

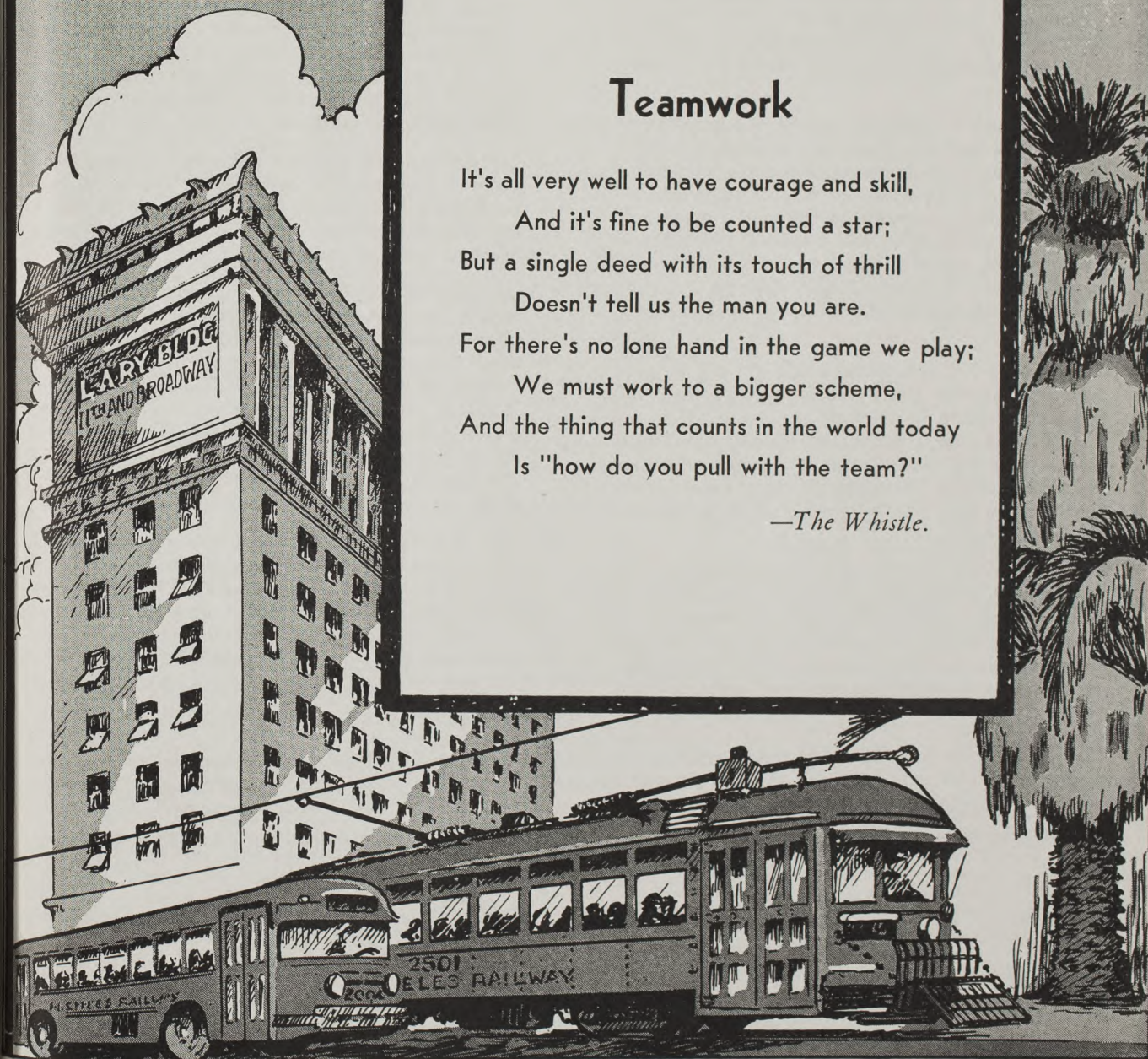
TWO BELLS



Teamwork

It's all very well to have courage and skill,
And it's fine to be counted a star;
But a single deed with its touch of thrill
Doesn't tell us the man you are.
For there's no lone hand in the game we play;
We must work to a bigger scheme,
And the thing that counts in the world today
Is "how do you pull with the team?"

—*The Whistle.*



Proposed Los Angeles City Charter

Amendment to be voted on Thursday, Sept. 27, 1934.

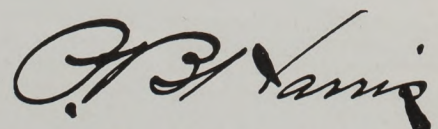
Among the city charter amendments to be voted on by the people of Los Angeles on September 27th, there is Amendment No. 2-A which affects the Los Angeles Railway and the entire city.

Amendment No. 2-A grants the city authority to issue to transportation companies indeterminate and resettlement franchises to take the place of all existing franchises. There seems to be a good deal of misunderstanding and uncertainty about this particular amendment. In the thought that the amendment may be more easily understood if a brief analysis of it is given the following is submitted:

- (1) The provision for giving the city authority to grant this kind of indeterminate and resettlement franchises is not a new one. The present city charter now contains such a provision. The proposed amendment, according to the statement of the City Attorney and other city officials and in the opinion of many unbiased students of the matter, is more definite and more workable than the existing provision. That the present provisions are unworkable is proven by the fact that not a single franchise of this kind has been granted by the city or applied for by the transportation companies since the present charter was adopted in 1925.
- (2) Amendment No. 2-A is *not* a grant of a perpetual or of any other kind of a franchise. It simply empowers the city to grant indeterminate and resettlement franchises. If adopted the City Council must then enact a procedure ordinance governing the manner of granting such franchises and thereafter the franchise can only be granted pursuant to the procedure ordinance and the charter amendment. Both the procedure ordinance and the franchise itself are subject to referendum.
- (3) Amendment No. 2-A declares that the city may, at any time, on one year's notice, either purchase the grantee's property, in whole or in part, or find a purchaser therefor, at a price based upon the fair value of the property taken, without allowance for improper or inflated "intangible" values. (This means that the franchise may be terminated at any time at the city's option).
- (4) According to the City Attorney, Amendment No. 2-A will strengthen and define the right of the city to require extensions, relocations and abandonments of facilities; strengthen and define the right of the city to regulate the type of service and cars or other equipment used; and require the collection by the city of a percentage of the gross receipts arising out of the use of the franchise.
- (5) The Los Angeles Railway Corporation at the present time operates under 110 separate franchises expiring at different dates and containing all kinds of varying provisions. This is very unsatisfactory not only from the standpoint of the company but also from the standpoint of the city. It is a tangle that dates back to the old days of horse-cars and unregulated utilities. All impartial students of the franchise question, including the California Railroad Commission, have strongly recommended the city-wide indeterminate franchise and have condemned the hodge-podge of piece-meal fixed franchises.
- (6) The indeterminate franchise principle was first worked out and recommended by the elder Senator Robert La Follette; it was made compulsory to all utilities in the State of Wisconsin and from this state has spread over practically all states of the United States.
- (7) *Amendment No. 2-A is not a provision for an exclusive franchise.* It will not prevent the city from granting indeterminate or fixed term franchises to other transportation companies or from going into the transportation business itself if it wants to do so. It simply makes possible a contract between the city and a transportation company for the use of the streets during the company's good behavior and under strict regulation, with the provision that a violation of the contract is cause for immediate abrogation.
- (8) The local street railway companies carry upwards of 240 millions of our people every year and operate over 40 million car miles. This company has found it very difficult and, during recent years, impossible to secure new capital necessary for new cars, new tracks, new substations and other things required for better service. Investors will not invest under present franchise conditions.

The adoption of the proposed Amendment No. 2-A will be a step in the right direction. While it is not what the company wanted and tried to get in the way of a charter amendment, it is nevertheless a considerable improvement over the existing provisions of that document both from the standpoint of the city and of this company.

Accordingly every employe of this company is justified in voting "yes" on Amendment No. 2-A.



Vice President and General Manager.

Los Angeles,
September 14, 1934.

"WATCH YOUR STEP, PLEASE"

By S. A. Wood

Chief Court Investigator, Claim Dept.

