Arriving in Los Angeles when he was sixteen years old from Hillsboro, Texas, Bill went to work in the grocery business which he followed for five years; then he held down the rear end of a street car for the Pacific Electric Railway Company for a

couple of years.

In 1921 he signed up with the Los Angeles Railway and has been very much on the job ever since. He has made numerous friends on the "5" and "6" Line where he may be seen every day displaying that cheerful smile. His pleasant manner is best described in a few words taken from a letter sent in recently by a passenger: "I have noticed him mornings and have yet failed to see him when he was not cheerful and pleasant."

Bill is not only courteous but also very wideawake, his record showing that in less than one year he has lifted twenty-five B. O. commutation books.

It goes without saying that he received the special bonus award last year.

In looking over William Henry's record we find another letter from which we quote a few lines: "In this day and time, when so many are inclined to be brusque and irritable as well as sometimes impolite, it is indeed a pleasure to have one's fare taken by such a man as your conductor No. 560." All of which goes to prove that the man who is there with a smile gets a whole lot more out of life than the grouch.

Watch Zone One

By JOHN COLLINS

Supt. Meter-Mileage Department

In life we meet with many temporary setbacks. Most of these are due to our own carelessness but serve to reorganize our forces to battle the changed conditions.

What is true of the individual is also true of an organization as it is composed of individuals, and in either case it is the internal qualities that count. It is when each part functions as it should that the whole works smoothly.

The individual is like a corner-stone upon which a part of that organization depends for support while it is supporting him. If these corner-stones become shaky the whole structure becomes affected. Therefore, the thing which is likely to affect the whole must be made to perform its proper function or be replaced.

The instruction in correct operation which was given to each trainman was to strengthen that particular position, along the lines that experience taught as being the most effective.

Following the rerouting many men are letting themselves become careless in applying those instructions in operation; others are satisfied just to be in the black, marking themselves

down to a lower level than they should.

With very few exceptions every man can easily cut down the number of k.w. hrs. from five to forty per day, whether he is in the red or in the black.

Most of these men waste power in Zone One because they feed controller to full speed when nothing can be gained. Do not feed to full speed unless you are in a position to take full advantage of it. Do not try to knock down the traffic signals, or push the whole street ahead of you. In eight cases out of ten nothing is gained by the man who feeds to nine points over the uptown crossings, and every man was told not to feed to full speed while following another car over one of these intersections.

In Zone Two avoid the necessity of making the one hundred foot stop back of your leader unless he is delayed for a longer time than is usual.

About seventy-five per cent of the stops can be made with one application of the air, and without skidding the wheels.

Some motormen act as if they were trying to cool the air—they fan it so long before using it.

Genuine Old Timers

By GEORGE E. FERGUSON
Superintendent Division Three

One of the easiest subjects to write about is Loyalty. When one is assigned this task they could cover page after page concerning those who have qualified in our own big family for this honor.

The man with ten or fifteen years of street car experience can, and usually does expect to be placed on the list as an "old timer," but they don't get to first base when they take the trouble to scan the list of those who came into service up to and including 1899. These are the ones to whom we all pay homage as the men who make up the real Master List, which comprises both motormen and conductors and they spell nothing else but loyalty to the highest degree.

Time is taking its toll, and the list which in 1926 contained fifty-four names is now down to twenty-three who are yet in active service. Some of these missing ones have made their last report and have taken out their last run into the Great Beyond. Others are occupying their time with various light duties, but they no doubt live over and over again the days when street cars were few and far between, but it was the beginning of one of the finest street railway systems in the universe, and they are proud to have done their bit to further its success.

These boys are the charter members of the "Don't you remember when such and such and so and so" club, and they can tell tales that are real history as regards the progress of transportation in Southern California.

Back in the days when men were men, motormen were bronchos, conductors nickel grabbers and street cars were off the track the most of the time, were the happy days to these old-timers, and even though the going was rough, their criticism was ever constructive, not destructive, and that's the main reason for what success the Corporation has enjoyed in later years.

And looking over the list as printed below, the powers that be can say without fear of contradiction: "Well done, thou good and faithful servant."

Albert F. Baldwin, employed August 8, 1899;

William Z. Cleveland, employed June 19, 1895;

Charles S. Coover, employed December 6, 1889;

Lewis G. Dahlbrink, employed October 1, 1891;

William E. Darby, employed August 1, 1898;

James E. Gorham, employed May 8, 1896;

Jesse L. Gough, employed November 1, 1890;

Walter E. Hancock, employed November 9, 1891;

Carl L. Hanson, employed April 5, 1889;

James R. Hardin, employed December 18, 1887;

Milton L. Hersom, employed July 21, 1899;

Charles William Jordan, employed May 8, 1896;

Elmer W. Lyon, employed June 6, 1899;

Charles W. Merrill, employed October 21, 1896;

Arthur B. Morse, employed March 20, 1899;

William H. Neighbors, employed February 25, 1893;

John G. Newell, employed January 11, 1899;

William R. Pierce, employed May 20, 1898;

William Schultz, employed September 15, 1898;

Stephan B. Sloan, employed December 21, 1899;

John R. Sproule, employed March 25, 1898;

Fred Weseloh, employed August 29, 1899;

George A. Williams, employed August 1, 1889.

Three Still in Lead

Division Three evidently is determined to retain the lead in the number of witnesses to accidents obtained. For the third consecutive month they are away out in front with a substantial gain in September over their own August average. Division Four made a noticeable gain but not nearly enough to put them back into first position once more. Division One made a slight gain, while Division Five skidded.

Comparative witness per accident averages for August and September are as follows:

Div. 3.....	5.98	Div. 3.....	6.80
Div. 4.....	5.58	Div. 4.....	5.96
Div. 5.....	5.29	Div. 5.....	4.58
Div. 1.....	4.33	Div. 1.....	4.35

The number of accidents showed a small decrease with 803 for September against 829 for August.

The total average witnesses per accident for all Divisions was 5.30 for September and 5.21 for August.

Scout Lair on the Job



Holbrook Lair with his grandmother, Mrs. Holbrook, after whom he is named.

Scout Holbrook Lair, son of Foreman Lair of Division One, had the unusual opportunity of doing his daily good deed for the benefit of the Governor of California at the recent dedication of the Park for the Olympics at Olympic Stadium.

Holbrook, with his chum, Vernon Farmer, both members of our own Scout Troop No. 45, were the two boys chosen to represent their Troop to stand with the other Boy Scout representatives and pass the silver spade to Governor Rolph with which he broke ground in the tree planting ceremony of the dedication.

Holbrook and Vernon had another chance to be of service which was entirely unexpected. They went to see the dedication of the State Building at the Civic Center. When the harassed traffic officer saw them in their scout uniforms, he hailed them, "Hey, fellows, get in here and help direct traffic." And they did. It was a big crowd and the work was strenuous, but both enjoyed the adventure.

Holbrook is enthusiastic about Troop 45 of Division One and has gotten six of his neighborhood boys to join.

