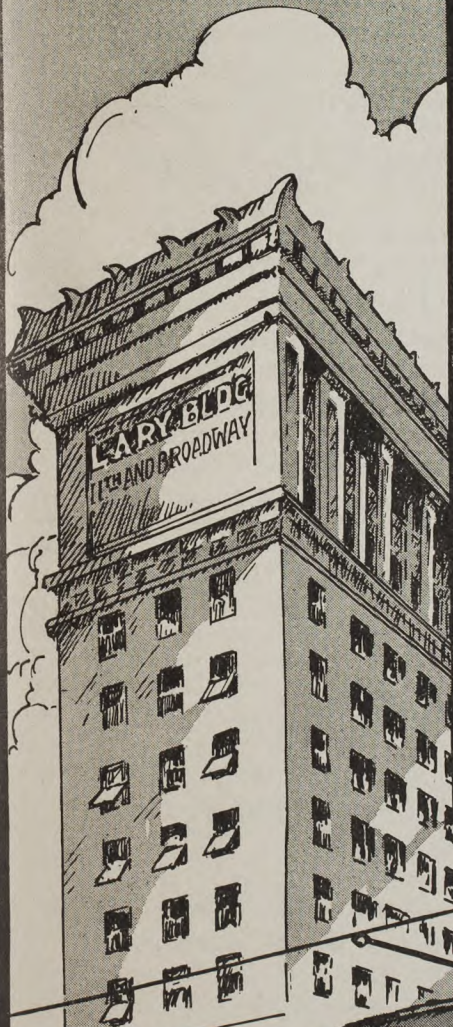


TWO BELLS



Supposin'

Supposin' fish don't bite at first—
What are you goin' to do?
Throw down your pole, and chuck your bait—
And say your fishing's through?
You bet you ain't—you're goin' to fish
'N fish 'n fish, 'n wait
'N use up all your bait.

Suppose success don't come at first—
What are you goin' to do?
Throw up the sponge 'n kick yourself
'N growl and fret and stew?
You bet you ain't—you're goin' to fish,
You'll bait 'n bait ag'in,
Until success jest grabs your hook,
For grit is sure to win.

—Exchange



Loyalty

MUCH has been said and written, both in the daily press and on the moving picture screen, about the gangster's code—his loyalty to his chief, to his gang, even unto death. A halo, of a sort, has therefore been placed about his head.

There is no doubt that Loyalty is one of the most important human element factors in American business, as well as in social and private life. It is stressed by big business men, statesmen, social leaders, politicians, wherever there is organization of any kind, as a most desirable asset to mark a man or a woman.

And so when the movie director and story writer emphasized this attribute of the gangster, they immediately placed him among those who deserve consideration and admiration, even though his operations violate every law of society.

How do we define Loyalty? The dictionary says it is "devoted allegiance to a government, a cause or a chief; hearty service in friendship or love." The gangster's so-called loyalty is, in almost every case, inspired by greed, fear, or both.

But the Loyalty of which we speak is of a different kind. It is the Loyalty the dictionary defines.

There sometimes comes a time in life, when choice must be made between disloyalty to a friend and disloyalty to your ideals of right. Some friend, to whom you have given "hearty service in friendship or love," stoops to a disgraceful and petty act. Should you forsake him? He has already forsaken you by abandoning the ideals and standards that served as the foundation of your common interest and friendship. He cannot rightfully accuse you of disloyalty because you continue to stand where you have always stood. You have not changed—it is he who has changed. He has descended to lower levels. Can he, in the name of Loyalty, ask you to descend to the level he has chosen?

Loyalty does not require that you should lie in the gutter of the other fellow's choosing.

Platform Philosophy

Your heaviest replacement cost is that which comes from having to replace lost customers.

A genius is one who takes the lemons that fate hands him, and starts a lemonade stand.

Don't sling mud. It becomes dust and blows back on you.

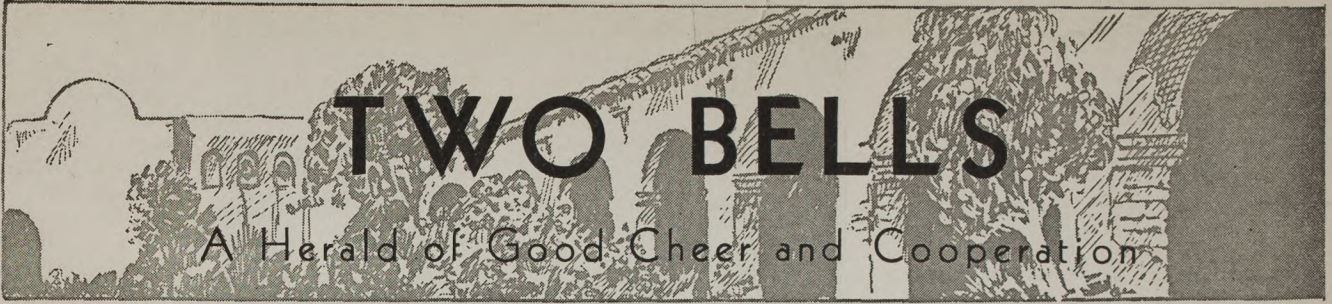
Pity the poor taxpayer—he doesn't know where the tax money is coming from or where it is going to.

Now, little Stock Market, don't you cry. They'll again think you're Santa Claus bye and bye.

Better be a little wheel that is turning than a big wheel standing still.

Football is the only thing ever won by kicking—and that is a game, not a business.

When a man runs on a flat tire, he needs a friend to blow him up.



Published Monthly by and for Employees of the Los Angeles Railway

Volume Thirteen

September, Nineteen Thirty-two

Number Nine

JANET C. McNEILL

Publicity Manager and Editor

Splendid Service For Olympiad

By E. R. DYE

Operating Superintendent

We have again passed through another period during which our city was host to thousands of visitors, many of them from foreign lands, and as usual, every member of our supervisory department and every member of the platform service did, without exception, render that same splendid service which has always been so characteristic of these two departments at any time their capacity has been taxed.

It is especially gratifying to find that during the period of our Olympic Games practically no discourtesy complaints were placed against our platform men. On the other hand, many letters of commendation were received, in many instances emphasizing the extreme courtesy, patience and a desire to give information, especially to strangers who were visiting in the city. Representing, as did our visitors, practically every country in the world, it is especially gratifying to find that there was nothing but praise, both in regard to our service and in regard to the treatment accorded our visitors by our platform men.

Vast crowds were handled to and from the Olympic Stadium and other centers of activity in a most satisfactory manner, and it is my pleasure to sincerely congratulate every member of our organization who in any way participated in putting over the big task of safely and properly transporting our guests, sometimes under extremely trying circumstances.

"A New Olympic Record"

By H. G. WEEKS

Assistant to General Manager

This familiar announcement can also be credited to Los Angeles Railway coaches, which also established a record upon the close of the Xth Olympiad by transporting the competing athletes for nearly two months without a personal injury and without a delay to an athlete for any competition.

Everyone concerned is to be thanked for their efforts resulting in such a fine record. The mechanics and operators cooperated with each other and with the dispatchers and athletes, the last in spite of the difficulty of communication often without the use of a common language.

Jointly with Pacific Electric Railway, each company providing half the equipment and men, all athletes, both men and women, were transported during the training period through the month of July between Olympic Village and the hotel where the women were quartered and the twenty points of training and, during the games, between these residences and points of competition. These movements covered, for our coaches alone, about twice around the world and involved approximately 34,000 passenger movements, going as far as Oxnard and Pasadena for the cycling and Long Beach for the rowing.

On the opening day, with 69 coaches in this service, all athletes, trainers, managers, etc. were moved to the Stadium at once, there being over 1,560 men from the Village (who were loaded in 15 minutes), 156 women from the hotel and about 120 from Long Beach and a few from Riviera. They were returned to the Village within 30 minutes after the ceremony. Other movements were equally well organized and executed and the committee in charge of the Olympiad has given us the

highest praise for the precision of all movements and uniform courtesy and cooperation. Such praise is particularly gratifying, for this committee set a high standard of organization and execution of a complicated international competition.

Operator E. C. Teel was surprised when the Pennsylvania Rowing Team, whom he had handled between the Village and Long Beach, presented him with a wrist watch as a token of their appreciation of his efforts to please them. The champion hockey team from India presented a Pacific Electric operator with one of their sticks, autographed by the team.

We should add your commendation to the many the Police Department and the State Highway Patrol have doubtless received for the excellent handling of the greatest traffic problem Los Angeles, and probably the world, has ever seen.

Transportation movements were handled by F. C. Patton, Assistant Manager, Los Angeles Motor Coach Company, acting for both companies, who was assisted by dispatchers E. B. Logsdon and M. K. Newen, both also of Los Angeles Motor Coach Company. Coach maintenance was handled by C. B. Lindsey, Superintendent Automotive Equipment, who had every coach owned in operation on July 30th. Hugo Hinze, Earle Metzler and P. Pierce, Mechanics, were stationed at the Village Garage and kept them running and fairly clean despite the dust and other difficult working conditions.

Our regular and special coach service between downtown and the Stadium was also carried on with just as good a record and on the whole all concerned should be well pleased at the result of their efforts.

True Story of a Street Car Ride

By WM. T. (BILLY) BROWN
General Foreman of Car Houses

(Fourth Article of Series)

The July issue of the Two Bells, page 9, column 1, contained these words:

"Think of Others as if You Were the Others."

In this, and future articles, I shall do so.

Having been a motorman, I fully appreciate the numerous responsibilities and many trying situations, which confront him every day.

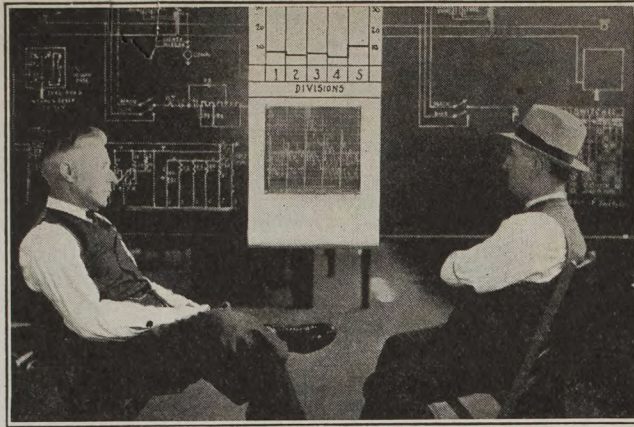
It is not the intention of this, or future articles of this series, to give instructions, nor is there the least spirit of intent to criticize, but there is the real intention of an ex-motorman to bring out some of the things observed and learned during many years of experience and close observation.

Having held the positions of car repairer, inspector, and foreman for many years, has given a broader view and knowledge of those things which should be helpful to those of less experience, to employes generally, and to the Company.