"Watch your step, please," is a time-honored safety slogan, and one that is just as useful today as ever. It can be used with good effect in boarding and alighting of passengers on street cars and buses. There is no question but what it has prevented a great number of accidents, saved some persons from painful injury and prevented many claims.

The word "please" is a very necessary part of this slogan for it appeals to the travelling public and impresses upon them the sincerity of the employees in their efforts to prevent accidents. It also applies to all passengers either on street cars or buses and is one of the best advertisements that our Company can have.

This slogan, of course, applies to the trainmen and bus operators as well; you must "watch your step" as well as admonishing your passengers to watch theirs. A lapse of memory by a motorman thinking he has received starting bells causes many accidents and failure of the conductor to make his observation before giving starting bells is just as disastrous.

A large percentage of the claims paid by our Claim Department are "falling inside" and "boarding and alighting" cases, and these run into almost unbelievable amounts. A very recent case was tried in the Superior Court and the testimony of all of the witnesses was to the effect that the plaintiff, a woman, attempted to board a moving car after it had moved about a foot or two. This woman must have been in plain view of the conductor and if he had made proper observation before he gave the motorman his starting bells, this very expensive verdict could have been avoided.

There are many causes of falling cases, both alighting and boarding, in some of which, of course, the conductor and motorman are blameless; however, the admonition to the passengers to "watch your step, please" might avoid a large percentage of them.

Inspect Steps

In cases where a passenger falls alighting from a standing car, wearing high-heeled shoes, we are very frequently confronted with the complaint that we are either not using the right kind of car steps or that the car steps are not properly maintained. Invariably, all of the witnesses obtained by the crew will state that the car was standing perfectly still. Our motorman and conductor will report to us that the steps were in good condition. It would have been very easy, in ob-

taining the names of these witnesses, to have asked the witnesses to inspect the steps and thereby make that impression on their minds so that when they testify in court, if it became necessary, the condition of the steps would have been indelibly impressed and their testimony on that point would be very positive.

Care in stopping street cars and buses in such a position as to afford passengers a safe place to alight and a word of caution to them to be more careful are two of the most efficient good practices any company can have. In this connection, we owe the passengers this duty and this warning given in a friendly way, makes many friends for us.

Read 'em and Weep

Following are some extracts from accident reports, which tell their own story:

"We made a stop behind another car at 12th and Main and the car ahead moved on and motorman started car when this woman was on the top step. I tried to hold her but she landed on her feet and took two or three steps backward and fell. I had not given signal to go when car started. She said she didn't think she was hurt much."

(A glaring incident of faulty operation).

* * *

"Street car stopped at Crestwood Avenue; lady getting on car. Motorman released a small amount of air before she was on the car—drifted about one foot. He applied the air again which caused a jerk and the lady's foot slipped at the top step and skinned her shin and I did not give signal to start until she was on car and the accident had happened."

(This motorman did not watch his step).

* * *

"I started car without bells. Woman was getting off. Conductor said she still had one foot on step. I had called for bells and step was clear at time and I thought I got bells when I started up. I knew after I had started I had not. Conductor in no way to blame."

(No question about the liability in this case).

"When we stopped at Mansfield, woman got off. I started to turn seats and when motorman called for bells I saw passengers were on ground so gave them to him. We went on to La Brea and turned right back. When we were at La Brea an auto came by and told me woman was hurt at Mansfield from off our car. We stopped there and injured woman said she held onto car after it started and it threw her over."

(This conductor apparently made no observation and gave the motorman bells without knowing whether the woman was holding onto the car or not).

Safety and Courtesy Contest

By E. R. DYE

Operating Superintendent

The second month of our Safety and Courtesy Contest has passed, and we have some more interesting figures to present.

Division	Number Men Participating	Number Displaced	Number Displaced More Than Once
1	509	121	45
3	407	43	7
4	481	70	8
5	493	78	16
	1,890	312	76

During the month of August the total number of men displaced and also the total number of men displaced more than once were greater than in the month of July.

We had more accidents during the month of August than in any other month this year (with the exception of the month of March) which is not very encouraging, although from the figures presented here it would indicate that there were fewer platform men charged with responsibility for their accidents.

With school opening this month and people getting back from vacations there will be more traffic and pedestrians on the streets and particular care should be used in watching out for school children so that no accidents occur to them.

It is hoped that, during the month of September, a much better showing will be made and that by the exercise of extreme care on the part of all platform men our accidents will be materially reduced.

Let us see if we cannot make a much better showing during the second half of our Safety and Courtesy Contest than we have in the first half.

New Phone System

By L. J. TURLEY

Electrical Engineer

On September 1st we changed our local telephone system from a manual to an automatic type of switchboard. This covers local and outgoing calls. All incoming calls are distributed, as formerly, by our local operator.

The main object of this change is to obtain greater flexibility of inter-departmental telephone service, which in turn, permits our local operator to give a ready and complete service to all incoming calls.

In addition, the new system gives a 24-hour privilege for establishing all outgoing calls which was not the case under the old system where service was interrupted when the main switchboard was closed.

Under the old plan, our telephone service was divided between three exchange boards in addition to a business phone connection at both Vernon Yards and Division Five. Our new plan embraces a complete unit of all service under one board and permits ready access to any telephone station within the organization by dialing three digits only.

We believe that everyone appreciates the progressive attitude of the Management in giving us the latest type of telephone communication.

Mr. Schupp New Chest Chairman

Purchasing Agent Ben Schupp was selected as one of 11 vice-chairmen on the National Firms Committee of the Community Chest.

"Subscribers must be convinced that not one cent of federal money is available for Chest agencies, which expend 70 per cent of their funds directly in the aid of unfortunate children," Schupp declared.

Commodity prices are increasing. It costs more for agencies to supply food and clothing to needy adults and children. Help your Community Chest.

Hospitalization and clinical care of 52,000 unfortunate children is the yearly problem of Community Chest welfare agencies. To support the Community Chest is to help unfortunate children.

Your Community Chest spends 80 per cent of its funds to aid orphaned, sick and crippled children.

Community welfare agencies are not recipients of federal or state relief funds for unemployment relief. The Community Chest depends upon you for its support. Don't fail to help.

Items About Our Folks

Billy Brown is spending his vacation at his cabin at Camp Angeles in the San Bernardino Mountains. He will be back September 10th.

A bit of good news that all will be glad to hear is that Walter Brown is gaining strength very satisfactorily. He is allowed to take a short walk each day.

L. A. Recappe is back to work after a couple of weeks in bed with a severe attack of pleurisy.

Vincent Douglas spent his vacation at National Parks in Utah, north rim of the Grand Canyon, Cedar Brakes, etc.

R. W. White returned from a vacation spent at home.

Walter Whiteside vacationed at Arrowhead, swimming, boating, fishing and acquiring a good coat of tan.

Frank Shull sailed away to Alaska with a boatload of school teachers. He brought 'em back alive.

George Link is enjoying home after six months on the desert near Banning. He gained 25 pounds and is feeling fine.

Mr. and Mrs. S. J. Nock, with Mr. and Mrs. Kieser of Pasadena, have been motoring up the Redwood Highway and expected to go as far as Vancouver. They are scheduled to return by September 10th.

T. C. Duvall is spending his vacation at Tahquitz Lodge, near Idyllwild.

Stanley Underwood, of the Cash Counting Room, is also on vacation—destination unknown.

Two of our Cash Counters changed their names during August. Details are very meager, but we do know that Margie V. Bahneman is now Mrs. Bowden and Gertrude F. Stansfield is answering to the new name of Mrs. Walters.

Ben Schupp, Purchasing Agent, is going to attend the Annual Convention of the American Electric Railway Association at Cleveland and will visit his mother at Quincy, Illinois while on the trip.

Mrs. Josephine Doak and Mrs. Clara Meany of Iowa have been visiting the George E. Fergusons for the past several weeks.

Mrs. Lucille G. Evans spent her vacation with her mother who lives in Northern Wisconsin. She also took in the wonders of the World's Fair at Chicago and reports a marvelous time.

Bill Morgan is back from his vacation but hasn't yet gotten down to serious work. He is still dreaming about the marvelous trip he took up over the Dalles California Highway, over the Columbia Highway, through the redwood country of California. He will recover soon.

After Jack Wilson had chased all the jack rabbits off the Mojave desert he spent a few days at Arrowhead and at Catalina to rest up.