Coaches Discontinue

Santa Fe Avenue Motor Coach Line, operating since 1924, will be discontinued, effective October 23, 1932 on account lack of patronage.

Effective October 16, 1932, Sunday and holiday service will be discontinued on Slauson-Fairview Motor Coach Line, this change to be made for the same reason.

Railroad Commission authorized both these changes after public hearings had been held.

Scout Troop After Hoover Trophy

Scout Troop No. 45 stands well up on the list with a good chance of winning the Hoover ten year expansion program trophy. There are now 40 active members and the Troop had a 90 per cent attendance throughout the summer. This is the best record in the city so far as is known.

On Thursday, September 22nd, twenty of the boys attended the Scout Rally of the Twelfth Metropolitan District held at the John Adams Junior High School in charge of Commissioner Line of the Metropolitan District.

Chief Scout Executive DeGroost of the Twelfth District gave an interesting talk on Scouting and the Ten Year Program. Scout Executive Hovey, also of the Metropolitan District, spoke on getting out of the rut in Scouting and on putting over the Ten Year Program. Music was furnished by the Troop No. 107 band and a juggling and musical act was also put on.

All the Troops had competitive yells and Troop 45 showed up pretty well. Over one thousand Scouts, parents and Scouters attended the rally which

was closed by the Scout prayer at 10:20 p. m.

Another over night trip was taken by Scout Troop No. 45 on Saturday and Sunday, September 17th and 18th, when a party of thirty-six (twenty-seven of whom were Boy Scouts) piled into automobiles and left Division One at 1:30 p. m. for Orange County Park. They arrived at the park about 4:00 p. m. and spent the evening boating and horseback riding and then they all rolled in at 9 o'clock.

Sunday morning the boys rolled out at 5:00 and after breakfasting and cleaning up camp they went in for a test period. Seventy-five separate tests in Scout work were given covering a number of branches of second and first class Scout work. There was an Olympic Field Meet where a number of records were pretty well strained as several of the boys have good athletic records in speed and jumping at their schools.

In the afternoon the boys marched through camp, with banner flying, to a large irrigation dam.

Camp was broken at 4:30 and they arrived home tired, but happy at about 6:00 p. m.

Square and Compass

The Square and Compass Club held its regular monthly meeting on Saturday, September 17th. A delicious dinner was prepared by Brother Harry Tuttle of the Car Barn Cafe.

After dinner, and before the members left the banquet table, Brother Fred Patton who is assistant manager of the Los Angeles Motor Coach Company, gave some very enlightening information about things which happened behind the scenes in Olympic Village and did not appear in the newspapers. Having had charge of all the transportation for the Olympic entrants to and from all places of activities, Brother Fred contacted many stars and made numerous friends from many nations. We certainly enjoyed this talk and the boys all thank Brother Fred and are in hopes that he will favor us again in the near future.

After a short business meeting when plans were made for the picnic which was held on Sunday, October 9, 1932, the Club was entertained by that great magician, Wm. J. Van Berkel, whose feats of legerdemain are unsurpassed. The music rendered by those exponents of harmony, Hammond & Merle, banjo symphonists, was truly wonderful.

After enjoying the good food and entertainment, the Club adjourned until the next meeting, the third Saturday night in November. There is no meeting in October on account of the picnic Sunday, October 9.

Coach Extension

Effective Sunday, October 16th, our Normandie Avenue Motor Coach Line will be extended from Manchester Avenue to 106th Street. This extension is made as a trial operation for a period of sixty days.

Schedule Picnics

Members of the Schedule Department, together with their families and some friends, thirty people altogether, held a picnic at Victory Park on Sunday, September 18th.

The big feature of the afternoon was a baseball game in which Miss Preston at the bat knocked a fly into deep center which was caught by Miss Munger. Both girls are negotiating with the Yanks for next season.

The statisticians found some fault with Umpire Harry Tuttle's decisions. They claimed that he timed his decisions with what the crowd wanted. There was no wild uproar, however.

In the tug o'war, the women out-pulled the men. In the balloon blowing contest, Miss Munger won the prize and Miss Preston won the needle and thread contest.

Mr. and Mrs. Recappe arrived in time for the eats and the afternoon sports.

A man who can give an unpleasant order courteously and with a smile will usually have it carried out cheerfully.

You Tell One

Didja ever hear a fish story? Didja? Well, here's one. Over the October 1st weekend, Supervisor Sherman Beals and Traffic Man C. M. Reddick packed up their fishing tackle and started for the High Sierras. Before they got where they were going, it started to rain, then it got dark and rained some more. Pretty soon Beals began to see little lumps of stuff all around them, in the road and on the side. It was too dark for him to make out what the lumps were, so he didn't say anything. Then the lumps began to move and he thought he better say something to Reddick. Much to his relief, Reddick, too, had noticed the lumps were moving, so as it started to rain harder, they thought they had better stop and investigate. Reddick got out and after several attempts, succeeded in throwing his hat over one of the lumps. Imagine his embarrassment when he reached under and pulled out a big bull frog. Yeah, it had been raining bull frogs.

In their hurry to get away from that place, they ran into a big hoot owl who was making his supper on frogs' legs.

Now comes the fish story. Sherm caught a big fish the next morning, but it got away from him taking his hook and sinker with it. About two hours later, he landed another big fish, but it was the same fish and he got his hook and sinker back. Yes sah.

Vets Plan Masquerade

For the past several weeks, under the direction of Comrade Roche of Division Five, the degree team worked very hard for the initiation ceremonies of October 8th. Comrade Roache put in a lot of extra work preparing the ritual and deserves a lot of credit.

Those who saw the degree team in action will agree that with the cooperation of all members, the Club will be second to none in Los Angeles.

The social evening and dance of October 8th was a great success and the Club is now planning for a big time for their Hallowe'en masquerade dance to be given at the D. V. W. W. Hall, 246 South Hill Street, on the night of October 29th, 8 o'clock. All members are urged to get busy and dig up those old Hallowe'en costumes and join the crowd for a good time. There will be prizes for the best costumes. See your Division Commander for tickets and bring your friends with you. The more the merrier.



BOUQUETS

Pass It On

"If you have a kindness shown,
Pass it on.
'Twas not meant for you alone,
Pass it on.
Let it travel down the years,
Let it wipe another's tears,
Till in heaven the deed appears,
Pass it on."

For (1) Conductor T. W. Muller and (2) Conductor T. J. Kelley, both of Division Four, from R. M. Thomson. Conductor Miller is commended for being "especially vigilant in attention to his passengers"; also for watchfulness at all turns on the line and for looking out for the company's interests at all times. Conductor Kelley is complimented for carefully watching his passengers getting on and off the car.

Conductor T. J. Kelley is also commended by Mrs. J. Scott, a visitor in Los Angeles, who said she got on his car and asked for a lot of information. She wrote in as follows: "I don't believe I ever met anyone more accommodating and courteous." Mrs. Scott also commented on his honesty in returning a package she left on the seat.