We are all familiar with conditions in general. Further, we have recently been informed that the gross revenues of the Company are steadily decreasing. Therefore, it behooves every employe to assist and economize wherever possible, so that no burden of operation will be added to the existing and altogether too heavy one. Such is the object of this article. It is a story—a true story.

After a day of strenuous work, part of which has been spent in keeping clear of foolish and thoughtless automobile drivers, I find rest and relaxation in taking a street car ride these cool summer evenings. Such a statement coming from a man who has spent the greater part of his life maintaining street cars and who has an automobile furnished for his business needs, may sound strange. Nevertheless, it is sincere, and it is a great relief, especially after dark, to be free from glaring headlights, smart "Alecks" cutting in, and many other contingencies, familiar to all of us who drive automobiles. There is genuine relaxation in sitting on the front end of a street car, taking in the sights, and letting the rest of the world go by.

Upon boarding an "S" Line car at Sixty-first and Main Streets, I had not ridden far before I became noticeably conscious of the smoothness with which the car operated. To perform



W. T. (Billy) Brown, General Foreman of Car Houses, and his newly appointed assistant, F. F. (Doc) Robey. Mr. Brown is giving instructions to Mr. Robey relative to his new duties.

so well, the car must have been in excellent condition. Then came a feeling of pride. Soon, however, my attention was drawn to a man sitting on a stool before me—every movement was smooth but deliberate, mind cool and collected, continually watchful for any emergency that might unexpectedly present itself. To him then, certainly, and not to the equipment, belonged the credit and recognition for the comfortable, enjoyable and smooth ride I was having. He was the motorman. To him and to each man giving such efficient service, I sincerely hope will come the understanding and realization that his services are fully appreciated, not only by the Company, but also by the patrons it serves.

We arrived at the west terminal where fenders and trolleys were carefully and quietly adjusted. Five minutes were spent by trainmen in rest and relaxation.

Then in the same comfortable and pleasant manner we returned to Seventh and Broadway where we alighted and waited for another car of the same series to carry us back to Sixty-first and Main Streets. Things went well until we turned off Seventh Street to San Pedro Street. Then!—"Whoa Bill,"—the fun began.

Sitting before me now on the stool, was a bunch of nerves. It appeared as though his mind was on the south terminal and how fast he could get there. He was one of those three notchers, Two "On" and One "Off." Over goes the brake valve handle—"Hold her Newt!"—and he does.

What a ride!—jolts and jars galore. But what could I do? Nothing—just hang on, grin and bear it. That's what I did.

Well, here's Sixty-first and Main Streets only two blocks from home and one block to the end of the line so I stayed on to see the whole show—I saw it.

Up went one fender—"Kersmack." Down came the other—"Kerplunk." Trolleys changed in no time. It was noisy and fast but it meant ten instead of five minutes of bliss puffing

the "Lucky" or "Old Gold."

Dollars to doughnuts that conductor will brag about what a great motorman he has and how that boy can get over the road.

Then, what about this story? Only this: the Company's patrons are the jury and will not hesitate to render the verdict: "Those cars are a pile of junk—ought to be in the scrap pile or some hotter place. Who wants to have H-- shaken out of him after a hard day's work?" Thus they go and buy an old "Tin Lizzie" in a condition ten times worse than the street car, pay three times as much for their rides, but are satisfied. Why? They are even with the company for those disagreeable rides—"Put One Over," so to speak. I wonder if they haven't put one over on us employes also—I think so. What can we do about it? One can only do his best. If every trainman will continually attempt to give his patrons the most comfortable, safest and smoothest ride the equipment is capable of giving, and strive to be polite and courteous, and if all the rest of us will assist with a boost to our friends, acquaintances, and neighbors about the wonderful service rendered, more revenue will begin to roll in, then we will be on our way to that wonderful corner we hear so much about, and are so anxious to see.

Square and Compass

The first meeting of the Square and Compass Club after the summer vacation will be held on Saturday, September 17th at 6:30 P. M. in the Masonic Temple, Pico and Figueroa.

Members will be the guests of their President, Danny Healy who is going to give them a big dinner and a big time. It is a dark secret so far as to who will be the Grand Caterer, but Danny assures everyone of plenty to eat. Then there may be some vaudeville—but that's giving secrets away.

Danny extends a most cordial invitation to all members of the Club to be present on the eventful night.

Good News!

As announced by bulletin recently, effective September 1, 1932, contract for furnishing trainmen with uniforms has been placed with the Tegarden Uniform Company, 750 East 12th Street, contract with Glickman & Company having expired.

In entering into this contract with the Tegarden Uniform Company, our Company has been able to effect a considerable saving to our platform men. Mr. Tegarden, of the Tegarden Uniform Company, or Del, as he is familiarly known to many of us, is no stranger in our midst. He is one of our old buddies, having been in the employ of the Los Angeles Railway Corporation as a conductor at Division One from October, 1902, to April, 1903, at which time he resigned. He was re-employed in November, 1904, and served in the capacity of Conductor-Dispatcher, Student Instructor, and Chief Dispatcher, leaving our service in May, 1916, to go into business for himself. The fact that Mr. Tegarden has now been awarded the contract for furnishing uniforms to our trainmen is conclusive proof of his integrity and ability.

We are satisfied that, with the granting of this contract to Mr. Tegarden, trainmen are going to be given service by the Tegarden Uniform Company which will be eminently satisfactory to both trainmen and our Company. There will be no change in the method of procuring uniforms. Trainmen will be given orders on request by their Division Superintendents, and deductions will be made at the rate of \$2.00 per pay day. Now is the chance for some of you, who, on account of the high price of the old uniforms, have been making your old one last especially long, to procure a uniform for less money than for many, many years past.

Engineering News

B. E. Eaton, Engineer of Way and Structures, reports that the job of removing the Tenth Street tracks will start about the time Two Bells comes off the press. His department is reconstructing the tracks on North Main Street from Naud Junction to the river.

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	1	1	20	1
Three	0	1	9	1
Four	0	1	27	4
Five	0	1	9	1
Totals	1	4	65	7

Safety operators are listed as motormen.

IMPORTANT BULLETIN No. 240

Complaints are becoming too numerous that our cars at points where they connect with other car lines or coach lines, are failing to give transferring passengers an opportunity to board. This matter has been called to your attention many times in the past, but the practice of getting away from passengers at transfer points is on the increase.

Any trainman found to be guilty of failing to give transferring passengers, either from car or coach, an opportunity to board car, will not be retained in the service.

The same penalty will apply to any man passing up passengers, except in strict accordance with our rule governing the passing up of passengers.

R. B. HILL,
Manager of Transportation.

Honor Roll

Dennis Lee Gragg, Conductor at Division Five, was placed on the Special Roll effective July 26, 1932. Mr. Gragg entered the service November 27, 1911 as a conductor at Division Five. He was appointed inspector April 1, 1914 but was returned to train service as a conductor August 1, 1921.

* * *

Leonhard Schmidt, Watchman in the Way and Structures Department, was placed on the Special Roll August 1, 1932. He entered the service as a teamster November 4, 1910, and was appointed watchman on September 1, 1917.

* * *

Halleck Wagner Lawrence, Watchman in the Mechanical Department at Division One, was placed on the Special Roll effective August 1, 1932. Mr. Lawrence entered the service October 15, 1900 as a repairer in the Mechanical Department, and was appointed watchman on June 1, 1923.

* * *

William Daniel Carpenter, Flagman in the Transportation Department, was placed on the Special Roll on September 1, 1932. He entered the service as a motorman at Division One on June 15, 1900 and was appointed flagman May 20, 1932.

Miss Schupp Passes

With deepest regret we announce the death, on August 18th, of Miss Sophia Schupp, Clerk in the Purchasing Department, and sister of Mr. Ben Schupp, Purchasing Agent.

Miss Schupp was born in Quincy, Illinois, and has been with the company as clerk in the Main Offices since February 1, 1921.

She has been in failing health for the past several months but struggled valiantly to remain at her duties with the company.

Always cheerful, always courageous and diligent, and always with a good word for every one, she endeared herself to her coworkers and all who came in contact with her.

Funeral services were held on August 20th at St. Dominick's Church in Eagle Rock and the interment was at Calvary Cemetery.

We shall miss her pleasant, cheery smile, and our heartfelt sympathy goes out to Mr. and Mrs. Ben Schupp in their bereavement.

A Worthwhile Bouquet

In an article on the editorial page of the Los Angeles Times of August 9th, a fine tribute is paid by William Hamilton Cline to the "trolley car operators" for their conduct during the period of the Olympic Games. Mr. Cline is in charge of the radio programs of the Times and is a writer of note.

In case some of our readers did not see this article, we are quoting that portion referring to street car men.

Incidentally, folks, let's also hand a few bouquets to another group of public servants who have also felt the stress of the present time, but also, who smile—our trolley car operators. What with the rush of extra traffic, the rerouting necessary, the many strangers with their myriad queries, and the doubled danger of accidents, they have carried on with the least possible friction, and have shown a thoroughness and a politeness in their trying work that is past commendation. They, too, are working extra time and doing their jobs surpassingly well. Also, with a smile!

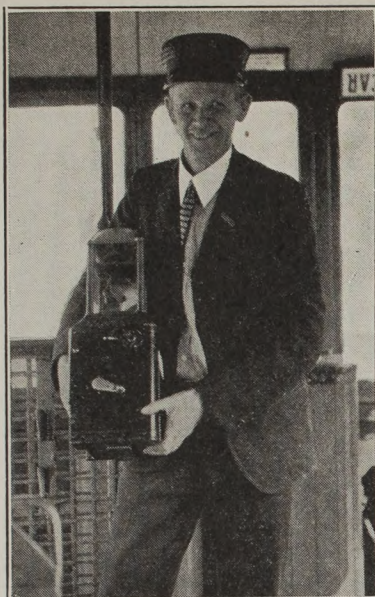
Two fine upstanding bodies of men, our police and our street car crews. Neat, efficient, steady and reliable; ever on the job. We owe them, for their work during this Olympiad, our unbounded thanks. For, in spite of it all—and it has been plenty for them—they smile!

A Topnotcher at Division Four

Conductor W. E. Griffis of Division Four and of the "I" Line, is one of those trainmen who do their work in such a manner that they are never called into the office. So when he was asked to come in and face the camera, he and Superintendent Wimberly greeted each other as old friends who hadn't met for a long time. In fact this was the first time Superintendent Wimberly had seen Conductor Griffis for several months.

W. E. Griffis started work for the Los Angeles Railway in September, 1906. He is a Hoosier, born in Fountain City, Indiana. His first experience as a Conductor was for the Pullman Company in 1903 in Richmond, Indiana. He worked for that company a little over two years when he answered the call of the West and came to Los Angeles as a brakeman on the old Salt Lake Railroad in October, 1905. Steam railroading was pretty strenuous in those days, so Griffis made application to the Los Angeles Interurban and was put to work as a conductor in 1906. When this line was taken over by the Los Angeles Railway, he went with it and our Company inherited a mighty good conductor. He has had a splendid record ever since he was employed and has drawn a special bonus award each year since 1925.