If you want to know all the fine points about that glorious trip through the Yellowstone, Bryce and Zion National Parks, ask Miss Herr; she visited them all on her recent trip to Butte, Montana.

Chief Supervisor Bill Snyder is trying to catch all the fish at Catalina while vacationing at that resort. We will hear some fishy tales when he returns.

Bud Eaton is also at Catalina for his vacation, but is spending his time on his yacht cruising around.

Johnny Collins spent his two weeks at Sequoia Park and adjacent country, hunting and fishing. We hope he didn't shoot one of the tame bears.

We hear a Walter Winchell story about C. S. Coover to the effect that he is posing as a rich bachelor while on his vacation at Gilman Hot Springs. No more ice cream cones for the girls in the office. The fat mamas are getting them now.

Provident Fund Board Elects

At a special meeting on August 21st the Board of Administrators of the Los Angeles Railway Corporation Employees' Provident Fund elected S. J. Nock, Vice-Chairman and R. O. Crowe, Secretary-Treasurer to succeed C. A. Henderson, deceased.

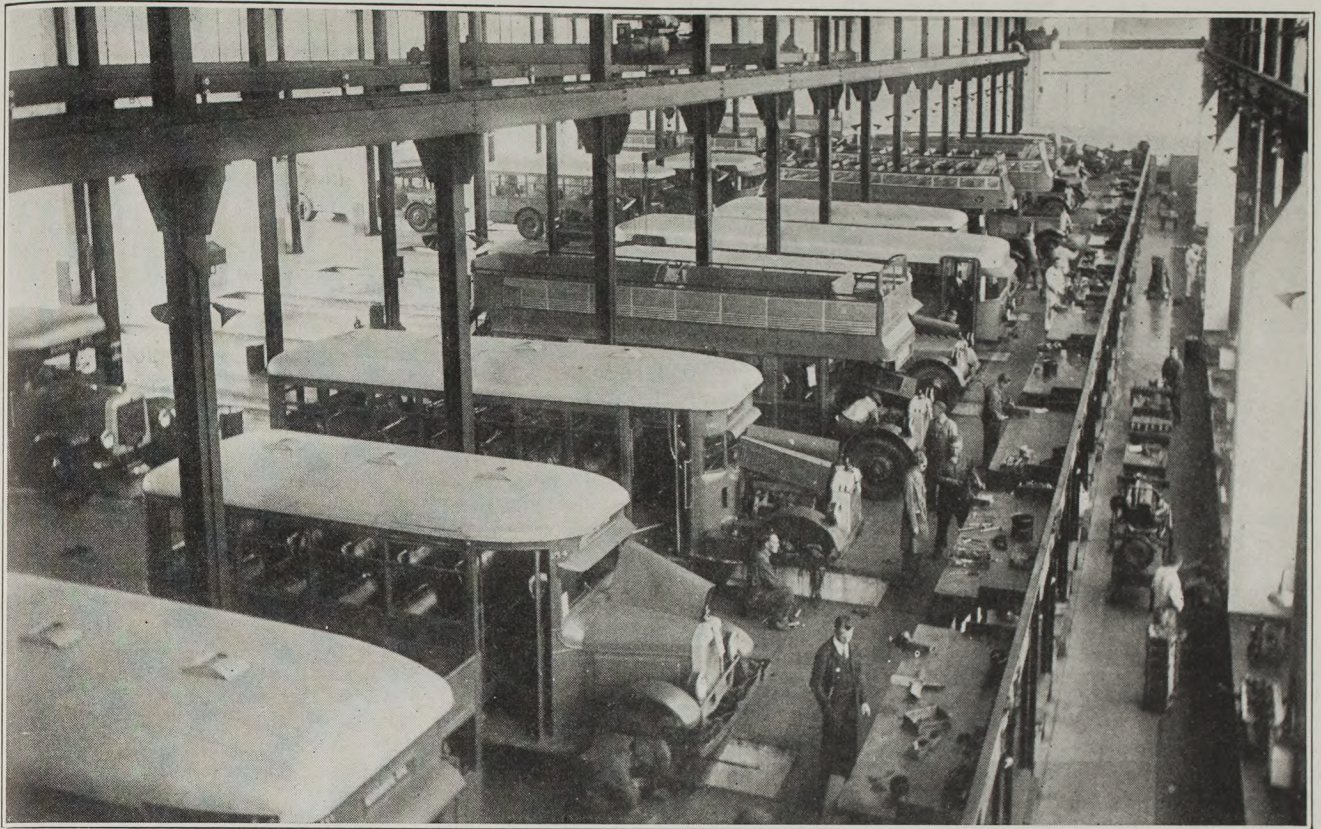
Promotions

Richard H. Hilf, formerly deputy Chief of Police and for a number of years Personal Representative of our Transportation Manager, was appointed Chief Special Agent of the Company effective September 1st. At the same time, J. L. Drummond was promoted to the position of Assistant Chief Special Agent.

Thirty-first Anniversary

On September 23rd our popular Paymaster, George W. Lane, will celebrate the thirty-first anniversary of his connection with the Company.

We do not wish to condemn Mr. Lane to hard labor for the rest of his life but we do wish him many more happy anniversaries with us.



Part of Main Coach Repair Shop. The capacity is 30 coaches, all of which stand over pits. Electric cranes do the hoisting, including either end of a coach.

Beverly Bus Change

The Beverly Boulevard Bus Line has been rerouted downtown. The new route will be as follows: La Cienega and Beverly, via Beverly, 2nd, Hill, 9th, Olive and 10th to a terminal on 10th St., between Olive and Hill, returning same way.

The present Beverly service will be discontinued on 2nd, between Hill and San Pedro, and also on 6th St., from Hill to Figueroa, and on Figueroa, from 6th to 2nd Streets.

Manages 1935 Baseball

Leslie F. Sparks has been elected Manager of the LARY Baseball League for next season.

Roy Platner, the enthusiastic organizer of the League, could not be induced to take over the arduous duties of managing for a second season but he is willing at all times to give the new Manager the benefit of the valuable experience he gained during his stewardship.

The way in which things are done is often more important than the things themselves.

Foremen's Meet

The regular monthly meeting of the Foremen and Supervisory forces of the Mechanical and Automotive Departments was held in the Instruction Room at Division Two on August 11th. Several absentees were noted on account of vacations.

The meeting was called to order by the Chairman, H. E. Jordan, who complimented the Divisions and Garage on the good record that had been made in Equipment Failures. This was followed by an explanation of a better plan for selecting cars to be overhauled, illustrated from the board with charts. This plan would permit the Divisions to select cars to be sent to South Park for general overhauling from certain groups of cars to be sent them monthly from the Superintendent of Equipment's Office, and would not permit certain cars recently off of "C" Inspection to be selected for overhauling, at the same time giving the Divisions their choice of cars to be sent in.

The question of the best method of handling Car Inspection Cards on cars sent in for "C" Inspection and General Overhaul was brought up for discussion. The use of the small tag which has been attached to cars sent

in for above purposes was decided to be abandoned, and the information formerly furnished on these tags to be written on Inspection Cards. The question of eliminating certain features from the cards when sent back to Divisions from the Shops was held in abeyance until it was definitely decided just how much information would be necessary for the Claim Department.

After announcing that W. T. Reynolds would be Chairman in charge of the next meeting, the meeting stood adjourned.

J. E. STEENROD, *Secretary.*

Welcome Electrical!

Once more we are welcoming new contributors to the columns of Two Bells. Beginning with this issue the Electrical Department will be represented each month in our news items.

This Department includes the Line Department, Substations, Electrical Construction Department, Bonding Department, and the office of the Electrical Engineer.

Walter Whiteside, of the Electrical Engineer's Office, will be the new Scribe.

We hope the employes of this Department will take as much pleasure in being with us as we will enjoy having them.

How They Are Getting Along

By R. A. PIERSON
Superintendent of Personnel

During the month of August, there were 16 employes confined to the California Hospital, which represents 138 hospital days. The cost of this hospital service was \$825.00.

G. H. Burroughs, Operator, Coach Division, has been on the sick list recently. Seems to be getting along nicely.

J. W. Duncan, Conductor, Division One, will soon make his home at the United States Veterans' Hospital in San Fernando. We hope that the hospital care will be beneficial to him.