For (3) Motorman J. H. Critchett of Division Three from Joseph Schick for courteously calling all streets, stops and transfer points.

For (4) Conductor Fred E. Pults of Division Three from M. M. Breard for willingly and courteously refunding a small amount of change jostled out of the passenger's hand.

For (5) Operator R. Rowlands of the Motor Coach Division from Mrs. Dolores E. Alkire who says he combines the good qualities of splendid workmanship with courtesy. She says that "He has always displayed a spirit of patience and tact that appeals to all the passengers." Mrs. Alkire further says that he seems to have the welfare of the company as well as that of the patrons at heart.

For (6) Conductor E. W. I. Deane of Division Three from W. H. May-

hew who said that Conductor Deane stopped the car after it had crossed the intersection at a downtown corner and assisted a blind old lady from the car and to the curb so she would not have to cross the street through traffic. All the passengers were high in their praise for this act.

For (7) Conductor J. Pewitt of Division Three from E. P. Gonzales for courteously lending him a token for fare when he boarded the car without his money.

For (8) Conductor A. W. Horton of Division Four from Mrs. Marion B. Barbour for his exceptional attitude toward his passengers by being courteous and helpful and for calling streets in a clear, pleasant manner.

For (9) Conductor C. A. Evans of Division Four from Ida D. Blewett for exceptional courtesy.

For (10) Motorman H. Dinning of Division One from Arthur Lewis for courteously stopping his car for a woman who was running to catch it.

For (11) Conductor M. H. Grant of Division Four from Mrs. G. W. Given for his courtesy to passengers, strict attention to duty, calling streets and for signalling autoists when his car makes curves.

For (12) Conductor E. V. Muckey of Division Four from F. D. Blakeslee who is nearly eighty-seven years old and who says that twice lately Conductor Muckey has kindly offered him his stool to sit on when the car was crowded. This courtesy was greatly appreciated.

For (13) Conductor E. Cox of Division Three from Mrs. Ida Thompson for his kindness to an elderly, semi-invalid woman passenger at the busiest time of the day.

For (14) Conductor O. F. Brown of Division Four from Mrs. Annie J. Potter for his efficiency and for painstakingly calling all streets and helping women passengers on and off his car.

For (15) Conductor O. E. Goodwin of Division Four from R. M. Thomson for kindly assisting a blind man from his car and for seeing him safely to the sidewalk. Mr. Thomson says this conductor takes good care of his passengers and is very obliging.

For (16) Conductor C. E. Moore of

Division Four from Amelie L. Francford who writes: "His courtesy and kindness to all, especially to the many unfortunates going to the General Hospital, is always noticeable, as well as his attention to duty in the interests of the company. I consider myself fortunate when I happen to get on his car."

For (17) Conductor L. E. Sherwood and (21) Motorman G. G. Picard, (no picture), both of Division Four, from Ada R. Hock. Motorman Picard is commended for stopping his car for her after he had started across the street. Conductor Sherwood is complimented for assisting her on and off the car each morning.

For (18) Motorman G. L. Beckstrom, of Division One, (19) Conductor A. C. Ritter and (20) Conductor A. B. Chambers, both of Division Four, and (22) Conductor C. B. Crome, (no picture), of Division One, from Ella M. Kennedy for special courtesies and kindnesses to her.

The following trainmen for whom we have no pictures, also received bouquets from patrons.

For (23) Conductor L. Hansen and (24) Motorman O. Iffland, of Division Four, from G. Prange for efficient service.

For (25) Conductor A. G. H. Trager and (26) Motorman J. P. Taft, of Division Five, from Mayzie L. Stinson for their kindness in stopping the car and assisting a blind man to board it.

For (27) Conductor C. F. Rogers of Division One from Winnie A. Schaefer for the prompt return of a Japanese parasol left on his car.

For (28) Conductor F. A. Geel of Division One from Mrs. B. H. Eaton for looking out for the welfare and safety of her son whom she intrusted to his care for a trip to the city.

For (29) Motorman F. R. Baldwin of Division Four from H. J. Backus for making an extra stop to allow an elderly man to board his car.

For (30) Conductor L. F. Van Zile of Division One from Mrs. R. L. Cheely for his courtesy and politeness in handling a transfer situation although the woman who tendered the

transfer was rather discourteous. Conductor Van Zile was also extremely thoughtful of an elderly woman when she alighted.

For (31) Conductor A. E. Fontaine of Division One from Mrs. McLaughlin for making a stop for an elderly woman who had just about passed up the corner where she wished to get off.

For (32) Motorman F. E. Cavenee of Division Five from W. H. Flowers who says: "His universal courtesy to the patrons of your lines is marked by a degree seldom found among so many. He has shown special attention to the writer, who has been a passenger on his line daily for over four years."

For (33) Conductor F. Monnier of Division Five from Anne Kenworthy for his courtesy and thoughtfulness in helping an elderly woman on to his car.

For (34) Conductor G. A. Finney of Division Three from Mrs. Catherine Van Vleet for courtesy and for being explicit in information and directions given her.

For (35) Conductor G. L. Musselwhite of Division Five from R. P. Eagle for his courtesy in getting off the car to recover a gold compact case which had been dropped unnoticed by a woman passenger. Also for courteously lending his pencil to the writer.

For (36) Conductor J. G. Visser and (37) Motorman H. W. Livesay, of Division Three, from Miss Robinson for making a special stop of their car so she would not have to walk when she explained she was so ill she home or not.

did not know whether she could get

For (38) Conductor George W. Morehouse of Division Four from F. H. Griffin who said: "He was very gentlemanly to an elderly lady who took the wrong car, and at Fifth and Hill he got off the car to help her alight and to inform her so she could take the right car. At the same time he instructed some young ladies how to transfer to a car on Seventh Street."

For (39) Conductor H. Howard of Division Four from Mrs. Alice H. Thompson for willingly and courteously running back to a safety zone to pick up a bunch of keys dropped by her unnoticed from her purse.

For (40) Conductor B. E. Pittenger of Division Five from Mrs. M. Nelson who wrote: "Your conductor was so kind and helpful to me when I was in difficulty and I can not forget it."

For (41) Conductor L. P. Larsen of Division Five from Mrs. Bertha Collins for returning her purse and change intact to her and for clearly and distinctly calling all streets.

For (42) Conductor J. C. Allison of Division One from Mrs. Luci Bond

Journey's End

Frank Clayton Johnson, Clerk in the Auditing Department, died on September 3rd. He was born in Canada and was employed as a clerk in the Auditing Department of this company on November 23, 1927. Mr. Johnson was a member of the Masonic order in Los Angeles. He is survived by his wife and a brother.

* * * *

Elroy F. Armstrong, Conductor at Division Three, was killed by a hold-up man while on duty on September 4, 1932. Mr. Armstrong was born in Jericho, Missouri and was employed by the company as a conductor on November 12, 1925. He was a member of F. & A. M., Glassell Park Lodge No. 605, Los Angeles.