Along the "I" Line, which is the shortest line on the system but which handles many transfer passengers both from street cars and coaches, Conductor Griffis has many friends



Conductor W. E. Griffis just about has time to change his fare box, collect his fares, straighten out his transfers and get his passengers nicely settled when his "I" car arrives at the other end of the line and he has to do it all over again. He's busy, but he likes it.

because of his courteous treatment of the Company's patrons and his ever ready answer to the many questions regarding streets, transfers, coaches, etc. They all know that Griffis knows his stuff.

Few Complaints

There was a slight decrease in the number of complaints in August with 4 less than for July.

Discourtesy complaints almost doubled, probably due to the vast throng here for the Olympics. There were 19 Discourtesy complaints in July and 34 in August. Starting Too Soon increased 2 and Service increased 5. Fare and Transfer Trouble decreased 9; Carrying Passengers Past Stop 5, and Miscellaneous complaints made a nice drop of 12 under the July number.

Comparative figures for July and August are as follows:

Classification	July	Aug.	
Discourtesy	19	34	15
Fare and transfer trouble	58	49	- 9
Starting too soon	4	6	2
Passing up passengers	5	5	0
Carrying passengers past stop	8	3	- 5
Dangerous operation	0	0	0
Short change	8	8	0
Service	4	9	5
Miscellaneous	31	19	-12
Totals	137	133	- 4

Appreciations

This is to acknowledge with sincere appreciation and heartfelt thanks the kind expressions of your sympathy.

Mr. and Mrs. Ben Schupp

* * *

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

Mary M. Baker and Family

* * *

I wish to thank you for your kind expression of sympathy and floral tribute in my recent bereavement; also for promptness of insurance.

Mrs. J. Allan

* * *

Thanking you for your kind sympathy expressed in the beautiful flowers received.

F. E. and C. A. Stoll

* * *

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

Etta Baglieri

The Efficient and The Inefficient

By JOHN COLLINS
Supt. Meter-Mileage Department

In the June issue of Two Bells you were warned to guard against certain hazards due to the rerouting of the cars. Most of the men recognized this warning. Two men, however, failed, thereby eliminating themselves from the service.

Two Bells for July called attention to the work of handling the Olympic crowds. I congratulate you on your loyal efforts.

Last month we spoke about the kind of attention necessary to carry on our work. This attention is necessary at all times. Now that vacation time is over school is about to start, and all men have had time enough to become familiar with the new runs, signals and loads, layovers and other peculiarities of the new lines. How to make a trip without wasting power, and without causing people to fall in a moving car, are things for attention.

Did you ever wonder why some men never have a passenger fall in alighting from a standing car while men of a different type claim this can not be prevented?

Lack of interest, or failure on the part of a few men to recognize certain conditions, is the cause of considerable waste in time and energy.

Rough starts due to feeding the first two or three notches too fast, rough stops through failure to release the air properly, will cause people to fall in the car. Failure to read conditions ahead will cause a man to make thousands of applications of air and hundreds of unnecessary stops in a fifteen day period.

By the time this article appears there may be other changes, made for the good of the service, which will call for strict attention on the part of both motormen and conductors to see that no collisions occur and to see that all passengers desiring to board or to alight are given an opportunity to do so safely.

A man who has the power of making customers for the Company also has the power of driving customers away. Use your power to render service, and take no chances. Just remember that "Service is a fixed law of nature". If there is an increase in the number of people employed we increase our power of rendering service. On the other hand, if there is a decrease in the number employed there necessarily should be an increase in efficiency, for it is the least efficient who are eliminated.

Old Timer Mourns Passing of Division Two

By GEORGE E. FERGUSON

There was a wee bit o' moisture and, to the more discerning eye, a little lower stoop to the shoulders of the Old Timer as he stopped at the foot of the stairs of the former Division Two on Monday, August 1, 1932. He was there bright and early hoping against hope that the news of its final passing was not true. Closed for the first time in 28 years, and the once haven for thousands of blue-clad street car men was now only the abode of ghosts of former years.

"Gee whiz!" ejaculated the Old Timer, "it just don't seem possible that old Division Two is now numbered among the missing. Why, dern my skin, I can remember back in the good old days of '04, '05, '06 and '07 when our own Division Two was the last word in service to our patrons. Every new rookie who was serious-minded about the job was on his toes tryin' to put things over that would rebound to the credit of Division Two.

"The way 'Old Man' Petrie, our beloved Foreman, who was not so old in years as he was in experience, tamed some of the youngsters who were brimful of pep was a sight for sore eyes. The little old city of Los Angeles in 1904, '05, '06 and '07 was moving at a smart step, and Division Two and the rest of the organization was growing right along. The turnover was big in those days, with more and more runs being added and the weeding-out process that naturally follows when a host of men is employed all at once, you might say, in the street car game caused many nine a. m. shines in the downtown offices which meant goodbye forever in those days, and the don't care motorman and the new get-rich-quick conductor made way for what has, in later years, constituted the backbone of our organization.

"When Division Three was opened in 1907, Division Two as well as Division One, gave its quota, but the most of the old timers stuck and carried on. I'm not sayin' that Division One did not have those who preferred to remain at their parent Division, but my remarks are directed at the passing into the past, for the first

time in the Company's history, of a car house that has been a home to me and thousands of other men who are proud to be members of the street car fraternity.

"I can picture Superintendent T. Y. Dickey back in the lean years when he was a junior clerk at this place working along with McNaughton, Tubbs, Mann and Watson, and I can still picture Scotty, Senator Clark and Geo. Cohen having their morning argument regarding their worth as motormen and conductors. Foreman Petrie would allow just so much horse-play, but when he looked at you over the top of his glasses and spoke gently but firmly, it was time to fold up and pipe down. I'll wager any amount that Switchman Ed Forsythe, many times in the future, will be on his way to his old station at the foot of the stairs until he remembers that home for him is off 53rd and a few miles westward on 54th.

"In the years that have passed many have signed off for all time, but if there is any such thing as a return to this old earth, I'll bet that at the stroke of twelve the old timers of Division Two will return once more to the assembly room and live again the happiness of yesterday.

"There is one sure fact about this closing that for the present gives me some satisfaction and that is I will still be allowed to slip into my seat on the old whittled bench against the wall on the north side of the building near the gate entrance and oh boy, won't I be able to picture a panoramic view of all the old timers who, in my mind's eye, will be trooping by, heads up as of yore and on their way into one of the best street railway car houses in the whole derned world.

"Goodbye, Division Two, you and yours have helped me and others over the rough spots on many occasions. And why have I not the right to grieve over your passing? From top to bottom and from every point of the compass you were one hundred per cent, and while you're gone you can rest on your well-earned laurels knowing that you won't ever be forgotten."

Supervisor in Embryo

Another young Supervisor in Bill Snyder's Department! Wayne Russell Redmond, son of Supervisor H. A. Redmond, arrived on this planet at 8:40 A. M. August 21, 1932, weight, nine pounds. The Supervisorial force enjoyed some good smokes. Mother and baby doing well.

Commendations

Commendations in August increased 1 over those for July—40 in July and 41 in August.

The number of men commended at each Division in August is as follows: Division One, 9; Division Three, 25; Division Four, 17; Division Five, 12.

Bulletin No. 248

NOTICE TO TRAINMEN

Effective September 1, 1932, arrangements have been completed for the opening of ticket offices at the following locations to handle commutation tickets on Lines "7," "8," "F," "5" and "6":

For Lines "7" and "8": Mr. William F. Kehoe, Mecca Sweet Shop, 8416 South Broadway.

For Line "F": Mr. N. Winston Henderson, Henderson's Market, 8516-18 South Vermont Avenue.

For Hawthorne tickets on Lines "5" and "6": Mr. Grant H. Mastin, Druggist, 100 East Broadway, Hawthorne.

For Inglewood tickets: Messrs. Malloy & Spaulding, Druggists, Market and Queen Streets, Inglewood.

There has also been established for some time past a ticket office to handle Eagle Rock City tickets in the Novelty and Gift Shop of Clarence E. Sager, 2167 Colorado Boulevard, Eagle Rock City.

All passengers presenting commutation tickets on any of these lines must be advised of the location of these ticket offices, so that they may take advantage of these conveniences which have been arranged for, for our mutual benefit.

R. B. HILL,
Manager of Transportation.

Motor Coach News

The Los Angeles Railway on September 1, 1932, will extend its Manchester Avenue Motor Coach Line along Firestone Boulevard to Long Beach Boulevard in the city of South Gate, making connections with bus lines on Long Beach Boulevard.

Manchester Avenue Line will then operate over Firestone Boulevard and Manchester Avenue into Inglewood, where it connects with several lines serving Inglewood, Hawthorne, Lawndale, Redondo, Hermosa, Manhattan and El Segundo as well as transferring to Los Angeles Railway lines reaching southwestern part of Los Angeles.

Stork Visits Stationer

With a broad, happy smile our Stationer, M. H. Greenwood, announced the arrival of a seven pound three ounce son and heir on August 16th. Norman Edward and his mother are both doing fine. We all extend congratulations.

Mr. Greenwood has asked Two Bells to express his thanks to all friends and co-workers for their many good wishes.

Coming and Going On Vacation

Lester J. Turley, Electrical Engineer, spent his vacation at Lake Arrowhead.

George Link, Chief Clerk of the Engineering Department, has a cabin up on the Rim of the World at Lake Arrowhead and spent his vacation there.

George Campbell, Chief Draftsman, spent his first week taking trips around, and his second week of vacation was spent at home.

B. H. Eaton, Engineer Way and Structures, spent his vacation cruising around in southern waters, in his boat, the "Tomanita".

Ethel Layton, whose work on the Information Desk, is to tell people how to get where they want to go, is spending her vacation in the peace and quite of her own home.

Mrs. Gladys Hams, whose cheerful "Hello" greets you on the company's telephone, is spending her vacation in San Diego with relatives and friends.

Jim Bodley, Chief Dispatcher, went "somewhere" into the mountains for his two weeks rest.

Charles Freestone of the Schedule Department vacationed at Lake Elsinore.

Walter J. Born of the Personnel Department "just stayed at home" with wife and baby for his two weeks.

Mrs. Bertha Crowley of the Personnel went to Catalina.

Two Bells received a post card mailed from Sequoia National Park by Instructor H. T. Scott and family in which he said they were having a wonderful time among the big trees, with a few bears and deer for good measure.

L. A. Recappe, Superintendent of Schedules, took a trip to the desert for his vacation.

J. R. Brittain, Mechanical Engineer, Engineering Department, vacationed at home.

F. P. Shull, Clerk in the Engineering Department, is taking his vacation but was not quite sure where or how he would spend it.

Chief District Supervisor S. J. Beals spent his vacation at Mammoth Lake. He sent a card to Bill Snyder's office saying he had caught a trout eighteen feet (?) long—well, anyway, he was unable to get it in the frying pan.