Mrs. Louise Ashley, Stenographer, Claim Department, underwent a serious operation recently at the California Hospital. Latest report is that she is resting very nicely.

S. Campbell, Washer, Garage, was seriously injured in an automobile accident on August 12th, and at this time is confined to the hospital. Glad to report that he is improving.

C. L. Gerrard, Painter, Division Four Mechanical, had the misfortune to fracture his kneecap which will mean quite a lengthy forced rest.

F. R. Baldwin, Motorman, Division Four, is back in the hospital, and while he seems to be gaining, the improvement is rather slow, at least he seems to feel that it is.

T. D. McBride, Motorman, Division Three, who has been on the sick list since July, feels that he is improving. We hope that he may regain his health again.

V. R. L. Brown, Conductor, Division Five, is back on the sick list. He is some better than when he first reported sick, though.

J. Hellman, Motorman, Division Three, received a very painful injury recently when his thumb was caught in an automobile, crushing it very badly.

W. C. Brown, Assistant Superintendent of Car Equipment, is up and around and taking his daily exercise by walking a few blocks.

O. Arguello, Conductor, Division One, who has been sick since the first part of July, is slowly improving and hopes to be back soon.

Roy Chase, Conductor, Division Four, who sustained a broken leg on July 2nd, is at home trying to learn how to use crutches.

W. F. Ellis, Electrical Repairer, Division Five Mechanical, spent a few days in the California Hospital due to a serious internal injury sustained while playing baseball.

A. B. Merrihew, Superintendent, Los Angeles Railway Building, who is on the sick list, is now able to be up and around again, and we hope for a speed recovery.

C. F. Eastman, Conductor, Division One, who has been off for some time due to an injury, seems to be improving quite rapidly at the present time. Trust that he will be back with us again soon.

R. L. Tobin, Conductor, Division One, worked for a few days after his last illness, but found that he wasn't as strong as he thought he was and was again compelled to report sick. He is again improving, but it will probably be some time before he will be able to resume duty.

T. L. Standish, Repairer, Mechanical Department, who has been on the sick list since August 9th, is improving slowly.

J. J. Olexo, Conductor, Division Three, was confined to the California Hospital for several days during the month of August. Latest report states that he is getting along fine and at the present time is at home.

J. W. Reynolds, Conductor, Division Three, who has been sick for some time, is slowly improving and we trust that this improvement will continue.

We find the name of J. M. Glover, Flagman, Transportation Department, among those on the sick list during the month of August. Hope for a speed recovery.

R. A. Holloway, Operator, Coach Division, has been off for a few weeks due to a severe case of flu.

Now don't "kid" yourself into thinking things will never happen to you because statistics prove that there are 27,400 people at home today who will be in the hospital tomorrow. This indicates the importance of insurance coverage.

Statistics also show that 3,000,000 people in the United States alone are seriously ill at the same time. Only insurance beats these overwhelming odds.

Regret to report the death of three employes during the month of August, and the death of the wife of one of our employes. All three employes were covered by life insurance and the other one was a member of the Wives' Death Benefit Fund.

During the month of August, there were 76 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

For Tennis Fans

After the entrants of the last Tennis Tournament displayed their willingness to play competitive tennis, the Coach Division Athletic Association decided to sponsor a giant tournament for all employes of the Los Angeles Railway and Los Angeles Motor Coach Companies.

The tournament will take place on courts in Los Angeles, the location of which will be announced in the October issue of Two Bells. The first round will be played not later than Sunday, October 14th. Players participating in the first round may play their matches any time they desire after the draw provided the games are finished by the above mentioned date.

The second and final rounds will be played October 21st. As all players will be seeded according to ability, seeded players will not compete until the second round.

All entries must reach A. C. Davis, Manager of the Coach Division Athletic Association, at 758 East 16th Street, not later than October 1, 1934.

The entrance fee for the singles will be seventy-five cents, and for the doubles, fifty cents. The money collected from entrance fees will be used to defray the cost of balls and rental for the courts. The prizes to be donated by the sponsors of this tournament will be announced in the next issue.

Notification of the results of the draw will be mailed to all entrants on October 6th.

Please enter me in the

- Singles
 Doubles of the 1934 LARY
Tennis Tournament. I am enclosing _____ as my entrance fee.

Name _____

Dept. _____

Please clip and send to A. C. Davis, Los Angeles Railway Motor Coach Division.

Report from Dr. Stork

James W. (Jim) Murray of the Engineering Department bought some extra good cigars and passed them around because of an extraordinary occasion. There had come to his house on Sunday, August 26th, a little daughter, his first child, weight 6 pounds and 4 ounces. The Murrays named the new arrival Marilyn Louise. Mother and baby doing fine.

Bull's-eyes and Misses

On Sunday, August 5th, a team representing the Los Angeles Railway Rifle and Pistol Club met a team of the Los Angeles Postal Rifle and Pistol Club in a friendly match at Elysian Park Range. The course fired was regulation course of slow, timed and rapid fire consisting of ten shots each for each of the five members of the teams, total thirty shots each.

The Postal Team was composed of A. Landen, C. Rotherum, R. H. Stein, E. F. Deal and A. Pollack with G. P. Fluty acting as Range Master and J. A. Bridges as Timer and Scorekeeper.

The LARY Team was composed of E. C. Teel, Bus Operator, Los Angeles Railway Motor Coach Division; Robt. L. Bass, of the Electrical Department; and D. C. Smith, E. L. Armstrong and M. L. Robinson, all Bus Operators of the Los Angeles Motor Coach Company, with L. F. Sparks as Timer and Scorekeeper.

While the Postal Team defeated us with a score of 1090 to 875 they were such sportsmen and so friendly that it was a pleasure to compete with them. Here's to you Post Office, may we meet again.

There are over 160 Rifle and Pistol Clubs in California, many in this neighborhood, and we are arranging more matches for the future. With an allotment of army rifles and ammunition which we expect to receive by the first of the year, we will have a real active spring program.

Shooting develops several fine characteristics, among them being good sportsmanship, a clear eye, a steady hand and above all it teaches the proper care in handling and firing a gun with safety to all present.

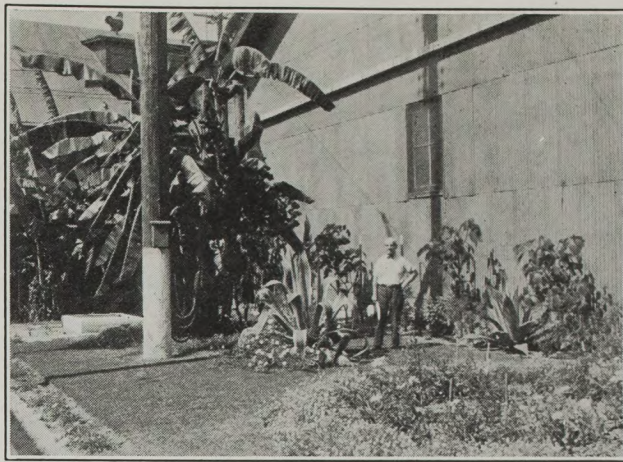
We are still shy any members from the Main Office, South Park Shops and the Platform Service. Remember that you are welcome to attend our meetings which are held on the second and last Thursdays each month in Room 309 Main Office Building, at 8:15 P. M.

LESLIE F. SPARKS, *Secretary.*

Let Us Help

By FRED MASON

Motorman George Stone, of Division Five, is collecting old books and magazines for distribution to veterans in the Sawtelle Hospital and at the San Fernando Sanitarium. This work is being done by the Southwest Post No. 2828, Veterans of Foreign Wars, and if any of you have any old books or magazines you would like to contribute to this worthy cause, drop a line to Motorman George Stone, of Division Five, and he will be glad to pick them up.



Bob and His Posies at South Park

By C. L. HATCH

Introducing Revoc (Bob) Slocum, South Park gardener, cum laude. Bob is a son of New York City's East Side, his career starting April 1, 1871. He often speaks of the joys of his youth, spent on the sidewalks of New York, down by the Winegar Woiks.