* * * *

Frank Chester Mead, who has been on the Special Roll since July 24, 1929, passed away September 12th. He was born in Fond DuLac, Wisconsin and was employed as a conductor on September 12, 1916. Mr. Mead is survived by his wife.

Appreciations

This is to acknowledge with sincere thanks the kind expression of your sympathy on the death of my brother, Homer Conklin.

Mrs. Isola C. Henderson
* * *

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

Mae Alroy Johnson.
* * *

We deeply appreciate and wish to thank you for the kindly thoughts and expressions of sympathy extended during our recent sorrow.

Mrs. Frank Chester Mead.

For Sale

Own your farm—In section producing alfalfa, grains, vegetables, pecan nuts and fruits. Will lease for seven years a 20 acre farm with 150 inches of water, at \$16.50 per acre annually, and give deed at the end of the seventh year. Arrange with Conductor Wilke, Division Four, to see this.

for courteously lending her car fare when she had left her purse in a friend's car a long way from home.

For (43) Conductor T. G. Webster of Division One from Mrs. Benjamin Cogen for his honesty in returning her purse to her after she had left it on his car.

Coach Operators Die in Tragedy

A very tragic accident occurred on Sunday, September 25th, at Los Angeles Eastside Airport, in which two Los Angeles Railway Motor Coach Operators were killed and the wife of one of them also lost her life.

The men were James L. Wismer, who entered our service November 8, 1926 and James Edward Hill, who entered the service January 3, 1928. Mrs. Wismer who was with her husband, was also killed.

Mr. Van Vranken, Manager of the Motor Coach Division, in reporting the accident said, "Both were good men and I regret exceedingly that their lives were lost in such a tragic way."

The Wismers had left their little son, six years old, with a neighbor while they went to the Airport to take the plane ride which resulted in their deaths.

For the benefit of those who knew the two men and who did not see the newspaper account, it is given in part:

According to eyewitnesses, the two planes crashed at an altitude of 300 feet. The ship containing the Wismer couple fluttered to earth and crashed near a house at 229 First Street, Montebello.

DROPS LIKE PLUMMET

Two blocks away, the other plane, carrying Hill and Cadien, dropped like a plummet and both were killed instantly. Wismer also died instantly and his wife succumbed of a broken neck a short time after.

The two pilots apparently failed to see each other and shortly after Wismer shut off his motor to glide to a landing the other plane shot swiftly into view.

PILOT DIES A HERO

The plane containing Hill and Cadien struck the Wismer ship with such force that part of the wing on the latter ship was carried off by Hill's plane. When investigators reached the scene, the wing was buried in the debris of the Hill ship.

Eyewitnesses said that only skillful maneuvering on Wismer's part saved the lives of residents in the house near where his plane cracked up.

Wismer, according to Deputy Sheriffs Fitzgerald, Edge and Burman of Belvedere substation, piloted his ship so as to clear the house and drop to the fatal landing in the only vacant block within a mile of the suburb.

L A F F S

First Student—"I wish I could be like the river."

Second Student—"Like the river? In what way?"

First Student—"Stay in my bed, and ved follow my course!"

Rebecca (to husband during night): Izzie, get up, dere is someone snoring under de bed. I dink it's a burglar.

Izzie: Don't mek any noise, and ven he vakes up I'll charge him for lodgings."

"Here, aunty," called out a man as he was passing a negro shack, "do you have to whip that boy so hard? What's the matter?"

"He's let them chickens out," answered the old negress.

"Is that all?" soothed the man, "Don't you know chickens always come home to roost?"

"Come home! He's done let 'em go home!"

Wife: "I call my husband 'Twinkle Little Star'."

Would-be-Wife: "Why, because he's constant?"

"No! Because I wonder where he is."

First Picnicker: 'Isn't this an ideal spot for a picnic dinner?"

Second Ditto: "It must be. Fifty million ants can't possibly have made a mistake."

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	0	0	23	2
Three	1	1	11	1
Four	0	3	19	3
Five	1	0	13	0
Totals	2	4	66	6

Safety operators are listed as motormen.

Policeman (to intoxicated man who is trying to fit his key to a lamp post): "I'm afraid there's nobody home there tonight."

Stewed: "Must be. Thersh a light upstairsh."

We can imagine that a fool and his money are easily parted, all right, but where the fool gets his money in the first place is the thing we can't understand.

Teacher: "If a number of cattle is called a herd, and a number of sheep is called a flock, what would a number of camels be called."

Little Johnny: "A carton."

Ed: "Why are you changing your position, Bill?"

B. (on the move): "I couldn't stand the uncertainty up there by Charlie. He's got hiccoughs, and it made his float look as though he had a bite all the time."

"How did the Smith wedding come off?"

"Fine until the preacher asked the bride if she would obey her husband."

"She replied, 'Do you think I'm crazy?' and the groom, who was in a sort of daze, replied, 'I do'."

"I have nothing but praise for the sermon," said the Scotchman, and he proved it.

men and has proven his ability as a leader.

In our last issue we reported a boner pulled by Motorman Nate Robinson, so Nate insists that no partiality be shown and informs us of several similar instances. Here are a few, On one occasion Conductor Lee Adkins invited several boys who were going his way, to have a ride with him, and led them down in the yard to his machine, only to find it was at home in the garage. Extra Clerk R. A. James rode home on the street car, ate supper, lighted his pipe and reclined in his easy chair. Between puffs he suddenly remembered his car was parked down at the Division. His pipe and his easy chair were soothing to his nerves, so his machine spent the night out. Motorman W. M. Wager finished his day's work and rushed home and then remembered he drove down that morning. The comforts of home appealed to him, so his Cadillac waited patiently till next day.

Conductor R. W. Brigham took two more weeks off and went back to the mountain streams to get a certain big trout that he missed on his former trip. He got it and several more.

What a game of pinochle this must have been, when Joe Hillis trumped Louis Rasmaussen's ace with such force that the plastering fell from the ceiling and broke up the game.

Motorman J. H. Schrader has had his tonsils removed and is back on the job, playing a better game of checkers than ever.

Superintendent Williams answered the call of the blue sky and rippling waters and spent two weeks at his cabin in the mountains. It is reported he brought down a deer while there, but at this writing the report has not been verified. George Williams spent a few days with him and reports a good time.

Conductor and Extra Clerk D. B. Kohl took a flying visit to Lake Arrowhead and San Diego during the month. He was away for one week.

Motorman G. M. Katzenberger took two weeks off and when his time was up he felt that another week would fix things just right, so he took another and is back feeling grand.

Motorman R. D. Tolliver took a week off to rest up and to renew his acquaintance at home.

Motorman T. O. Knoff also stayed home for a week, just to see how it would feel.

Safety Operator H. L. Wilkinson took ten days off and enjoyed it.

Thirteen may be an unlucky number, but Conductor A. L. Hagest took a chance on taking a thirteen day leave of absence.

Conductor L. Newton spent his thirty days at home and is back at work resting up.

Here is one who didn't stay home. Motorman L. L. Smith got off for thirty-nine days to go to Minnesota to visit relatives.