Bill Mott, Efficiency Statistician, spent his vacation in the High Sierras.

Supervisor M. W. Ramsey traveled to June Lake for his annual holiday.

Supervisor E. G. Gilmore, Mrs. Gilmore, and Mrs. J. W. Tuberdyck, wife of Supervisor Tuberdyck, attended the American Legion and Auxiliary Conventions held in Oakland recently.

The Street Car Man

By CONDUCTOR C. L. ROTH
Division Four

We sing of the gallant soldier lad,
And the sailor who braves the sea,
While tales are told of the knights of old
In the days of chivalry.
The poets sing till the echoes ring,
Of the rustic who tills the land,
But never a word of the like is heard
In praise of the Street Car Man.

Out of his bed in the early dawn,
In the rain, in the sleet and snow.
Ahead of the sun ere the day has begun,
Hungry he has to go.
With his eye on the track, his soul in a sack,
And his mind on the air and the sand,
He swallows his bun at the end of the run,
That's the meal of a Street Car Man.

He bears all the fussing, the passengers' cussing,
He's blamed when the power goes down.
When he says, "Forward Please," the passengers freeze
In their tracks with a grumble and frown.
No Sunday for him for his job never ends,
His worries we don't understand;
To stay on the job and take care of the mob,
Is the lot of the Street Car Man.

Please stop and consider before you be-rate—
I ask in humanity's name.
I'm betting a dime if he isn't on time,
There's a reason and he's not to blame.
He's as human as you, and his pleasures are few,
So treat him as well as you can.
Just hand him a smile every once in awhile,
He deserves it,—The Street Car Man.

Witness Averages Gain

For the second month in succession Division Three retains the lead in the average witnesses per accident, although it was the only Division that decreased its average. Divisions One, Four and Five all made creditable increases.

The comparative witness per accident averages for July and August are shown below:

July		August	
Div. 3.....	6.18	Div. 3.....	5.98
Div. 4.....	5.12	Div. 4.....	5.58
Div. 5.....	4.77	Div. 5.....	5.29
Div. 1.....	3.94	Div. 1.....	4.33

The total average witnesses per accident for all Divisions was 5.29 for August and 4.77 for July.

Salesmanship is not a lost art. Traffic signals are still sold where there is no traffic.

L A F F S

"Jest as I expected! They've gone to sellin' the weather!"
"Whatcha mean—sellin' the weather?"
Look at that sign: 'August Fur Sale'."

Excited Woman: Stop that man, officer; he's a bootlegger.
Policeman: Don't get excited lady. Another one will be along in just a minute.

He: "If I had known that tunnel was so long, I would have kissed you."
She: "Heavens, wasn't that you?"

Deacon Johnsing: "D'yo' flnk yo' could suppo't mah daughtah ef yo' married her?"

Ed Black: "Suttingly!"
Deacon: "Hab yo' ebbah seen her eat?"
Ed: "Suttingly."
Deacon: "Hab yo' ebbah seen her eat when nobody was watchin' her?"

Judge (in traffic court): "I'll let you off with a fine this time, but another day I'll send you to jail."

Driver: "That is exactly what I predicted."

Judge: "What do you mean?"
Driver: "Fine today—cooler tomorrow."

"What's your husband working on now?" the chemist's wife was asked.
"Anti-freeze solution that can be put into bank assets," replied his wife.

Bill: I hear Joe is in the hospital.
Henry: Yeah. Caught in the rain and tried to economize by not taking a taxicab. Now he's got pneumonia.
Bill: And John's in the hospital too?
Henry: Yeah, he took a taxicab.

Night Soft Ball League

Number One Ball Club of the Sixteenth Street Garage, under the guidance of Captain Claude Simmons, in seeking new fields to conquer, has entered the Southern Division of the Municipal League. Below is a list of the scheduled games. The Manchester diamond is one block south of Manchester on Hoover Street and the R. Snyder diamond is located at 38th and Ascot.

Friday, Sept. 2, 1932.

L. A. Railway vs. Sanitary Feather
R. Snyder—8:30

Friday, Sept. 9, 1932.

L. A. Railway vs. Blue Diamond
Manchester—7:00

Friday, Sept. 16, 1932.

L. A. Railway vs. Western Star
R. Snyder—8:30

Friday, Sept. 23, 1932.

L. A. Railway vs. Union Pacific
R. Snyder—8:30

Friday, Sept. 30, 1932.

L. A. Railway vs. 68th St. All Stars
R. Snyder—8:30

Journey's End

Robert D. Thompson, Clerk in the Meter-Mileage Department of the Transportation Department, passed away August 9th. Mr. Thompson was born in Newtonville, Ohio. He was employed by this company as a checker on November 12, 1923. He was a member of the Masonic Lodge, Eastern Star and Modern Woodmen, all of Douglas, Kansas, and also belonged to the Square and Compass Club of our company.

* * *

William Edward Stoll, recently placed on the Special Roll, passed away August 21, 1932. He was born in Branchville, New Jersey. He entered the service of the Los Angeles Railway as a motorman at Division Five on September 9, 1904. He was appointed a switchman at Division Two on November 28, 1905; was returned to platform service May 7, 1908; was appointed switchman at Division Five October 11, 1911; and was placed on the Special Roll on May 25, 1932. Mr. Stoll is survived by two sons.

* * *

Conductor Frank Baglieri, of Division Five, died on August 22, 1932. Mr. Baglieri was born in Ragusa, Italy. He was employed as a conductor at Division Five June 15, 1920 where he has been ever since. He was a member of I. O. O. F. Court No. 33, Los Angeles. Mr. Baglieri is survived by his wife.

* * *

Homer Conklin, who has been on the Special Roll since June 1, 1929, passed away August 26th. He was first employed by the company as a motorman at Division One on January 3, 1901. He was appointed towerman November 25, 1904, but returned to train service as motorman on July 1, 1912. February 3, 1927 he was appointed flagman and he remained in this position until he was placed on the Special Roll. Mr. Conklin is survived by two sisters.

* * *

Arthur H. Montrose, who has been out of the service since September 22, 1930, but who was formerly a motorman at Division Four, passed away on June 8th following a long illness. Mr. Montrose was employed at Division Four as a motorman on May 1, 1920 and remained at that Division until he left the service in 1930 on account of illness.

* * *

We have just been notified of the death of another former employe last June, George Daniels. He was employed as a motorman by the company November 22, 1919; was made extra supervisor in May, 1921, and

was returned to the platform in October, 1921. He left the service on account of ill health on March 5, 1926. Mr. Daniels made a long, brave but losing fight to regain his health.

* * *

Frank Lester Bedell, who has been on the Special Roll since January 17, 1928, died on September 1st. He was born in Peoria City, Iowa, and was employed by the company as a motorman November 21, 1903. He is survived by a sister and two brothers.



BIRTHS

In the excitement of the occasion, announcement of a new arrival was not sent to Two Bells in time to get into the August issue. A baby girl was born to Mr. and Mrs. Earl J. Wilson on July 14th and her name is Lillian Margaret. Mr. Wilson is bookkeeper in the Auditing Department. Baby and mother are well and thriving.

* * *

B. G. Proksch, of the Motor Coach Division, is the proud father of a seven pound nine ounce baby girl. She was born August 24th and has the sweet name of Peggy Ann. Mother and daughter are doing fine.

* * *

Conductor D. A. Hinds of Division Four is congratulated at this time on the birth of a daughter, August 9th. The little lady weighed in at six and a half pounds and has been named "Dona Mae". Sincere good wishes are extended the happy parents.

* * *

Motorman R. R. Cartwright proudly announced the birth of a handsome baby boy August 23rd. They've named him "Robert Milo". Motorman Cartwright is a Division Four man. The congratulations of his many friends were extended.

* * *

Here is a "Blessed event" which happened on May 25th, and which in some way escaped our notice. His name is John George Mohler, and he weighed nine pounds. He is the sixth son of Motorman E. H. Mohler of Division One who transferred from Division Two. The father seems to be as proud of his new son as if it were his first.

* * *

Conductor A. R. Duncan of Division Four proudly announces the arrival of a handsome baby girl on August 28th. The little one weighed eight pounds seven ounces and has been named Loretta Kay. Our heartiest congratulations to Mr. and Mrs. Duncan. This is their first-born.—

And thanks for the cigars.

* * *

Motorman Owen Lyford, of Division Five, is the proud papa of an eight and one-quarter pound baby boy, born August 14, 1932. Both mother and little Donald Eugene are doing very well. Congratulations Mr. and Mrs. Lyford.

* * *

Charlie Shelton of Vernon Yard reports the arrival of a fine big boy at his house. Congratulations, Charlie, don't forget the boys all smoke.

* * *

A brand new baby boy to the home of E. J. Miller, of the South Park Store Department. Born August 16th. Weight 9 pounds, 3 ounces. Mother doing fine. This is boy number two for Miller.

Gordon Statterberg

Gordon Statterberg, nephew of E. P. McGurk, Chief Clerk in the Employment Division of the Personnel Department, was instantly killed in an automobile accident on August 22nd.

Young Statterberg had gone to Long Beach with friends and was riding in the rumble seat of the car on the homeward bound trip when another machine entered the boulevard without making a boulevard stop and struck them broadside with so much force that Gordon was thrown out on his head and he was killed instantly.

Gordon would have been twenty years of age in September. He and his mother had lived for years with his uncle, "Gene" McGurk.

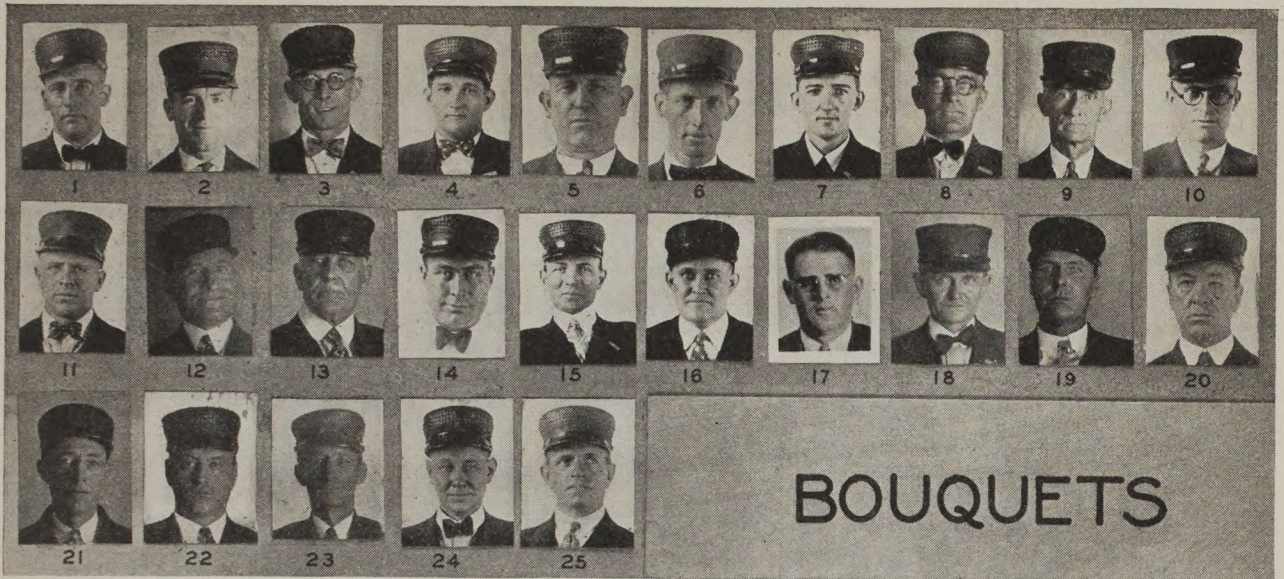
We all extend deepest sympathy to Mr. McGurk in the loss of one who was more like a son than a nephew to him.