For the last twenty-seven years he has been an untiring, energetic and loyal employe of the Los Angeles Railway. Early in life, he acquired an insatiable love for flowers, and has devoted all of his leisure time to the planting and cultivating of all kinds of plants, from mushrooms to orchids. Bob's home is a veritable botanical museum, with its rare and beautiful specimens of horticultural science.

When Bob was appointed custodian of the pump house gate on Fifty-fourth Street, his energetic and untiring disposition would not permit him to sit idly by, without attempting to beautify his surroundings. He made flower beds and planted about every

kind of flower he could buy, purloin or borrow, and soon they blossomed forth in all their glory.

But tragedy suddenly darkened the horizon, when lo and behold, the water pipe underneath his garden was condemned and a new one had to be laid with all haste. Upon this occasion Bob was observed, hat and coat off, rushing and jumping about like a decapitated denizen of a poultry yard. He accosted everyone, from the janitors to the Superintendent of Equipment, and even the General Manager, and begged beseechingly that they use all of their influence to save his beloved flowers.

His prayers were answered, and the kind-hearted plumber Harry Diebert, accomplished the job without bruising a single leaf of Bob's cherished floral display. This is the reason for the beaming physiognomy you will see just below that bald head in the center of the picture.

Chief Special Agent Bruffett Passes

Griffin Walter Bruffett, Chief Special Agent in the Transportation Department, passed away August 17th in Colorado. Mr. Bruffett left Los Angeles for Colorado early in April and spent most of the time in the mountains in a gallant attempt to recover his health.

He was born in Jasper County, Missouri and was employed by the Company as a conductor on November 10, 1919.

He was appointed Supervisor February 3, 1921; Chief District Supervisor on July 1, 1923; Investigator for the Chief Special Agent on August 17, 1925 and on January 9, 1930 he was appointed Chief Special Agent. He was a member of I.O.O.F. No. 171 of Carthage, Missouri. Mr. Bruffett is survived by his wife and a young son.

Journey's End

Haydon B. Truitt, Watchman in the Mechanical Department, passed away August 24th. He was born in Osgood, Indiana and was employed by the Company as a repairer in the Mechanical Department on August 15, 1906. He was appointed watchman in the Mechanical Department April 16, 1929. Mr. Truitt is survived by his wife, three daughters and two sons.

Appreciations

Letters of appreciation for expressions of sympathy and floral offerings received by them in their recent bereavement have been received from Mrs. R. O. Farmer and Arthur G. Trager.

From the Family Album

Yes, sir! It's the old "he-man" himself at the age when Dr. Osler didn't think it necessary to administer a sleeping powder to those of the masculine tribe who had reached the ripe old age of forty. To be more explicit, it's Charles Dudley Clark, better known to his host of friends as "C. D."



Guess Who?

His first street car experience started in Los Angeles in 1886, and between that time and July 9, 1864 he was doing a great deal of preliminary work as a tiller of the soil in dear old Illinois. Forty-eight years—most of which were active—is his record as a street railway employe.

The necessary amputation of one of his lower limbs slowed him up as far as rambling around is concerned, but his mental faculties are as alert as in his earlier days and his weekly visits to the operating Divisions to cater to the wants of their employes is looked forward to by all. If his stock does not contain what is needed he will get it no matter how big the order.

Here's many more years of success, happiness and anything else that we have overlooked as regards this grand old young man of the street car game, who passed the seventieth mile post last July 9th. The picture, by the way, was taken December 11, 1899, and the hair mattress was one of the social necessities of that day and age, just the same as the rendition of "Sweet Adeline" by the corner quartette.

Honor Roll

Frank Nicholls Goodman, Car Inspector in the Mechanical Department, was placed on the Special Roll effective July 6, 1934. He entered the service of the Company as a repairer on August 1, 1905 and was appointed Car Inspector July 10, 1925.

Notice to Employes

The wife of A. G. H. Trager, Conductor, Division Five, died August 28, 1934. Mr. Trager was paid \$523.75 under Wives' Death Benefit Assessment No. P-72. Deduction will be made on pay roll ending September 15, 1934.

R. A. PIERSON,
Superintendent of Personnel.

Vets Auxiliary

And a good time was had by all—referring to our latest social affair which was held at the home of the Nelsons. The evening was spent playing Dutch Whist, and believe you me it is some game! Lots of fun. If you don't believe it, just try it some time. The honors of this sport went to Susie Hannon and Jim Madigan, Esther Wickham and L. E. Sausser; while the consolation trophies were taken by Stella Frost and C. Hogan.

Mrs. Jensen, who by the way is our newest member, donated a pair of beautifully hand embroidered pillow cases which were won by C. W. Hannon, and a lovely hand worked luncheon set which Mr. Culver took home with him. The silverware set found a permanent resting place at the home of Mrs. Ruby Lynn and the surprise package, which was furnished by Mrs. Alice Deane, went to Russell Crothers.

After enjoying a lovely midnight supper, we all went home feeling that we owed a vote of thanks to our very capable hostesses: Mrs. Helen Nelson, Mrs. Gladys Gordon, Mrs. Ella Hoyle and Mrs. Edith Duncan.

Our Drill Team is coming along just fine. We are making splendid progress and really hope to put on a fine exhibition in the very near future.

It is of vital importance that every member of our Auxiliary make note of the following information: Business meeting nights have been changed to the last Friday of each month. This change has been made to conform with the meetings of the Veterans Club. Be sure to look up the date of our next gathering and be present with us at that time.

ESTHER L. WILLIAMS, *Secretary.*

Square and Compass

Just pinch-hitting for the Old Maestro—he is only 87, but has young ideas. Just received word that he was busy trying to catch all the jackrabbits on the Mojave Desert.

All arrangements have been made for a gala evening, a show and all the trimmings, including a fan. It is to take place at the old haunt—Boos Bros., 319 West 5th Street, on Saturday, September 15th, 7:00 P. M. sharp.

Now that you know all this, we expect to see more of the "knife and fork gang," other than just the old regulars.

You will receive your notice in plenty of time. The more present the more fun.

F. W. MELLENTIN,
Director of Publicity, Pro Tem.

Veterans of Foreign Wars

Jim Madigan, Commander of the Los Angeles Railway Veterans Club, with President Alice Deane of the Auxiliary, and many other members of the Clubs, attended the open meeting and birthday party held by the Southwest Post and Auxiliary, Veterans of Foreign Wars Post No. 2828 on Wednesday, August 15th.

Superior Court Judge Georgia Bullock was given the honorary obligation into the Auxiliary.

Captain Owen Gregg, of the Sheriff's South Vermont Avenue, was given the Substation No. 3 at 108th Street and obligation into the Post, adding another distinguished veteran to this popular Post.

Comrade L. D. Gorden, holder of the Canadian Distinguished Service Medal, a member of the Los Angeles Railway Veterans Club, and J. P. Miller, holder of the United States Distinguished Service Cross, a member of the Southwest Post, were introduced to the visitors.

Our party was unanimously voted a success as our guests numbered nearly five hundred.

The membership drive is still on and all eligible veterans of the Railway are invited to join this live Post.

The next regular monthly dance to be given by the Southwest Post No. 2828 will be held Saturday, September 15th at Jabour's Hall, 8463½ South Vermont. Good music and a good time are guaranteed. A small admission fee will be charged at the door.

R. R. McFALL,
Senior Vice-Commander.

Bowling

By J. H. McCORNACK

Our persistent bowler, Ed Fleming of Vernon Yard, has organized a Bowling Club to represent the Los Angeles Railway and has entered it in the Winter League of the Broadway Alleys. The Club consists of Ed Fleming, Captain; Steen Parker, Wes Nolf, G. Oliver and Doyle Rishel.

Ed uses this form of exercise to keep down the waist line and someone has remarked that that is the reason Doyle Rishel joined the Club, but don't forget that both these men know how to bowl.

They lost their first game by dropping three points. This was to be expected as Iron Man Oliver was not present. This Club merits your support every Wednesday night at the Broadway and Manchester Alleys.



BIRTHS

On August 15th Motorman G. H. Melcher was in the assembly room of Division Three with a smile on his face reaching from ear to ear, and a box of cigars in his hands which he was passing out to the boys in honor of having become a papa on the day previous, for on that date—August 14th—Lorraine Louise was born at the California Hospital. She was a seven pound, seven ounce baby, and mother and baby are getting along lovely. The boys offer their thanks for the cigars and extend their heartiest congratulations to the parents.