Motorman A. A. Johnson has returned from a two weeks leave which was spent in Oregon.

While Motorman M. M. Hogan was on his vacation he drove into Mexico, and about two hundred miles below the border he stopped at a farmhouse to get some information, and to his surprise a former conductor rushed out to greet



BIRTHS

Motorman I. Kudler of Division One has a new baby daughter, named Hat-tie Esther. She arrived September 15th and weighed eight pounds.

* * *

There is a new arrival at the home of Conductor T. G. Webster of Division One. It is a boy named James Edward and he arrived August 30th.

* * *

Motorman B. B. Darnell of Division One is the happy father of a fine baby boy. His name is John Merrit, and he was born August 30th.

* * *

Hank Williams is the proud papa of the Motor Coach Division this month. He has a fine young son, born September 12th at the California Lutheran Hospital, who weighed 7 pounds and 5 ounces. His name is Robert Warren. Mother and son are home now and doing fine.

Baseball Players

If you want to play baseball this winter get in touch with R. W. Taylor, 16th Street Garage.



H. N. COLE

Conductor Lee Adkins was eating in a near-by restaurant when a small boy approached the waitress and asked if she would sell him a do-nut for a penny. She looked the little fellow over and told him yes. While she was getting it for him, the boy turned to Adkins with, "Mister will you please give me a penny?" He got the penny.

Do you know that Motorman E. (Speed) R. Hastings has one of the finest five piece orchestras in Southern California? Well he has, and he is open for engagements at a reasonable rate. He has played at several dances given by the ex-service

him. It was J. J. Kellar who left the service some five or six years ago. He has a nice little farm down there, well stocked and everything, and is making good. He sends his best wishes to all his old friends.

Hunting season is on, and Conductor D. E. Berri was among the first to take advantage of it. He took two weeks off and hopped off to the mountains. No report as to his luck.

Conductor E. E. Sanders has returned from a ten day hunting trip.

Business in Fresno called Motorman J. R. Fisher away for ten days.

Motorman O. Daniels has returned from a ten day vacation which was spent in the Yosemite.

Safety Operator H. E. Cubberly is spending sixty days in Texas.

Another hunter, Conductor H. A. Hansen, left on September 10th for Aguanga, Calif. for a ten day hunting trip.

Conductor J. O. McArthur has taken a three months leave with the intention of making a trip to Georgia, his old home state.

Motorman J. L. Penny has returned from a two weeks vacation. No information as to where he spent it.

It seems that everybody else is taking vacations, so Motorman L. C. Cummings is taking fifteen days off.

Conductor P. M. Brewis is visiting his father in Canada. He will be away for thirty days.

There is a little element of mystery in connection with a two weeks vacation taken by Motorman A. L. Alger. Some of his most intimate friends have a suspicion that he will come back a married man.

The call of the big trees and everything, well Motorman E. G. Smith took twenty-two days off and beat it up north.

Motorman C. E. Crownover is visiting his father in Arkansas. He will be away seventy-three days.

Catalina beckoned to Conductor M. F. Hursy, so he spent a week there during the month.

Conductor W. D. Smiley has gone back to pay a visit to his mother in Arkansas. He will be away a month.

Motorman R. R. Youts took a week off to go hunting.

Safety Operator R. A. Clapp is away on a two weeks leave and will visit relatives in Oregon.

Conductor E. L. Ayers is spending two months at Oakhurst, Calif.

Another great hunter, Conductor W. W. Lonie, spent ten days indulging in his favorite sport.

Motorman A. Trouba is taking sixty days off and expects to travel hither and thither with no special objective in view.

Conductor A. G. Rex spent two days at the State Fair at Pomona, and reported a good time.

Conductor C. F. Staggers has returned to his duties after an absence of over five months on account of illness.

Conductor R. W. Bowen was confined to his home with illness but is now back on the works, feeling much better.

* * *

Married

The many friends of Motorman C. N. McMullin will be surprised to know that he was married on August 29th. The name of the lucky bride was not obtained,

but here's wishing them much happiness and everything.

* * *

Sympathy is extended Motorman C. Culver on account of the death of his wife on August 22nd. She was survived by a baby daughter, Lillie Marie, who was born just a week before, August 16th.



Division Three

L. VOLNER

Superintendent Ferguson and family, Foreman Reid and family, Mr. and Mrs. Harry Gilmore and Mr. and Mrs. H. E. Neal spent Sunday, September 11th in the vicinity of Crystal Lake. Breakfast was cooked at an altitude well over five thousand feet, and the appetites, which were sharpened by the early morning ride, did full justice to the efforts put forth by Reid and Neal, who acted as chief cooks and bottlewashers. This is a wonderful place to spend a day. However the last eight miles of road is badly in need of improvement and it is very narrow and rough.

Conductor V. Goble and family are preparing for a ten day trip to visit relatives in Utah.

A change has been made in the force that keeps our cars clean and many have noticed quite an improvement in same. It's an old saying that "a new broom sweeps clean", but we feel satisfied the present force will always turn out the cars in a spotless condition.

The smiling face of Clerk Harry Gilmore has been missed from the office, caused by a relapse from a recent attack of the "flu". Harry has been confined to his bed for several days.

After two weeks vacation Clerk G. L. Herter is back on the job.

On account of an operation Motorman H. R. Miller was off duty several days during the first part of September.

It has been demonstrated that we have many men who have the true brotherly spirit. Conductor Fred Jewett was very sick and a blood transfusion was needed to save his life. Volunteers were called for and quite a number responded. Conductors Mulrine and Hendershot, and Motorman Kelsey of Division Four, a former Division Three man, took the test. Motorman Kelsey was chosen. The transfusion was a success and Jewett is improving daily.

On the night of Saturday, September 3rd, two colored holdup men boarded Conductor E. F. Armstrong's car, and without much ceremony, one of them shot Mr. Armstrong. The bandit made his escape and at this writing is still at large. Mr. Armstrong died on the car. The sympathy of all his friends is extended to his family.

After serving as Register Clerk for many years, Mr. A. R. Miller is now a conductor, a change having been made in the reading of the registers. Each conductor looks after his own register.

Getting slightly injured in an accident caused Motorman J. Hellman to be off duty for several days during September.

Conductor F. E. Pults and wife are

spending several weeks with relatives in Oklahoma.

The dahlia season is just ending in our garden, and all of us are justly proud of the beautiful blossoms which were grown this year. Switchman Arthur Walker, who also bears the title of "Chief Consulting Gardner", says the chrysanthemums are coming along in wonderful shape, and it won't be long until the blossoms will be out in full.

Conductor W. O. Butt is on a hurried business trip to points in Missouri.

Motorman R. D. Starling spent the middle part of September with relatives in San Francisco.



At the left is Margaret Bohler, daughter of Conductor J. E. Bohler of Division Three. This little lady is in great demand among the friends of the family as flower girl at weddings.

At the right: "Grandma calls me Willie, Father calls me Will, Mother calls me William, but the fellers call me Bill," which is one way in which little William Martin might introduce himself. Anyhow this serious little lad is SOME boy, folks. He's four and a half years old and is the bright spot in the home of Conductor S. H. Corbin of Division Four.