Scout Troup No. 45

Friday night, August 5th, the boys of Scout Troop No. 45 went to the Scout meeting with high hopes because the week before Scoutmaster R. W. Bower had promised them a surprise.

The boys were loaded into cars of the Committeemen and taken to the top of the hill at the end of Montecito Drive where watermelons were produced and eaten. Then the Scouts were lined up and Scoutmaster Bower appointed the new Troop officers. The meeting was adjourned so the boys could go home and nurse their sore stomachs.

On August 27th a few of the Scouts went up to Camp Arthur Letts to stay from one to four days. This camp is a few miles out of Hollywood. It was built by the late Arthur Letts to give Scouts a place to go to get next to nature.



BOUQUETS

"No one has ever added up
The value of a smile;
We know how much is a dollar's worth
And how much is a mile;
We know the distance to the sun,
The size and weight of earth;
But no one here can tell us just
How much a smile is worth."

For (1) Conductor T. G. Cumberland of Division Three from Mrs. F. Foote for the courteous manner in which he gave information to passengers wishing to go to various parts of the city, and for kindly assisting an elderly woman in gathering up the contents of her bag which she had dropped.

For (2) Conductor R. G. Monahan of Division Three from M. J. Andrews who wrote: "I wish to commend this conductor for courtesy and cheerfulness in handling crowds at stops along Hill Street. If we had more like him the depression 'gloom' would be dispelled in short order."

For (3) Motorman L. L. Leasman of Division Four from Louis Bettis for assisting an old, crippled passenger off the car and to the sidewalk, and for his kindness to passengers and his smiling readiness to give information at all times.

For (4) Conductor C. J. Etherton of Division Three from Mrs. E. W. Hively for courteously refunding a token to her when she dropped one into the fare box instead of using her transfer.

For (5) Motorman A. B. Parker of Division Three from Charles E. Cross, favorable mention.

For (6) Conductor L. L. Sweet of Division Three from Mrs. A. Suggs for courteously lending her a token.

For (7) Conductor R. W. Bower of Division One from Elmer Candler for being very accommodating and agreeable.

For (8) Conductor W. A. Steele of

Division Five from C. R. Hampton who says: "He is a first-class salesman for the LARY servire. He is always pleasant and has a cheery smile for each and every rider as they get on his car. And any person who can remain pleasant and courteous in handling the general public is certainly entitled to some consideration."

For (9) Conductor C. W. Beckner of Division Four from Miss Lillian M. Hartley for courteously letting her ride for six cents when that was all she could find when she had forgotten her coin purse.

For (10) Conductor F. U. England of Division Four from C. A. McNeill for alertness and quickness whereby he probably saved a passenger distress and our company damages. A young girl was sitting with her foot just inside the open doorway and as the car approached a curve Conductor England quickly and quietly stepped forward and warned her that in passing around the curve the door might slide shut and injure her foot.

For (11) Conductor R. T. Anderson and (12) Motorman A. Dimitri, both of Division Five, from Mrs. Otto Fenske. Conductor Anderson is commended for being obliging, good-natured and accommodating. Motorman Dimitri is complimented for being obliging and considerate to all.

For (13) Motorman J. H. Critchett of Division Three from Mrs. C. Walton who wrote: "I have never seen a more efficient and courteous employe than the motorman on the "5" Car whose number is 1681. Being a stranger, it has been so helpful to me when he never failed to call the streets. I am sure that others must feel as I do."

Motorman Critchett is also commended by H. W. Hoffman who said: "While riding, during the crowded hours, down Broadway on Line "5"

the motorman called all the stops and transfer points so that passengers in the front of the crowded car knew exactly where to get off. It was my first trip on that line and I did not know the stops, so I was greatly relieved to hear them called."

For (14) Conductor D. W. Ryan of Division Five from Mrs. Nellie C. Adams who said: "A middle-aged lady with a heavy shopping bag got on the car. This conductor stepped down on the top step, took the bag and helped her on the car. Further on a poorly dressed laboring man got on and this conductor took his stool and gave it to the man to sit on."

For (15) Conductor A. J. Hathwell of Division Four from Mrs. Norma Lee for his courtesy in answering questions and his care in assisting people on and off the car in heavy traffic. She further says: "I think a man who can keep his poise and temper under stress worthy of commendation."

Conductor Hathwell is highly commended by J. D. Ehrman for a whole series of courtesies and thoughtfulness. Mr. Ehrman ends his letter as follows: "At practically every stop he extended some little courtesy to someone, man or woman, white or colored. Such men are an inspiration, and an object lesson to the great majority of us car riders, and it is indeed with great pleasure that I call the attention of the management of the LARY to his efficiency and cheerfulness."

For (16) Conductor J. T. Little of Division Four from Theodore Carlson who wrote: "He is, I believe, the most polite, courteous and considerate conductor I have found during five years in Los Angeles. He really is interested in the welfare of passengers."

For (17) Operator R. S. O'Conner

of the Motor Coach Division from Ruth A. Brown for his courtesy and kindness to the public and for his efficiency in performing his duties.

For (18) Conductor E. F. Bourland of Division One from Mr. Wilson for courtesy in paying his fare when Mr. Wilson found himself out of change.

For (19) Conductor P. E. Atchison and (20) Motorman N. M. Flanagan, both of Division Three, from Annie L. Robinson for courtesy shown her in stopping the car before they reached the regular stop.

For (21) Conductor T. J. Kelley of Division Four from R. M. Thomson for stopping the car and taking a blind man to the sidewalk during heavy traffic. Mr. Thomson says: "Conductor 514 seems to be very efficient and quick in doing things, and very careful of his passengers, and no time was lost in this kind act of his."

For (22) Conductor J. J. McFarlane of Division Four from Mrs. Jackson who says she is lame and that Conductor McFarlane carefully helped her off his car and she is very appreciative of his thoughtfulness.

For (23) Conductor T. C. Chase of Division Five from Mrs. M. Bateman for helping an elderly blind man off the car and piloting him through traffic to the sidewalk and then returning to the car and repeating this same courtesy to the gentleman's elderly woman companion who was also blind. Conductor Chase was nearly struck by a speeding roadster which dashed by as he was rendering this kindly service.

For (24) Conductor R. Chase of Division Four from R. M. Thomson for efficient care of his passengers as well as the company's interests. Mr. Thomson says: "He is very attentive and accommodating to passengers in his care and does everything to please them; he also helps them on and off the car when necessary and is very efficient and pleasing in every way."

For (25) Conductor C. H. Deane and (26) Conductor R. H. Melick, (no picture), both of Division Three, from Henry Fischer who expressed great appreciation of the courtesy accorded him by these two conductors who advanced tokens for his fare when he boarded their cars without his money.

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

For (27) Conductor I. A. Acuff of Division Three from Mrs. Otto Fenske for his cheerfulness and attention to duty.

For (28) Motorman A. C. Downing of Division Five from Mrs. Otto Fenske for speed with safety.

For (29) Conductor J. L. Degen of Division Four from E. Stedman for

special courtesy and for kindness to passengers, especially elderly people.

For (30) Conductor E. F. Weaver of Division One from Mrs. F. B. Crosier who said this conductor noticed an old lady, who was feeble and not very steady on her feet, standing in the aisle just before the car stopped. He went to her and took hold of her so she would not fall, then assisted her off the car and across the street in heavy traffic.

For (31) Conductor N. E. Mackay of Division Three from Russell Henkle for hastily stepping forward to aid an elderly woman with a heavy shopping bag to alight safely. Mr. Henkle says further: "The courtesy of this conductor has attracted my attention many times since knowing him. Such courtesy, coupled with strict attention to the many duties demanded by his position, is worthy of praise and commendation. I would consider him an asset to any business."

For (32) Conductor E. E. Fort of Division Three from S. E. Bastajian for efficiency and for his clear and distinct pronunciation of streets.

For (33) Conductor M. Bixler of Division Five from Mrs. C. E. Whiteside for his honesty and quick return of her purse which she lost on his car.

For (34) Conductor D. A. McCallum of Division Five from Martha Bergh for courteously accepting a transfer at the wrong corner when she explained how she happened to be there.

For (35) Conductor H. D. Webster of Division Five from Martha Bergh for leading a blind man to the sidewalk.

For (36) Conductor E. E. Melick of Division Three from Mrs. S. M. Medlin for courteously paying her fare when she had left her coin purse at home.

For (37) Conductor J. A. Hunter of Division One from Mrs. F. Concus for assisting a blind man off his car and across the street and putting him on a car coming toward town.

For (38) Conductor W. V. McCoferty of Division One from Edward Kochsmeier for kindly lending him a token when he had left home in a hurry and had forgotten his money.

For (39) Conductor E. C. Hodges and (40) Motorman W. L. Roth, both of Division One, from W. A. Lee for their courtesy in every way. Mr. Lee says, "Both of these men at different times have assisted blind folks, cripples, old people and children on and off their car; their speech to patrons of the company is at all times courteous; they do not get rattled under trying circumstances. May the service of these men be rewarded and continue throughout the coming years."

Sunrise Post

On September 15th the new officers of the Sunrise Post Auxiliary will be installed and it is expected that the ceremonies will be conducted by the champion drill team of the State.

The officers to be installed are: Mrs. Marie Obenshain, wife of Motor Coach Operator Number One, President; Mrs. J. W. Tuberdyck, wife of Supervisor Tuberdyck, Secretary; Mrs. Gerald Stoddardt, wife of Motorman Stoddardt, Historian; Mrs. E. G. Gilmore, wife of Supervisor Gilmore, Past President. Everyone is invited to attend the ceremonies at the Club House at Seventh and Fresno Streets.

* * *

Sunrise Post is sponsoring a wonderful baseball team which plays every Sunday afternoon. They have won the last seven games and have beaten some strong teams such as St. Mary's. The games are played at Knickerbocker Field, Union Pacific Shops, East Washington Street, and admission is free. Any Sunday afternoon you can see a redheaded Supervisor umpiring—so why shouldn't they win?