* * *

Those swell cigars passed out to the 16th Street Garage were occasioned by Bob Jeffries of the Third Shift becoming the father of a cute baby girl. She was born August 18th and weighed six pounds. The proud parents have given her the name of Vickie. Congratulations and many thanks for the smokes.

* * *

O. B. Cooper, of the Motor Coach Division, has been bragging for a whole month now about his little baby girl who was born July 30th. Her name is Dixie Lee and she weighed eight pounds. Congratulations.

* * *

Not to be outdone at the Motor Coach Division H. N. Porterfield speaks up and tells us about his baby boy who arrived at his home August 7th. His name is James Joel. Mother and son are doing fine. Congratulations.

* * *

And up jumps not only two happy daddies, but two proud granddaddies. The granddaddies are Motormen Dan McCarthy and T. E. Boydston, of Division Five. The happy daddies are Conductors J. J. McCarthy and S. E. Grover. Little Daniel Martin McCarthy arrived July 19th and young Roger Dale Grover entered the scene on August 17th. We are glad to say that everybody is getting along fine, and tender our congratulations to all.

* * *

A sweet baby girl arrived at the home of Motorman C. H. Hadley on August 2nd. The little one tipped the scales at seven and one-half pounds. She has been named Yvonne Edith. Motorman Hadley is a Division Four trainman. Congratulations, mother and daddy.

* * *

G. Turner, of Division Four Mechanical, came to work on the morning of August 21st with a chest expansion that would make Max Baer envious. The reason was that his wife had presented him with a six pound, seven ounce baby boy. Both Mrs. Turner and baby are doing nicely. Congratulations to you Harold.

In The Good Old Days



By GEORGE FERGUSON

Way, way back when the streets were covered with dirt and the people didn't give a dern, and the motive power was a couple of cars pulled around by a cable running underground. The only time they had peak load was when a picnic was goin' on, or goin' from or to a fire. When the cable broke, or flood conditions prevailed, there wasn't any service, and the populace walked and liked it.

This picture was taken about 50 years ago, and the place was the terminal at what is now Broadway and Lincoln Park Avenue. The house on the hill in the distant background has long since been torn down to make way for the up-to-the-minute Lincoln High School.

The picture was furnished Conductor Ira Gott by John V. Yoakum, 236 Avenue 25, and was left to him by his father, J. E. Yoakum, who passed

away several ago. In the picture Mr. Yoakum is seated on the extreme rear of the front car.

Whiskers and mustachios were much in evidence in those days. It is quite possible they were used as a protection from the summer heat and the winter's cold. Iron derbies, and one of the regulation "stove pipes" are in evidence as well as duckbill caps worn by the gripman and conductor.

Both members of the crew appear to be alert and willin' to do or die for the good old cable line. The inevitable small boy, who is prominent on the front end, has a look of expectancy on his face, and I'll bet he is wishin' that the rope breaks or the car jumps the track, or sumpthin'.

Yes, indeed, those were the good old days.

L A F F S

A certain enterprising poultryman has crossed his hens with parrots to save time. He used to hunt around for the eggs, but now the hens walk up to him and say, "Hank, I just laid an egg. Go get it."

A patient rang the bell of a doctor. The doctor's wife opened the door, "Can I see the doctor?" asked the patient.

"Couldn't you come tomorrow night?" asked the wife.

"Is he that busy?" inquired the patient.

"No," said the wife, with a winning smile, "but you are his first patient and I'd like to surprise him tomorrow, as it's his birthday."

A chemist advertised a patent concoction labeled. No more colds—No more coughs! Price \$1.00 a bottle.

A man who bought the mixture came back in three days to complain that he had drunk it all, but was no better.

Drunk it all, gasped the chemist, why man that was an India rubber solution to put on the soles of your shoes.

First Railroad Man: "I built that radio set myself, Ed. How do you like it?"

Second Railroad Man: "I believe it, she whistles for every station."

Diner (to waiter): "What's the name of that selection the orchestra is playing?"

Waiter: "Go Feather Your Nest."

Diner: "Go jump in the lake. I asked you a civil question."

First Bum: What do they mean by "superfluous," Bill?

Second Bo: Aw, somethin' unnecessary. Like the "Will yer" in "Will yer have a drink?"

An Englishman, an Irishman, and a Scotsman were arguing as to which of their respective countries had the lightest men.

The Irishman, full tilt at the obvious, led with: "We have men of Cork."

The Scotsman: "Yes, but we have men of Ayr."

"But," said the cockney, "we have lightermen on the Thames." It was enough.



Division One

H. N. COLE

Motorman A. B. Stewart finally took a vacation, but we will let him tell all about it. Quote, "For a long time I have been figuring up a way to take a vacation and finally I hatched up a scheme. My wife and son, the Taxidermist, are taking it for me, at Big Bear where they are spending two or three weeks. Any one wishing to use my idea, is at liberty to do so, as I can truthfully say it works fine. In the meantime I go right along with my work, drawing a check regularly, doing my own cooking and putting out the cat every night. One night I forgot all about putting out the cat. Oh me, oh my!"

A little boy boarded Conductor J. H. Stanley's car and paid his fare, and then wanted to buy one token. Stanley told him he couldn't sell less than four, but the boy pleaded, "Please sell me one, I am sure to spend all my money down town and then I will have to walk home." He got his token.

In the spring when Conductor H. I. Frey paid a visit to his pear ranch up north, it was in full bloom and everything looked promising. He figured just when the fruit would be right for picking and packing. Then he took sixty days off, and with his wife they drove up prepared for picking and packing the fruit, but to their disappointment they found not a pear. The early frost had nipped the fruit in the bud, and he had no way of knowing it, down here in this ideal climate.

Motorman D. E. Fletcher took two weeks off for a fishing trip. He came back before his time was up. He said he didn't catch a fish and had his machine sideswiped three times so he thought he had better come home while the coming was good.

Motorman J. Waddell is taking sixty days off to drive up north. While away he will stop over at Portland to visit relatives.

As usual Conductor C. J. Groth paid his yearly visit to Newport where he and his family spent seventeen days.

Motorman A. L. Alger spent twenty-eight days at Grant's Pass during the month of August. A grand time was reported.

Conductor A. V. Smith has been called to Arkansas on account of a death in the family. He will be away for thirty days.

Those two buddies Conductor W. Watson and Conductor E. Yohler had a week to themselves and they spent it at Newport Beach where they had one grand and glorious time.

Conductor A. I. Brennan is spending two weeks in the Sequoia National Park.

With his complete camping outfit, Motorman J. N. Smith and his wife started out on their yearly trip up North. This time they are going to Delpiedra where they will spend a month camping and taking things easy.

Conductor J. T. Shelton is taking a month for a visit to relatives in North Carolina.

Chicago and the World's Fair called Motorman F. S. Hamill away for two weeks.

According to custom Conductor H. A. Hansen is trying his luck at shooting deer at Aguanga, California.

Motorman C. C. Connor is gunning for deer up in Riverside County at Herky Creek Camp.

With no intentions declared, Motorman H. Dinning took twenty days off, probably to get away from it all for awhile.

Motorman P. S. Hale spent last month in the mountains where he reported having a splendid time.

At this time Motorman B. B. Parvin is traveling up North, where he expects to take in the sights in Washington, Oregon and Vancouver. He will be away for about a month.

Motorman E. G. Smith is taking a month off, part of which he will spend resting up at home and a part he will spend in the Yosemite.

Conductor E. E. Saunders thought a week would be sufficient for him to rest up, so he took it.

With nowhere in particular to go, but just for the sake of a vacation, Conductor A. A. Lithgow took twenty-eight days off during the month.

Conductor W. T. Kime had twenty days off to pay a visit to Hopkins, Missouri.

Conductor D. F. McGaughey had a hankering for Texas, so he got off for a month and is now renewing acquaintances in his old home state.

Yosemite—the beauty spot of America—that is where Motorman O. Daniels is spending ten days.

Conductor G. W. Sterrett is spending two weeks at Ocean Beach.

Conductor H. Robinson spent two weeks up amongst the Big Trees.