As Conductor H. W. Corneth was going home from work one evening, a woman met him as he stepped on the walk at Avenue 54 and Monte Vista, spoke to him and tried to make a date with him. But the woman was told he was on his way home. She said she would walk up that way. When a short distance from the car line, a man met them, and the pair relieved Mr. Corneth of five rolls of tokens and several dollars in bills and change.

Mrs. Naggie, wife of Motorman J. Naggie, was down to the drug store to get some medicine for their bloodhound, which someone had told her had a tapeworm. Mr. Naggie happened to be at the drug store and told her it was useless to get anything there, as he would give the dog a pumpkin seed, which was the best remedy known for that ailment. But the boys say they are satisfied, someone has made a wrong diagnosis of the case, as Mr. Naggie was for some time carrying a celluloid rule in his pocket, and now that the rule is missing, they say they are sure the dog has swal-

lowed same.

Motorman T. A. Ferguson is taking a real vacation; the first for some time. He is to be off duty two months, and will spend part of that time at his old home in Kansas City, Missouri. He wants to see how the old place has grown in twenty years.

Conductor A. J. Harper and family will spend sixty days with relatives in Texas.

Conductor Fred Sattler and wife will spend two months in the vicinity of Ventura visiting relatives.

Conductor M. C. Sonner says he will spend the first nine days of October around home.

Motorman G. R. Chapman gives his destination as Lake Arrowhead for the first nine days of October. We would be willing to wager that Chapman spends most of the time with a rifle in his hand looking for a deer of legal age.



Division Four

C. J. KNITTLE

Up north a bit, in the city of Bakersfield a few weeks ago school opened as schools do and among the entrants to Junior High was a young lady of thirteen, Mary Williams. The first day in class Mary's teacher asked the students to write a composition describing the most amusing incident of their vacations. Little Mary's father so enjoyed her story that he sent a copy to the lady she visited here, the proprietress of a lunch stand at the Brooklyn terminal of Line "P". Here's the story:

"The most amusing experience I had during the summer occurred while I was stopping in Los Angeles on a short visit. I took my meals at a small restaurant located at the end of one of the city street car lines. These cars came in on one track, switched over to the other track and stopped in front of the restaurant for the taking on of passengers.

"As I was frequently at this restaurant I learned of this fact.

"One morning while I was in the restaurant a car stopped on the nearby track as usual. Then started a great shouting of one car man to the other from opposite ends of the long street car and as the clang of the folding metal doors closed a short, round, fat man with wide mouth and up-turned nose, dressed in blue uniform and cap stepped down from one end of the car and a long, tall, solemn-faced man with white eyebrows and dressed in the regulation uniform stepped down from the opposite end of the car. Both of these men were talking loudly and scolding each other about the ownership of a penny lost by a passenger in the car on the previous week. It was a comedy equal to that of the two Black Crows or Amos and Andy.

"I am unable to correctly describe the scene or quote the wise cracks made by each of these two men but their remarks brought loud laughs from those who heard them.

"It was only after the car had departed with the load of smiling passengers that I learned that Pop Farr and Windy Allen are famous all over Los An-

geles for their ability to entertain the car passengers.

Mary."

If little Mary could have stayed a couple of weeks longer and attended the Pomona Fair she could have told another hot one on Conductor "Pop" Farr. "Pop" was down there taking in the sights and he came upon a contraption designed to give one all the thrills of an airplane ride without leaving the ground. So "Pop" laid down a shiny dime and crawled in. In the next few minutes our portly hero went through all the terrors of a new-timer in the air. The fast ascent, the nose dive, the leveling off, a quick bank, the outside loop, another ascent, then the roll, an inside loop and then,—Ye Gods—the fatal tail spin! It was a pale-faced "Poppa" that hit the ground—ground that he had not left. The crowd of spectators were roaring with laughter. Suddenly they ceased. "Pop" had made no move to get off. He just sat there stiffly, eyes straight ahead. But not for long. The old smile came back. He cleared his throat and loudly announced, "Temple and Belmont! All out!"

Motorman C. J. Jackson was granted an eleven day leave September 1st to make a trip to San Diego.

Motorman R. W. Harry returned from a ten day vacation September 10th, during which he made a trip to Bishop.

Conductor H. D. Bradrick left on a ninety day leave September 1st to visit a brother in Kansas and a sister in Texas.

Motorman R. H. Schatz was given a seven day leave September 1st to make a trip to San Diego.

Motorman E. P. Adams left for Sequoia National Park September 1st, taking a ten day leave.

For some time we've been trying to get something worth mentioning about our good friend and Transfer Clerk, A. M. Emerson. To this date the only thing we could get on A. M. is that he has a brother, P. M. Both have the same middle name, "Micajah", (Mike for short).

Motorman H. L. Whitt was granted a forty day leave September 5th to visit his mother in Dallas, Texas.

Conductor H. H. Lindop spent ten days starting September 10th visiting in San Diego and vicinity.

Conductor G. A. Jahn was given a fourteen day leave September 10th to drive to Yosemite.

Conductor W. W. Warren is spending a thirty day vacation at his cabin in the High Sierras. He left September 15th.

Conductor E. V. Muckey was granted a sixty day leave to visit the "ole folks" back on the farm in Minnesota.

Travelling Instructor Joe Hagen just came up with the interesting information that the expression, "There's something rotten in Denmark," is not just every day slang. Joe has found that the remark was first made in that well-known Shakespearean play, "Hamlet".

Motorman H. Lozier spent two weeks starting September 17th just resting up.

Conductor T. R. Latham left September 17th on a six weeks leave to drive to Dallas, Texas, and visit relatives.

Conductor O. E. Goodwin spent a two

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Wedding



Mr. and Mrs. A. W. Beardsley

GANGWAY! Another prominent Division Four man takes a bride. This time it's Conductor A. W. Beardsley. The smiling little lady who balances the picture is, (you guessed it), the happy bride and was, formerly, Miss Mildred Weeks of Salem, Oregon. The ceremony was performed in Yuma, Arizona, September 3rd. Three days later Conductor Beardsley returned to work on a Line "P" run. That evening he was informed by his relief man that the gang at the barn was all set to put him through the traces. Beardsley, not wishing to be delayed, took the first car, westbound, and alighted at his street, Norton. Husky hands seized him and harsh voices warned him to not resist. The gang had followed him. About midnight that evening a pleasant little lady walked into the Division, stopped short and glanced around. The hard looking master of ceremonies stepped up. "Are you looking for Mr. Beardsley?" he asked.

"Yes," she replied, blushing real nice-like. Down the steps they went, through the labyrinth of lockers and to the end of the room. There, through the bars of a huge iron gate, the new Mrs. Beardsley found her imprisoned life-mate.

The fun racketeers, however, turned over the jail key immediately and as the happy couple stepped out into the cool night air the master of ceremonies apologized for the slight inconveniences which the affair incurred and assured them that the best wishes of every Division Four man would always be for their happiness together.

weeks vacation starting September 17th in and about town.