First L. A. Street Car Ride Thrill For Shipping Man

"It was a great thrill. It was just like being back in San Francisco."

"Thus did Harold Germain, terminal Superintendent for the Dollar and Admiral Lines, describe his first ride on a street car in Los Angeles.

"He took the ride last week although he has been a local resident for ten years.

"Mr. Germain ordinarily uses automobiles exclusively for his transportation about town.

"When he decided to take the street car ride, he took Edgar Wilson, general agent for the Dollar Line, along as a mentor and guide to show him 'the ropes.'

"After the adventure, Mr. Germain stated that he expects to use the street cars a great deal in the future to avoid driving in his automobile half way back to the starting point after reaching his destination in an effort to find a place to park."

The above article appeared on the front page of the August 27th issue of the Commercial News, the transportation and maritime medium of Southern California, and speaks for itself.

Mrs. C. J. Knittle III

Mrs. C. J. Knittle, wife of our Division Four Scribe, was rushed to the hospital for an emergency operation for appendicitis on August 29th. Our last report was that she was doing very nicely and we all wish her a quick and complete recovery.

Special Wire From Division Three

Sunday, August 7th, was a red-letter day at this Division. To show our Superintendent, Mr. Geo. E. Ferguson, who had just started on his two weeks vacation, that all men were on the job, not an accident was reported. And to make it more remarkable many extras were out on account of the Olympic Games. Having shown that "it could be done" the same "no accident reports" was also reported for the two following Sundays. Then, to make the job complete, Division Three heads the list for the most witnesses during the month. To say that our Superintendent was pleased is putting it mildly—he was just tickled to death.

The Wicked Flee

This story came from Vernon Yard last month, just too late to get into Two Bells, but since it is a good story, we are putting it in this issue.

"The wicked flee when no man persecueth". This motto should be posted where our genial Timekeeper could see it. On the other hand if our Assistant Supervisor staid home at night, he would not fall asleep while waiting to see the Timekeeper.

All of this being apropos of Bert Schaubert wishing to consult Bill Morgan while Bill was on vacation at his mountain cabin.

Bill and family on returning from a hike, spied a car parked at the cabin and all took to the brush. And why? Quien sabe? After hiding out an hour or so, Bill decided to sneak up and see who was stealing his radio, etc. Then he recognized the car. Walking boldly around the cabin, he caught Bert fast asleep in the arms of Morpheus and sprawled out in an easy chair in the shade of a big live oak. Bill gave the high sign to his family, who were still in hiding, that the visitor was a friend and not a highwayman.

Foreman's Club Field Day

The annual outing of the Foreman's Club of Los Angeles was held at the Uplifters Club, Santa Monica, Saturday, July 16th and was attended by numerous members of the Supervisory force of this Company.

After many spectacular and interesting events, spattered with eggs, but happy, we sat down to a wonderful steak dinner; after which came the awarding and drawing of prizes.

For Sale

Boy's tricycle, in good condition. Cost \$18.50, will sell for \$4.00. Inquire Room 601 L. A. Railway Bldg.

For Trade

Will trade clear lot on West Adams for down payment on five room house. E. J. Miller, South Park Store Department.



H. N. COLE

With sixty days at his disposal, Conductor B. T. Olson and Mrs. Olson left August 13th, by way of the wide open spaces for Minnesota and North Dakota, where they will visit relatives.

During the month Conductor C. J. Groth took ten days off to satisfy a yearning for Newport Beach.

Motorman H. L. Ihrig took a vacation of three weeks but there is no information as to how and where he spent it, and after all it is nobody's business.

After a two weeks vacation, Safety Operator S. B. Sowell has returned to his duties.

Wonder if the Chess Tournament in Pasadena, had anything to do with Conductor Lee Adkins taking seventeen days off?

"In all the world"—Well, Motorman B. B. Parvin spent ten days at Catalina during the month of August.

Conductor G. J. Frantz is taking thirty days off and will visit friends and relatives and see the sights in Oregon.

A thirty day vacation has been granted Conductor A. G. Richards. He says he expects to spend most of the time at home thinking of what the rest of us are missing.

Conductor H. H. Glass is taking thirty days off, leaving no information, but we have a hunch that it is a belated honeymoon trip.

Conductor C. F. Eastman felt that a rest would do him lots of good, so he is taking two weeks off to try it out.

Thirteen is considered unlucky, but Conductor J. O. McArthur is taking a chance by being off for thirteen days.

A change of scenery perhaps, or maybe to rest up, any way Motorman G. N. Chapin is taking fifteen days off.

It was the morning after the night before, and we don't know what happened the night before, but we do know that when Motorman S. H. McGary appeared at the window next morning to report for duty, the eagle-eyed clerk observed that he had failed to dress according to rules, namely, no tie, no collar. Arrangements were hurriedly made for Mac to go home and finish dressing so he could get back on the job.

Conductor C. H. Cummings wishes to inform his many friends that he is once more "Heart whole and fancy free," and is seriously considering taking another chance, provided he can find the right girl.

Motorman J. N. Smith and Mrs. Smith left on August 28th for parts unknown. Smith says there is a big mountain lion that he has encountered on several of his trips in the mountains, and he expects to try out his new rifle on him. He also spent five dollars for a fishing license and canned fish. He is determined to eat fish.

Conductor L. M. Hills has returned from a ten thousand mile trip to the Eastern coast. He drove as far as Portland, Maine. He was away ninety days and one puncture was the extent of his troubles while on the trip.

Motorman N. J. Tiss recently took a few days off to show his brother, who is visiting from Oregon, the sights of the city.

Motorman C. L. Knarraborg has been confined to his home for several weeks nursing a case of flu.

Conductor E. R. Terrill, who has been on the sick list for several months, is reported as improving.

Motorman R. M. Sexton has had his tonsils removed and is back on the works.

Conductor L. M. Hefe left these parts on August 16th for Sioux City, Iowa, where he will visit relatives. He will be away for over two months.

Conductor J. W. Epp has taken eighty-five days off and will visit relatives in Beatrice, Nebraska.

Motorman J. H. Miller, who was recently operated upon for appendicitis, is reported as improving rapidly.

Motorman G. H. Schlueter, who has been confined to his home for weeks on account of illness, is getting along fine according to latest information.

Pulling "boners" is almost a thing of the past, but occasionally the habit asserts itself. For instance, a day or two ago, Motorman Nate Robinson finished his day's work and rushed out to catch the first car home. When he arrived home his wife asked where the machine was, and then it dawned on him that his machine was down at the Division where he had parked it that morning.

Foreman J. B. Lair has returned from a two weeks vacation and is looking fine. He took numerous short trips and had a delightful time.

Quite an interesting letter was received by Mr. Lair from Former Motorman E. G. Pearce of St. Joseph, Missouri. Pearce says he receives a copy of Two Bells every month and is much interested in it. He resigned several months ago in order to look after his property at home. Motorman Bill O'Hern is occupying his home here.



L. VOLNER

For years Motorman G. J. Bowers sat on his stool and waited for the conductor to give him the bells to proceed. During the recent changes Mr. Bowers went on the one-man cars, and he says he has missed many signals waiting for the proceed signal from the conductor.

Mr. Charlie Merrill was for many years a switchman at this Division, and it might be said—a good one, too. He is now flagging and, in addition, is conductor on the transfer car each morning.

All conductors were recently supplied with new street guides. They are good ones and contain much needed information. It is said when Conductor F. D. Caldwell received his he began looking up the addresses of Norma Talmadge and Marlene Dietrich, his favorite stars.

In attempting to board a moving car, Motorman George Williams fell and injured his leg which necessitated his being off duty for several days during the past month.

* * *

Wedding

On Thursday, August 18th, Norman, the son of Clerk H. W. Gilmore, was married to Miss Marion Laas. The ceremony was performed at the Glendale Methodist Church. This Division wishes the happy couple the best of success.

* * *

Motorman M. L. White spent two happy weeks looking 'em over at the beach resorts during the past month.

Conductor S. D. Moody and family are on an extended trip to points in Tennessee.

During the latter part of August Motorman M. J. Sherman spent two weeks visiting with relatives in San Diego.

Former Cash Receiver Smith, who is now working in the Auditor's Office, has returned from his vacation, and, to all appearances, he could pass successfully as a dashing pirate. A long mustache and a luxuriant crop of whiskers is a perfect disguise for this gentleman.

Motorman R. D. Starling will spend several days this month visiting a son in San Francisco.

Conductor Pete Gillespie and family have returned from a several days visit in the vicinity of San Francisco. As they were coming home a horse tangled horns with the front end of Pete's Ford, and, as a result, it caused quite a loss of time, also the expenditure of several dollars for repairs to the radiator and windshield. The family escaped with only a few bruises.

In anticipation of the opening of the deer season, Motorman Frank Milano is oiling up the trusty rifle, and he says that during the latter part of September he hopes to get enough venison to supply all his friends.

Conductor E. C. Molster and wife are visiting friends in the vicinity of San Francisco during his vacation.

To leave his wife and son well protected while he is gone from home, Motorman J. Naggie presented them with a Missouri bloodhound. Any of our trainmen passing that way should be on the alert, as this savage animal is no respecter of persons.

All the commotion in the assembly room several mornings ago was caused by Motorman C. T. Morgan trying to kick his own pants. He had just given up his run on the "W" Line, bidding in one on Line Five, when his former "W" run was changed to pull-out of Division Three instead of Division Four and some time added to the run.

During the past month Conductor O. B. Timmons was held up in Hawthorne. The bandits took everything he had except his punch.

Mr. Clyde Jewett, a former motorman of this Division, but now teaching music—piano and any kind of string instrument, had an all day picnic at Sycamore Grove Sunday, August 28th, for his class. Our Uniform Inspector, Harry Trabue, was one of the party,—playing the steel guitar.

Conductor Jarvis Phillips is spending several days with his family who are in the vicinity of Santa Cruz for the summer.

Motorman J. S. Taylor and wife have returned from a several weeks visit with relatives and friends in Kansas and Missouri. While on the trip they visited a ranch which he owns in New Mexico, and he says just at present there isn't much inducement for a man to do any kind of farm work.

Foreman Robert W. Reid and family loaded up the family hack and spent two very enjoyable weeks on the coast near Pismo Beach.

Mechanical Foreman Muse and family also spent their vacation at this resort. It looks as if we ought to have enough fish stories to last the rest of the season.

Conductor O. G. Thompson, who is on an extended trip to his old home in Kentucky, writes that he is much improved in health, but he and his wife are getting homesick and wish that they were back in sunny California.

Motorman F. L. Hutchison and family are visiting in Fresno for several weeks.

Conductor J. P. Walliman and family are visiting relatives in Ohio for thirty days.

Motorman G. H. Bedbury and family are spending a several weeks vacation at the Los Angeles County Park in the San Bernardino mountains.

* * *

Married

Motorman H. T. Parks was passing around the cigars announcing his marriage on Sunday, August 21st. He is now at home at 3321 Pepper Avenue. All the boys wish him a happy married life.