Motorman A. A. Whitaker is on a twenty day leave of absence which he will spend in Texas.

Conductor S. E. Goslee spent ten days in the mountains and reports having had a good time.

Safety Operator H. Van Riper had a short but sweet ten day vacation, which he spent in the Sequoias.

Conductor A. R. Sattler paid a flying visit to Lodi, California. He was off one week.

Motorman C. M. Good had a short vacation but he spent it to good advantage. He stayed home and took a good rest.

He had no excuse, but Conductor G. E. O'Bear took eight days off just the same.

Some time ago Conductor F. E. Schuler went on record as being the youngest grandfather at Division One, and now he is a grandpa again. Her name is Helen Christine Kerkes.

Motorman A. E. Holmberg and his Conductor, R. E. Johnson took a two day trip to San Diego and to points below the border where they report having a splendid time.

Motorman L. Burnett, who has been confined in the hospital for about two weeks, is reported as slightly improved at this writing.

Conductor H. O. Bliss has taken sixty days off to visit relatives in Minnesota.

Motorman G. Lawrence will try his hand at hunting for the next fifteen days. Oregon will be his hunting grounds.

Motorman Joe Henschall and Conductor E. R. Tomlin took a long drive up in the mountains, parked their car and walked about fifteen miles hunting for deer, but nary a deer did they get. Then they walked some ten or twelve miles more and still no deer. This lasted for several days and then back home and back on the job where they are resting up. Tomlin says he didn't care for any deer anyway as he already has a deer. At any rate they had a good time.



Division Three

L. VOLNER

For quite a while there has been an unusual quietness in the assembly room of this Division between four and five a.m. Nothing but the radio to disturb the slumbers of the boys on the early "shines" or to excite those reporting for runs. Motorman J. Hellman is off duty on the sick list. Someone said that he had injured his hand while off duty, but perhaps he will come around some day and tell us the reason for his absence.

During the past month Motorman A. B. Parker missed out. This is the third time in eighteen years. The alarm went off O.K. but, thinking he could get just a few more winks, he turned it off and was soon fast asleep, with the above result.

On August 15th Conductor J. W. Allen was some happy man, for on that date his wife returned from an extended visit. Mr. Allen and son had been baching during the lady's absence and they were certainly glad to be relieved of the kitchen duties and also to get something to eat.

In attempting to lower a fender at Townsend and Colorado Blvd. on the "5" Line, Conductor J. J. Olexo happened to let it get away from him causing the fender to fall on him, cracking some ribs and inflicting several bruises. As this was written, Mr. Olexo was still in the hospital, but we hope to soon see him on his run.

We will soon have a man who will be able to fill any position around the Division, for Pete Wankier is a motorman, conductor or operator, has learned the duties of a switchman, and is now breaking in as an extra clerk.

For fear you might not notice it and cause him to have to call your attention to it, Motorman J. P. Martin is wearing a perfectly new cap.

August 16th was a red letter day for Motorman John Corsen, for on that date he completed thirty-four years service with the Los Angeles Railway.

Motorman J. C. Wood would be a man hard to find every Tuesday, for that is his regular day off and he and his family

get into that new Ford V-8 sedan and drive to some of the beauty spots of Southern California.

During the past month Motorman H. H. Baxter lost several days on account of a badly swollen arm.

Tuesday, August 14th, was a very special day for little Fern Seward, daughter of Motorman and Mrs. H. F. Seward. There were two reasons for this day being so special. First it was her eighth birthday, and the other, the cast was taken from her broken arm. Among those celebrating the occasion were: the family of Motorman Edwards—Dorothy, Frances, Virginia, Herbert, Jr. and Mayola; Harry Seward, Jr., Baby Agnes Seward, Thelma Ritters, Richard and Leona Peterson. Games and refreshments were part of the fun enjoyed by all.

Up on Mount Eagle near Toland Way someone has pruned and otherwise trimmed the trees until now a beautiful pink house can be seen from the highway. Conductor V. C. Butler was in that section looking things over and noticed an unusual growth just back of this house. While viewing same Supervisor H. A. Redmond appeared on the scene. Mr. Butler asked him why he didn't cut them. "Cut what?" says Mr. Redmond. "Those are flowers." "Well, they call them weeds in Missouri where I came from," says Butler.

Motorman F. Stauss says if that growth is not disturbed for several more years the big trees of California will sure have some rivals. If any of the boys have crosscut saws and extra sharp axes, we feel certain Mr. Redmond would be more than pleased to have your assistance and would gladly donate your winter's wood.

A passenger, desiring to buy a one dollar Weekly Pass from Conductor H. B. Thompson, presented a five dollar bill. Mr. Thompson gave the man the pass and proceeded to count out the change. He did not know he had given the purchaser five dollars in change until a man who happened to be watching the transaction told him of it. He caught the passenger before he had put same in his pocket and recovered his dollar.

Motorman H. T. Parks and wife have returned from a sixty day leave, most of which was spent in Oklahoma. Mr. Parks says that conditions are certainly bad in that section on account of the extremely dry weather and that California is the place for him.

Grant Clear of this Division finished his vacation the latter part of August. During his vacation he was seen by many attired in very startling ensemble—white trousers, blue coat, leghorn hat, peek-a-boo shirt and red tie.

Conductor T. G. Cumberford was displaying a post card received from his former home in Aberdeen, Scotland. A street scene was pictured of that city showing one of their street cars, which is of the double-deck type, and naturally it was quite interesting to us who have never seen equipment of that nature.

Weddings

Otis A., eldest son of Mr. and Mrs. Harry Gilmore, was united in marriage to Miss Marguerite Thompson, formerly a resident of Canada, Saturday August 25th, in the Methodist Episcopal Church,

Westwood, California, at 3:30 P.M. Quite a large number of friends were present at the ceremony to wish the young couple every joy and happiness possible. Both are trusted employes of the Pacific Mutual Life Insurance Company, and their close association over a period of years culminated in the wedding. Mr. Gilmore is well known to the boys of Division Three on account of his being a member of the Los Angeles Railway Orchestra. The honeymoon was spent at Lake Arrowhead. Division Three joins their many friends in wishing them all the joy and success in their journey down life's pathway.

Just as our column closed S. S. Wollam came in with a broad grin and told us that he had forsaken his days of bachelorhood and that he had been united in marriage with Juanita Garcia, who has lived at 3230 Humboldt Street for a number of years. The wedding occurred in Yuma, Arizona Friday, August 24th. After a short honeymoon trip to Catalina and other points the happy couple will be at home at 164 South Avenue 56. We join with their many friends in extending best wishes for their future happiness.

Boys, the dancing season is near at hand. Be sure and see the bulletin board for full particulars about our Association dances that are to begin the night of September 29th. There will be one each month on the last Saturday of the month for several months. Music by L. L. Sweet's Los Angeles Railway Orchestra and, believe you me it is plenty hot! So come out to these dances, boys, and bring your wives, sweethearts and friends and have a good time. Admission 25 cents per person. Place, Wednesday Morning Club House, corner North Sichel and East Avenue 28.

Committee.



C. J. KNITTLE

Well, gang, the deer season opens on September 15th and E. L. Mason, formerly a Division Four motorman who now is comfortably situated on his ranch in Log Cabin, Yuba County, California, dropped in on us one day recently to leave his personal invitation to all Los Angeles Railway folks who love to fish or hunt to come to his ranch, pitch your tents on it if you wish and stay as long as you please. Mason will undoubtedly prove himself a very hospitable host and assured us he will be pleased to help his guests make their trip not only pleasant but profitable.

Speaking of more local sports such as pinochle tourneys, baseball tourneys, night ball games, old men's ball teams, bowling teams, airplane clubs, tennis and what-not—Conductor C. A. Simpson is ready to start a new wrinkle if enough interested Los Angeles Railway folks can be gathered together. Simpson's greatest hobby is Archery. In fact, he has become so efficient with the heavy bow

that he has actually made several hunting trips and bagged a number of small as well as large game with his skillful archery. If you are interested in this form of sport, Conductor Simpson will be glad to talk it over with you.

Motorman L. W. Fry spent two weeks vacationing at Catalina starting August 1st.