Motorman A. J. Lange has been sporting a new Oldsmobile Coupe since September 17th.

Clerk E. H. Ellis returned from his regular two weeks vacation September 19th and reports a pleasant trip to Sequoia National Park and Santa Barbara.

While out driving on the night of September 21st, Conductor T. J. Kelley and Mrs. Kelley had the misfortune of colliding with a large vegetable truck. The Kelley car, a flivver, was completely demolished and Mrs. Kelley's injuries required eight stitches. Our best wishes are for her quick recovery.

Foreman B. B. Boyd returned from a seven day vacation September 22nd during which he went deer hunting in the vicinity of Idyllwild.

Has anybody noticed how Motorman R. Q. Stanford's chest is puffed up these days? He's just been O K'd on the "mags."



Division Five

FRED MASON

Well, with the return of our Superintendent, Mr. T. Y. Dickey, all office vacations have drawn to a close. Mr. Dickey spent a very pleasant three weeks at his ranch in the San Diego mountains and from reports of some of the boys who visited him the bill of fare was venison, plenty of it, and cooked any style to suit one's taste.

Motorman Jack Limes drops us a line from Poplar Bluff, Missouri, saying that he is having a wonderful time. Jack took off forty-five days and will be back on the job on October 16th.

Motorman W. E. Openshaw and his Conductor George Ritter teamed up and took off twenty days for a vacation to Seattle, Washington, and are now back home and report a very fine trip.

After eighteen days, resting up at home, Motorman C. A. DeGuire is working his run every day and feeling fine.

Placerville, California, was the hunting ground for Motorman F. S. Ainsworth and his wife, and upon his returned he said that while he was only off for ten days he surely crowded twenty days into it and had a wonderful time.

Motorman Louis Larson is off for two months and is resting up at home.

For a trip to Big Bear, Motorman H. B. Marques took off fifteen days and arrived back O. K., reporting a very fine trip.

Motorman Bill Kenney usually, after his trip to Detroit, Michigan, drives back in a new Ford. He'll be back on the 15th of October, so we will see what we see when he gets back.

For a trip to San Francisco and environments, Motorman Lawrence Schoffner laid off for thirty-six days and will not be back until October 31st.

We were glad to receive a letter from Motorman Charlie Franek from the Naval Hospital at San Diego, saying that he was up and around again and getting along fine.

We didn't get any cigars from Con-

ductor "Hank" McDonald as we really haven't got any coming this time as the increase in the family was a cute little Scotch Spaniel, but we call him "Daddy" just the same and daddy is doing well. Congratulations "Hank".

We were very glad to receive a visit from Conductor H. Tinnemeyer recently after his having been confined in the hospital for several weeks. Says he is feeling fine and expects to be back on the job shortly.



JACK BAILEY

W. T. Reynolds, Chief Clerk of the Store Department, returned from his vacation and reported a much enjoyed trip to Ventura and vicinity.

H. Beebe, Store Clerk, was pinch hitting for our old friend Greenwood, Stationer at the Main Offices, last month. Check up on your pencils, Mr. Greenwood.

John Lewis, formerly of the Machine Shop, has just returned from a trip to his native land, Wales. We enjoyed his visit at the Shops and report him looking well.

Believe it or not, Clarence Lock, of the Machine Shop, says that a black eye is no inconvenience if used for rejuvenation purposes. Strange as it may seem, he did not run into a door, but had to fight for that black eye.

J. (Doc) Holdsworth, an old timer with the Curtain Department, has transferred to the Sixteenth Street Garage and is holding down the Gate Watchman's easy chair.

Painter M. Bradley takes over the Shops weather bureau next month and we are looking for some bad reports and good weather.

Fishermen take notice. William B. Wilson, Head Upholsterer, says that any of the boys that go fishing and have any luck, to get in touch with his wife as she is going to build a fish pond and let we fishermen stock it up. Mrs. Wilson accompanied Bill on a recent week-end fishing trip to Redondo and was struck with sympathy for the little motherless fish that had to be stuck on a hook and be eaten up by mackerel.

We were glad to welcome Hank Sievers back on the job again. Hank has been off duty since July, due to illness.

Carpenter L. Berry was absent in preparation for his naturalization papers.

Jimmy Hale, Progress Clerk and the Shops optimist, went deer hunting. He will try several more times before the season is out.

Electrician Ed Brimm has accomplished his lifetime ambition. He got a ticket for speeding in his old Packard. Going down hill, Ed?

Walter Jones, of the Winding Room, enjoyed a week-end camping trip in the Piru vicinity. Daddy tried to bag a deer but failed to make contact.

Too much drop in a monkey wrench resulted in a smashed toe for Tom O'Connell of the Winding Room. Tom is still

on the job but has to favor the injured member with a slight limp.

What a break! Truckman R. M. Blaze took his family to the Pomona Fair. The boys are trying to find out if he had some free passes.

A change in the personnel of the watchman staff finds George McCay, one time with the Carpenter Department, who comes to us from Division Four. He is Day Watchman at the first gate. E. Green, formerly of the Air Room is at the second gate. Robert (Bob) Slocum lays his hammer to rest in the Fender Shop and will be Night Watchman on the Paint Shop side.



Motor Coach Division

J. H. McCORNACK

You can't keep a good man down. "Pop" Gay is back on the job. He lost his appendix and gained twelve pounds.

L. A. Blevens is using a 30 day leave of absence to visit his folks at Hope, Arkansas and A. J. Reich is using the same amount of time in the same way at Hope, Kansas.

"Toothpick" Bailey is vacationing for 30 days with his folks at San Jose.

W. S. Swanson is still lost somewhere out on the range near Abeline, Kansas.

John Lerner says you can call him any name but "Hamhocks" and that makes him so angry that he drives too fast.

Since the last dividend of demerits, R. Long is on the market for a crying towel.

Supervisor Nowak doesn't seem to grow any older. He still likes that good old game of post office.

Supervisor Sweet always wanted to be a farmer boy and is now realizing that ambition. He has moved on a ranch at San Dimas.

Conductors Peterson and Kilgore went deer hunting. After hiking for hours in the sun and thinking of hotter places they found a rabbit. Being true sportsmen they couldn't shoot rabbits while hunting deer but after many more hours of walking and not seeing deer of any kind they shot the rabbit and came back to the showers, telling strange tales of game much too far away to shoot at.

"Half-pint" Rider is much worried over his wife coming down to a certain restaurant with him. He is afraid the cook will spill the beans.

All the good looks and wit have hooked up together. Operator Rhone and Conductor P. F. Dille.

Operators Ray, Danley and Powelson were going to change the name of Wilshire to Ascot but something discouraged them. Forty-eight miles an hour is a little fast if someone happens to be following.

We hear Ray Crume is going to have an operation on his teeth. He seems to have all kinds of trouble since getting married, what with rheumatism and such.