C. J. KNITTLE

Well, here we are again. Summer almost gone. Vacation season just getting a good start. Everybody glad the Olympic games were held here. Every one glad to get a couple or three weeks off. And now let's see. Where did some of them go?

Here's Motorman C. M. Christensen. "Chris" took thirty days off starting August 3rd to visit his mother, brothers and sisters in Frisco. By the way, the Christensen family are all native sons and daughters.

Motorman G. H. Buttner found out recently that there is more than one way

of "getting it in the neck." Buttner was visiting in San Diego and while showing a friend who had just started in the bee and honey business what to do when the bees swarmed, the bees took Mr. Buttner by the nape of the neck and ran him out.

Motorman F. L. Doherty was granted ninety days leave August 10th to take Mrs. Doherty, who is ill, to Seattle.

Conductor Hugh O'Neill was also given a ninety day leave August 7th to journey to Vancouver and then to Chicago where Mrs. O'Neill's parents live. From there they plan to travel on to Philadelphia, where Hughie has a brother, and thence to Florida to look over property they have there. Hughie just post-carded from Vancouver and says hello to all of us.

Conductor C. N. Reddick and Chief District Supervisor S. J. Beals spent two weeks recently in the High Sierras.

Motorman G. H. Ross spent ten days of the past month visiting in Napa, Calif.

Motorman C. Robertson returned from a thirty day sick leave August 11th during which he had his tonsils removed and had an operation performed on his nose. (That's not so hot.)

Lady, (to Conductor C. V. Jones)—"I wanted off at that last stop."

Jones—"I'm sorry, I'll let you off at the next one."

Lady—"Then give me a transfer back. I refuse to walk."

Jones—"I don't think it's reasonable for such a short distance."

Lady—"Well you're no gentleman." (Jones could not reply.)

Lady—"You're not even an ordinary street car conductor."

Ex-motorman M. B. Boyd and his brother, ex-conductor F. M. Boyd, visited the Division August 7th. M. B., who resigned seven months ago when doctors advised him he was on the verge of a stroke, is now working on a ranch in Pomona, has lost forty-five pounds and is feeling much better.

W. L. Greenwood, Motorman and Extra Clerk, was granted fourteen days leave August 14th. On his return two weeks later, Greenwood reported making an interesting trip to the Grand Canyon, Bryce Canyon, Zion Canyon and the Painted Desert. A number of very good snapshots were taken.

* * *

Bulletin C-92465
UN UNITED STATEZ OF AMERICUN
VESPUCIUS
BUREAU DRAWER OF ANIMULE
INDUSTRY

It has been called to the attention of the President of this Society, Honorable D. D. Rhoads, D.C.V.M., the outcome of a certain breed of rabbits started some years back in his famous hutches. According to the information, these rabbits were normal in every way EXCEPT, at an early age, part of the hair would fall from their bodies.

Through experimenting with these rabbits, Honorable D. D. Rhoads spent a vast fortune, finally driving him into bankruptcy, and as the history of it runs, that well-known humanitarian and retired multi-millionaire, B. B. Boyd, took up the breeding of these rare rabbits,



Sallie Lee Crites on the left. If you've been wondering what became of Sallie, folks, here she is. A cute little lady, we'd say. Conductor W. R. Crites of Division Four is her daddy. Look out, folks! The "desprit" little westerner in the middle is Glenn Dale Vaughn. He's five years old and his daddy is Conductor W. M. Vaughn of Division Four. The little one on the right says: "Here comes daddy!" Who wouldn't hurry home to a bundle of human sweetness like this little tot? She is Wanda Inez, the eleven months old daughter of Motorman Frank Loftis, another Division Four man.

spending vast amounts of his wealth, finally perfecting this breed to a stage where they have no hair—not even an eyelash or whisker—in place they have small scales or scabs over their bodies. His fame has been acclaimed beyond anything heretofore achieved in animal breeding by such renowned men in scientific research as Charles Webster Allen, D.V.M., and R. Q. Stanford, A.D.V.M.U.

Reaching the height of his ambition to breed these rabbits to a state of absolute mangy constitution, he looked around to find a means of helping humanity, and after much consideration decided to donate his best specimen to feed those worthy starving Cock Roaches, and had it not been for Honorable D. D. Rhoads speaking up in time, warning the Cock Roaches of his secret that anyone eating these rabbits would become hairless and would probably die, by this writing they would have all been in bad shape. Then, the noted J. M. Walker, Philanthropist and Sportsman, came to Roach's rescue and paid him \$8.00 in cash for said rabbits, the Roaches buying them some stale bread and they will probably live happily ever after.

* * *

Motorman E. L. Mason spent a fifteen day vacation motoring to Lake Tahoe, Yosemite and Tioga Pass.

Motorman E. E. Swartz took a ten day vacation August 16th to visit the beaches and nearby mountain resorts.

Motorman A. Argue spent a week at Sequoia, starting the 16th.

Conductor W. W. Schmidt was given sixty days leave August 17th to visit relatives in Kansas and South Dakota.

Traffic Man H. J. Burke returned from a sixty day leave August 18th during which he rested at Big Pines, motored to Portland, straightened up local business affairs for his mother, had a new set of teeth made and put on fifteen pounds.

Traffic Man George Moore left on a twenty-five day leave August 18th, part of which was spent in San Diego.

Conductors D. R. Arnold and R. W. Stanhope left August 20th for a two weeks fishing trip. Location? We couldn't say.

Conductor C. E. Clifton was also given sixteen days off August 20th to relax at the beaches and make a trip to San Diego.

The feature of the month was the sunburn Conductor C. V. Jones brought back from Crystal Beach.

Motorman Frank Hommel was granted a ten day vacation August 15th and drove to Yosemite Valley.

Another recent vacationer was our good-natured janitor, Bill Colly, who spent two weeks in and about town starting August 15th.

Conductor W. E. McGuyre was granted a forty-seven day leave August 15th to visit relatives in Oklahoma.

Conductor A. B. Davidson spent a sixteen day leave starting August 16th visiting relatives in Arizona.

Motorman J. M. Bothwell left August 16th to drive to Kansas where he is visiting his parents. He was granted sixty days leave.

Conductor J. R. Skidmore is credited with turning in twelve bottles of beer (a lost article) one recent evening. Clerk Elmer Ellis made a desperate effort to promote some ice but none could be found. The bottles reached the Lost Article Department intact.

Conductor L. H. Boyle is spending a twenty-three day vacation in Arizona. He left August 20th.

Superintendent L. L. Wimberly quietly eased away on his regular vacation August 22nd. True to custom, Mr. Wimberly just sort of vanished and two weeks later was back at his desk too busy to tell about his vacation.

Conductor E. L. Bailey had the pleasure of finding a carton containing a full bottle of Swift's Specific Tonic (SSS) on his Line "P" car at Brooklyn and Rowan a few days ago. Laying it carefully aside, he resumed his duties. Shortly after, he was relieved and reaching for the parcel discovered someone had drunk the contents.

Motorman R. A. Steele spent a nine day vacation at Sonora.

Motorman C. E. Kelley left August 26th for ten days at Lake Arrowhead.

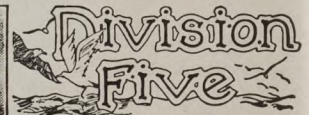
Motorman M. B. Madden was also given ten days leave August 26th to visit the beaches.

Motorman H. Berry was granted a thirty-one day leave the 26th to drive to Missouri where he and Mrs. Berry have relatives.

While busily engaged in his duties on the "A" Line Sunday, August 28th, Conductor E. E. Wilke was stricken with ptomaine poisoning and had to be rushed to the Receiving Hospital. We were glad to find him back on the job a few days later.

Conductor O. E. Goodwin left September 1st to spend thirty days in the High Sierras.

Supervisor M. W. Ramsey of Line "P" also departed September 1st for a well-earned vacation at his cabin near June Lake in the High Sierras. June Lake, located in Mono County, has become a trout fishers' paradise. On leaving, Ramsey said he would be very glad to have any trainman or co-worker pay him a visit during this month. Conductor Goodwin and Clerk Elmer Ellis have planned to take advantage of Ramsey's invitation. To others who would like to drive up, Ramsey can be easily located by inquiring for Cabin No. 45.



FRED MASON

With the ending of the Xth Olympiad, the vacationists sure hit the ball.

Foreman Jim Madigan started it rolling, and, as he put it, "When the last Finn goes over the fence I'm on my way", and he was. Jim has had two weeks spending part of his time at Big Bear and reports a very good time.

Conductor Tommy Leech and Motorman Murray McConnell, and families, had a very enjoyable ten days in San Francisco.

Conductor R. P. Messersmith is taking thirty days off and is resting up at home.

Motorman R. VanSoest had his usual two weeks at Camp Baldy where he spent most of his time working on his cabin.

Just full of vigor and loud in the praises of the great open spaces, Conductor J. L. Story arrived back O. K. from Sequoia National Park. He's looking forward to his next trip which he hopes will be a longer one.

Motorman F. B. McFall also hit for the high timber and reported a wonderful



E. J. Miller, Jr., on the left, who is deeply absorbed in his picnic lunch, is the twenty month old son of E. J. Miller of the South Park Shops Store Department. In the middle is "Skipper" Owen, son of Operator H. M. Owen of the Motor Coach Division, taken when he was four months old. His dad says that if he keeps on growing he is going to enter him in the weight lifting contest of the next Olympic. Hey! Hey! Hey! Extra! It's Supervisor Joe Whitelock and his own sonny boy, Jerome Stanley, on the right. Judging from the unflinching joy which has pervaded the Whitelock home since the baby's arrival four months ago it is predicted little Jerry's childhood will be well blessed with ice cream cones, toys, cookies, beach trips, circuses and jelly bread.

trip and a wonderful country.

With his fishing tackle in good shape and enthusiasm at its highest pitch, Conductor A. L. Bristol started off for four weeks fishing around Yosemite.

The mountains seem to be getting a big play. Here's Conductor Jim Crane off for two weeks at Camp Radford.

Motorman W. S. Campbell has been off for two weeks and rested up at home.

Motorman Ernest Rhodes is off for four weeks and is cavorting around at Yellowstone Park.

To visit the folks back home in Paris, Tennessee, Conductor Vern Ford took off sixty days, and will not be back until October 20th.

Conductor S. D. Luckhurst has a great liking for Seattle, Washington, and will be gone for thirty days.

Switchman Jake Sawyer has been off for two weeks vacationing and immediately upon his return Charlie Worley, in his new Hudson Coach, headed for his old home in Asheville, North Carolina, his first trip back home in a number of years. Charlie will be gone for sixty days.

"To St. Johns, Utah," said Conductor J. C. Allen, "and I'll be gone for two weeks".

Motorman Al Brumet is off for two weeks tripping here and there.

Here's another Yosemite fan: Motorman A. P. Williams and it's two weeks for him.