Conductor No. 168 says it isn't worth 75 demerits to try to educate passengers on Wilshire.

"Two Ton" Reed had to have his cap numbers repainted. They were becoming invisible to the naked eye.

GARAGE

The Los Angeles Railway Bowlers are at it again. They roll every evening at the Broadway and Manchester Alleys. No. 1 and No. 2 teams have met once. The result—well Ironman Oliver went home sick the next day.

Foreman R. W. Anderson was the last of the vacationers. He spent the first week visiting at Bakersfield and divided the second between entertaining his father-in-law who arrived from the east and enjoying a well-earned rest. U. S. C. Turner has been taking his place at the Shop.

Behind those colored glasses Oscar Miller has been carrying a beautiful black eye. No one believes he fell down in a dark closet.

Superintendent C. B. Lindsey has added to his vacation pictures by bringing back his camera studies of the Grand Canyon. Ask him to let you see them. They are quite worth while.

Jack Savage swiped Dean Ovard's cake and when Dean discovered that he didn't have any Jack divided with Dean. Dean thinks Jack's folks make cake lots like his folks.

Now that Tom Juris has his ears painted Joe Covington wants to smack them for cracks.

P. Wood shoots a good game of golf now that his kid brothers have gone back to school.

Last reports from John Keller are that he is getting along fine. He has been in the California Lutheran Hospital for an operation. The treatment there was so wonderful that he thought that he had died and gone to heaven, especially when that little nurse came on duty who has eyes like a dove.

Walt Dewhirst has been out to his walnut ranch and cheated the squirrels out of 2700 pounds of nuts. Nice crop, Walt.

Andy Seyfirth is that high-toned mechanic with the pretty shoes.

The All Stars Baseball Club has lost so many games that they took the wash-rack boys out in the dark and beat them a game to ease their feelings. Since then Baker's Irish Club has beaten the All Stars every day to ease their feelings. Troy Ake has taught Sudano to stay on first base.

Those big drops were not rain. It was the boys weeping at the loss of those eight hundreds.

Foreman D. Sterling and family had a pleasant trip out on the desert. Dan wanted to see how the world looked in the daytime.

Wesley Nolf and family enjoyed a week-end trip and visit with friends at Las Vegas.



F. F. ROBEY

Hello everybody! Our General Foreman informs me that until further orders he delegates me as Scribe of this department, replacing Harold K. Conacher, who has been transferred from our ranks as Inspector of Equipment and promoted to Foreman of Section No. 20 of the South Park Shops. Harold, we shall miss you.

It is a loss to our section. Our best wishes for your success go with you and we hope the training and experience you have had while with us will be of great assistance to you in making your new job a success. As Scribe of this department my only promise is—to do my best.

F. F. ROBEY.

DIVISION ONE

George Smith was transferred to Division Four Mechanical Department. Sorry to have you go, George, we miss your cheerful whistle.

Bill Christmas has been absent for a few days on account of sickness, but he is getting better.

Introducing, A. M. Reid, E. Angel. P. W. Brown, V. R. Bell, H. S. Murray, W. H. McGowan, S. A. Ackerman, H. Bonsall, T. G. Childes, L. Grob, H. Lane, A. O. Malm, E. Perry, and W. H. Lund. Welcome to Division One, boys.

DIVISION THREE

Ted Clark enjoyed his vacation working around home.

P. Haywood was transferred to Night Shift.

Eddie Swanson couldn't stand living in Hawthorne, so he moved to Glendale.

W. I. Green has returned from his vacation in Portland. How're the web feet?

George Atkins has returned to Division Three. Glad to have you back, George.

A. Pabst went deer hunting but came back empty handed.

H. Wescombe got one of his feet into a gallon pail. Oh well wonders never cease.

Our new Car Cleaners are sure showing their stuff. That's the way, boys. Stick to it.

C. Unwin has been transferred to the Garage as Watchman.

Wonders never cease, W. Houston has painted his flivver.

Leo Harryman has also moved to Glendale. What's all the attraction?

DIVISION FOUR

We are sorry to hear that C. Furrer is going to the hospital for an operation. Hope he will be back soon.

R. Crowthers went to see the football game between U.S.C. and Utah. All he got for his \$1.10 was a sore throat and the usual razz. We all know Ray is from Utah and is one of those real Utah sheep herders.

Introducing Geo. Smith who has been transferred from Division One. Glad to have you with us, George.

Roy Scudder has some new store teeth a little oversize, but with a little extra tire cement he gets away with his meals.

DIVISION FIVE

W. Ellis, Fred Dudley, and families, spent an enjoyable picnic the week-end of September 17th, at Lake Elsinore.

Nelson Land started to put a new roof on his garage. When half finished the wind came along and removed it. Nelson said two words—no more, no less.

Andy Duncan, who was transferred from nights to days, has not yet gotten

used to the daylight as he can be seen every day carrying a carbide light around.

Jake Sawyer, our Night Switchman, has returned from his vacation spent in the northern part of the state and says he is feeling fine.

C. P. Hawthorn, R. J. Smith, P. W. Abbey, A. H. Crager, C. F. Lamb, R. E. Sauchez, H. E. Simpson, and L. A. Taylor are new men transferred to Division Five nights. Glad to have them with us.

Geo. Sundeen has returned to work after spending a two weeks vacation in the mountains.



H. I. SCHAUBER

Bill Gaines has returned from Ol' Alabam' with a broken heart. The catfish would not bite.

Glad to report the steady improvement of Mrs. O'Connor who was seriously ill for some time last month, in the California Hospital.

Walter Capps put in his vacation time painting his house, and visiting relatives in Fresno.

Charlie Shelton purchased a new rifle and some deer tags last month. The tags are still new but the rifle is second-hand.

* * *

Married

Charlie Smith, Switch Repairer, showed up the other morning with a big grin and a box of cigars. Yep! He is married.

* * *

Bob Gates spent some time on sick report last month but has now recovered.

Mike Finn was also off for a few days, and does not feel quite up to par yet.

George Jamison, Road Janitor, was another to spend a few days in bed.

Bill Bramlete had his leather jacket stolen while working at Twenty-ninth and Central the other day. Imagine the thief's embarrassment when Bill spotted him walking down the street wearing the jacket. Needless to say Bill's efforts to recover his jacket were direct and effective.

Clarence Zuber recently extended a cordial welcome to Mrs. Zuber and the kids on their return from a stay of several weeks in Kansas City.

Jack Glover took a few days off last month to care for his wife who was quite ill.

Johnnie Teagarden finally gave up trying to pick a vacation period that would fill in nicely with some of our Monday holidays. He took the last two weeks in September. No percentage there Johnnie.

Fred Mellentine, of the Engineer's Office, spent his two weeks vacation at Balboa, catching two pound halibut. Bill Morgan claims that stingarees do not grow that large at Balboa.

Many thanks to Les Sparks for the able manner in which he handled this column for the month of September. Perhaps my vacation would have been more restful, had I known he would not take the opportunity to square accounts for many unkind things reported about him. You could trust that guy!