Conductor Tom Trabue is off for three weeks and is resting up at home.

We are glad to say that Motorman Jack Nusko, who was badly injured in an accident over three months ago is now at home and getting along slowly but surely.

Conductor H. Tinnemeyer who is confined in the California Lutheran Hospital is getting along very well and expects to be home soon.



JACK BAILEY

Harry Smith, Foreman of the Winding Room, and family are enjoying a two weeks vacation at Camp Seeley.

H. Heuer, of the Winding Room, is reported on the sick list.

Here is some hot news: Electrician C. Canalis burned the roof off his house. Not intentional of course?

Electrician E. G. Lendy was granted a three weeks leave of absence to visit the old folks back in Georgia.

Electrician H. Furrer seems to suffer no ill effects from the absence of his wife who is visiting back in Kansas.

Electrician W. Martineau acquired too much sun tan in one day at the beach and has been afraid to smile or to bend a limb for fear of cracking the skin he loves not to touch.

M. Weller, of the Winding Room, landed a 22 pound yellowtail off the coast of San Pedro.

L. Crump, Foreman of the Paint Shop, spent his two weeks vacation at Mt. Lowe, Catalina, Long Beach, and taking in the Olympics, baseball games and a few shows.

William Manigault of the Paint Department, has returned from his two weeks leave of absence which was partly spent at Catalina.

Painter E. A. Oglesby has returned from his vacation trip to Brandon, Manitoba, Canada.

Harry Longway, Truck Shop Foreman, plans to spend one week at San Francisco, and a week resting up. He started

his vacation September 1st.

O. A. Kieffer, Chief Clerk of the Store Department, has returned from his vacation spent at local beaches.

C. DeBaum, of the Store Department, has returned from his vacation and the house is not painted yet.

Clara Willhoft, of the Store Office, is away on her vacation to parts unknown.

Switchman A. Perez is away for one week of fog and rain at San Francisco.

Carpenters A. C. Malm, Bob Perry, T. T. Tripney and Tom Frew have all returned from their various vacations.

Machinist B. S. Rivers got up at 4 A. M. to climb "Dead Beat Hill" where he could see a polo game free. Probably trying to meet the installments on the new teeth.

Famous last words by Ed Miller: "I want my dollar back!" By J. Mathis: "Welcome, Sailors!"

The following changes are reported to take effect September 1st in our various departments and will also introduce some new men from the Divisions:

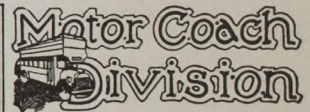
In the Truck Shop: G. Singer from Division Five, R. W. Lyons from Division Four, W. Leisure from the Machine Shop, A. Munch and P. Abbey from the Blacksmith Shop.

In the Winding Room: E. C. Smith from the Machine Shop, H. N. Hunt from Division Four, A. J. Medows and A. L. Williams from Division Five.

In the Machine Shop: S. Van Amburg, from Division Four.

In the Air Room: L. Gawzer from the Machine Shop.

Monday, August 22nd was the birthday of a new Shop section to be known as Section 20, C-Inspection, located in the old Carpenter Shop. H. K. Conacher, formerly assistant to W. (Billie) Brown and Sir Scribe for the Mechanical Divisions, will shoulder the responsibilities of Foreman.



J. H. McCORNACK

E. C. Teel is the proud recipient of a wrist watch which was given to him by the Philadelphia Rowing Team in token of their appreciation of his courtesy while driving them about during the Olympic Games. The watch is a beautiful piece of jewelry and very unique in design having three openings to read the hours, minutes and seconds from, similar to an instrument panel. The dials turn under these openings instead of using hands. On the back is engraved, "To Slim from the Philadelphia Rowing Team." Operator Haverick of the Pacific Electric received a hockey club from the Hockey Team of India with the autograph of the players upon it in token of their appreciation of his services. We are green with envy.

Superintendent C. O. Morse was granted a vacation and is exploring the country around Lake Tahoe.

F. E. Sherwood has spent the last four months fixing his new car up for a hunt-

ing trip. He will be accompanied by E. D. Simpson.

O. W. Mills spent a week at Big Bear and a week at San Francisco on his vacation.

J. J. Dyas, H. E. Sweet and W. H. Coker are the fortunate ones in being granted a two weeks leave. Dyas is going to Big Bear to see if Mills overlooked anything; Sweet will not divulge his plans and Mr. Coker is going to be a man about town.

L. Eaton and C. Pentry have found out that when a relay is made a coach is replaced with another coach and not with a street car.

"Pop" Gay has been in the hospital for an appendicitis operation. He is home now and getting along fine.

W. S. Swanson has been granted a thirty day leave of absence during which time he refuses to drive any coaches.

Harry Zimmerman brought in some very fine pictures of Olympic Village which he took from an aeroplane.

That fellow with the Roosevelt smile is "Pop" Campbell with his new store teeth.

Jimmie Kresge has acquired a new nickname. It is "Tripod." He has a team mate in "Toothpick" Bailey.

H. Chamberlain brought back some very fine pictures of the fish he caught while on his vacation.

GARAGE

Foreman Doyle Rishel and family have been enjoying a splendid vacation on a ranch at Willows, California, returning via Grants Pass and the Redwood Highway.

Dorothy Rankin and her husband report a fine trip up the coast to Oakland where they attended the American Legion Convention.

D. J. Sullivan and family have been going north every year on his vacation. This year they are exploring Southern California.

Chief Clerk F. O. Rowbottom is away on a well-earned rest and vacation. He has been doing so much planning on how to keep the office work caught up that he did not plan his vacation. He is just going to let things happen but hopes that it will include an old-fashioned picnic.

J. Jackson has returned from cruising lower Oregon where he has been salmon and trout fishing in the Rogue River. He caught more fish than Gilfillan ever did. Bill Wilson and McNally were certainly glad to see him back on the job.

Scotty Crawford hadn't been feeling so well till a fellow countryman who was here attending the Olympic Games gave him a bottle that he had left over. He was soon a strong, well man again and claims it is the only medicine.

Our star fisherman, E. R. Sullivan, bought some new fishhooks at Sears-Roebuck and caught a grandfather bass so large—well he had to have Wetzler help him pull it in.

Miss Emerson took up health dieting and got sick. She is back on the job again and tho not quite up to par is taking Holms' place while he is away on his vacation.

Bill Baker's Irish Ball Club is climbing up in the league. Ask him why and he will tell you that they are the best players.

Our No. 2 Bowling Team didn't fulfill all their promises. Of course they don't like to best the foreman. Try and do it.

It seems that Percy Bozanko wanted a pony when he was a child. Now the man has been to Arizona and bought a carload of horses off the range. We don't know whether he is going to start a rodeo, lion farm, glue factory or buy a gypsy wagon. We do know one of them gave him the aeroplane spin and left him to crawl out of an irrigation ditch and walk home. Guess it couldn't understand Russian. Some of these horses and Percy can be seen in action every Wednesday evening at Florence and Atlantic. Admission free.

Steen Parker is holding down two jobs now. He is giving swimming lessons down at the beach Sundays and walking lessons in the evening after the street cars quit running.

You can't hold down that financial wizard, Walt Powell. His kids got tired of the pool table he gave them last Xmas so he raffled it off and made enough money to buy it back, pay the rent and install a radio in his car.

Since Lee Bignall got that new roadster it has been impossible for P. Wood or Buck Jones to get a date.

N. E. Potts is almost a ruined man. He lost his purse containing ten dollars, his pass and lodge cards, the deed to his home, photographs, love letters, collar buttons, operator's license and other documents too numerous to mention.



H. K. CONACHER
DIVISION ONE

S. T. Brown and wife have just returned from a two weeks vacation spent in visiting relatives in Estes Park, Colorado. How much mud, Shelby?

J. Marsden and J. Sotille have been transferred to Department Twenty, South Park Shops. Good luck, boys.

DIVISION THREE

E. C. Muse and family spent a very enjoyable vacation fishing and camping at Cayucos.

T. Hubbard spent his vacation working around home.

After breaking two rear axles, Chester Binkiewicz has the old wheelbarrow on the road again.

A. Hamberg spent his vacation at Long Beach, putting on a coat of tan and taking in the sights.

S. Tucker is still off on sick leave, we all wish Steve the best of luck and a speedy recovery.

DIVISION FOUR

J. Campbell and G. Mawby spent Sunday, the twenty-first, at the beach, fishing. They brought back quite a large catch of mackerel and halibut.

Henry Watts and wife have just returned from a very enjoyable vacation trip spent in Sequoia National Park and Yosemite Valley.

While on a vacation trip up north, Tom Childs was unfortunate enough to have been forced off the road by another machine, suffering only slight injuries.

DIVISION FIVE

Carl Gordon has returned from the Hot Springs, after another attack of inflammatory rheumatism.

George Macqualter's sister from Grand Rapids, Michigan, paid him a surprise visit recently. They had not seen each other for thirty-five years.

Zach Eastin has returned to work after spending a vacation locally, and he says "See Los Angeles first".

Tom Cosgrove is on his vacation, and he told us he had given up the idea of deer hunting this year, as he got lost last time, so San Francisco is his destination.

Ralph James has returned to work after spending his vacation at San Francisco.



H. I. SCHAUBER

I might as well confess it at the beginning, but I am pinch hitting for our regular scribe. If this column is any good, I'll take the blame; if not, you can blame H. I. Schaubert, who is vacationing at Big Bear Lake.

Chas. Ware resigned the other day, after many years service. Caryl Thompson replaces him as Gang Foreman.

Carle Heffington's youngster got real inquisitive not long ago, and tried to stop a clothes wringer with his arm. The boy was painfully hurt but Carle says he will be as good as new before long.

L. Schmidt has retired, being enrolled on the Special Roll, August 1, 1932.

Now being vacation time, there is a woeful lack of material for this column. Summarizing the vacation news, Elmer Mitchell and wife spent two weeks in Yosemite; Jim Taller spent three days in San Francisco; E. M. "Mac" Cavanaugh went to Ensenada, Mexico, for three or four days; Bill Swearingen, Herman Liebelt, Chas. Kincaid and Kelly Holmes are all away.

E. R. Blackwell returned from the American Legion Convention in Oakland, but his voice didn't. The same thing happened last year. They must strain their throat muscles at these conventions. Careful "Blackie."

Harry E. Deibert, our plumber, returned to work to rest up from his vacation. He put in sixteen hours a day in moving and grading his lot. 'S tuff working till ten o'clock every night. Cheer up Harry, think what a sweet time you can have next year. Nothing to do but watch the oranges grow.

A. Fleetwood is getting ready to take his vacation by tearing his car apart every few days. Better let it alone, Fleet, as they run better when all together.

B. H. Eaton, Engineer of Way and Structures, has placed his boat in fine running condition by overhauling motor and hull and has gone to Catalina Island for the next two weeks.

Vernon Yard now signing off. Thank you, L. F. Sparks.