Marriages

Conductor K. E. Bryant was granted three weeks leave to make a trip to Yosemite. Congratulations are in order here, fellows. Conductor Bryant's trip was evidently a honeymoon. The leave was granted August 1st. Sorry we haven't the exact date of the wedding but, nevertheless, Conductor Bryant returned with a bride. The lucky lady was formerly Miss Rose Plecity. Best wishes, friends.

Another well known "local boy" to embark on matrimonial waters recently was none other than Conductor W. L. McFarlin. August 11th was the date of the big event. The bride was, formerly, Miss Myrtle Swinehart. Congratulations are extended the happy couple.

Clerk E. E. Ellis spent his regular two weeks vacation in and about town. He returned to duty August 20th.

Mrs. Esther Pearce, Division Stenographer, was spending her two weeks vacation at Grand Canyon at the time of this writing. Mrs. Pearce left August 18th.

Motorman E. W. Swaby left August 4th for a two weeks vacation at Yosemite.

Motorman E. D. Leichliter was granted seven days leave August 12th to make a trip to Sequoia National Park.

Motorman Frank Loftis left for Seattle August 12th. He was granted thirty days leave.

Motorman A. E. Temple spent a fifteen day vacation at Mount Herman, near Santa Cruz. He returned September 1st.

Operator A. E. Vejar left August 20th for a two weeks trip to Portland.

Motorman B. C. McCann was granted fifteen days leave August 20th to make a trip to Yosemite.

Other trainmen who left for vacations in August but whose plans were not definitely known are:

Conductor H. D. Bradrick, ten days starting August 18th.

Conductor E. E. Ford, sixty days to Nebraska, starting August 18th.

Operator H. B. Webb, thirty days starting August 22nd.

Conductor V. Penrose, thirty days starting August 24th.

Motorman R. J. Lee, thirty days starting August 24th.

Conductor G. E. Barnes, seven days starting August 24th.

Operator J. M. Holub, seven days starting August 24th.

Conductor O. A. Croxdale, sixteen days starting August 24th.

Operator R. Spencer, twenty-one days starting August 25th.

Conductor Peanuts Pattinson, nine days starting August 27th.

Ge, folks, I'd like to go on a vacation right now but the Editor says I haven't said anything yet so on with the gossip.

Conductor Hughie O'Neill returned recently from the World's Fair and we



Top left: The handsome young gentleman on the tricycle is little Norman Orville Wike. Norman is two years and seven months old and is the son of Conductor O. L. Wike of Division Four.

Top center: Irene, age twelve and Wesley, age seven, children of L. Johnson, shown in the picture directly below, of South Park Shops. They were all on a fishing trip and the kiddies did their share towards catching the limit.

Top right: Annabelle, age three, daughter of E. C. Coughenour of Division Four. This picture was taken at Arrowhead, and the little lady had just returned from a hike with her sister Doris, age six.

Lower left: Bobbie Mitchell, son of Motorman Bob Mitchell of Division Four, had his picture "took" with Grandma Mitchell, whom he visited in Denver some time ago. He's ten years old and a mighty fine lad.

Lower right: Another husky member of the great LARY family. Darrell Lee Hadley, son of Motorman C. H. Hadley of Division Four, is fourteen months old and weighs twenty-eight pounds.

thought we'd get the inside dope about Sally Rand and her bubble dance but Hughie did not get to see it. After taking in the modern achievements of science, invention and art, Hughie says the two greatest marvels at the Fair were the man who took two pencils, one in each hand, and holding them four or five inches apart, simultaneously wrote "Hughie" with the left hand and "O'Neill" with the right. The other attraction was a little Chinaman who engraved the Lord's Prayer on a grain of rice while he (Hughie) waited.

Motorman G. C. Fox is supplying the lollypops for Clerk Evans these days.

At last we've got the dope on the mysterious trainman who has been haunting Division Four these past two weeks—an operator who, appearing quite suddenly among us, seemed to know the ropes and added to our consternation when he immediately fell heir to a run on the "D" Line. Imagine our surprise when the "specter" busted out laughing one day and, behold, it was our well-known fellow worker, L. S. Bradt. The phenomenal change in appearance was caused by the discarding of the Hollywood "eyebrow" which formerly adorned his upper lip.

Say, mammas and papas, how about putting a picture of your little youngsters in Two Bells? Don't you think other readers would like to see those precious little ones? Why, certainly, and here's the way to go about it. Pick out a nice, clear snap shot of the li'l fellow or li'l girl (or both, if you've been lucky that way) and attach a slip stating their names and ages. Place it in an envelope addressed "Division Scribe" and hand it to the Clerk in the Division Office.

Thank you, friends.



Division Five

FRED MASON

Conductor C. F. Smith wins the capital prize this month. He had just obtained his pay check and was sitting on the bench at 54th and 2nd Avenue, waiting for a street car, and took a good long look at his check. He then tore off the stub and tore it up into a thousand pieces and along comes his car and he goes to work. When he got through his first part he struts gaily into the bank, presents his check to the teller, who looks at it, then at Smith. The teller then handed it back to Smith, saying "Sorry, but I can't let you have anything on that" and then Smith discovered that it was his stub he had and that his check had been scattered to the four winds.

It looks like Motorman Bill Honey just can't take it. After being kissed on the cheek by one of his fair passengers, for whom he kindly waited, he went sick and has been off ever since. Ain't that a honey?

There's one boy that's glad to be back on the job and we are glad to see him back too, and that's our slugging third baseman, "Lindy" Lindop. As you all know, he broke his arm in the first game of that memorable double-header on July 15th.

After doing his swimming at Manhattan Beach for the past seven years, Motorman Sammy Bayliss has decided that any beach is better than that. On his last trip down there, and he vows it is his last trip, he headed out towards the end of the pier and was quite a way out

when one of the lifeguards came along and told him to swim back to shore. Sammy did and the lifeguard walked him down to the cooler, where he was detained. He was charged with swimming out too far and ordered to appear before the judge at a later date, when he was fined \$10.00 and half the fine suspended. Sammy says "I'm still swimming, but not at Manhattan Beach."

Here's one Division Four might not know about, so we will slip it to you here. It pertains to Harold F. Nelson, Clerk at Division Four, and a former Two Bells scribe. We have it from a very reliable source that a large number of people enjoyed a very pleasant Saturday night at his house, it being a card party. Came the time to total up the score when Mr. Nelson found himself with the high score, declared himself the winner, when Mrs. Nelson stepped up and said "Oh no, dearie, you are on the committee, and, therefore, ineligible for a prize." So far, far into the night.

Motorman George Pape was the first deer hunter to get back with a bacon. George bagged him a two hundred pounder.

Motorman Andy Sybert is stepping about somewhere in the backwoods of Ventura County, stalking the elusive deer.

Motorman Harry Rolph is off for thirty days and is visiting friends in Bozeman, Montana.

Conductor C. D. Shaffer will not be seen around for sixty days, he having taken a trip back home to Arnett, Oklahoma.

Motorman Ted Miller is resting up at home for fifteen days.

Conductor Harry Yardley is flitting from one beach to another and is off for thirty days.



Fishermen from Five

Here's just part of an afternoon's catch and the honor of landing the big 'un goes to Motorman Charlie Detrick, of Division Five. It's a black bass and weighed exactly 115 pounds, and took just eighteen minutes to land it. The party, from left to right,

To take in the World's Fair Conductor C. S. Lashbrook took off sixty days and is not due back until October 10th.

Conductor Harry Tinnemeyer is back from fifteen days vacationing at Lake Arrowhead and he reports a very nice time.

Conductor V. M. Muckenthaler is off for thirty days, his first vacation in years, and is motoring north around Oregon and Washington.

We were all very sorry to hear of the tough luck which befell Clerk Warren DeMuth when his wife met with a very bad accident, in which her pelvis was broken and her right leg broken between the knee and the hip. She is in the Queen of the Angels Hospital, and is getting along as well as can be expected. Here's wishing her a speedy recovery.

Well, John, our jovial janitor, is back from his two weeks vacationing and is sporting his usual sunburn. He took in Lake Elsinore, did some deep sea fishing and listened mostly over the radio to the ball games, pulling for Hollywood, trying to get them on top. John won two games out of ten.

Received a nice, long letter from Motorman A. E. Brewster who, with his thirteen year old son—a First Class Boy Scout with a number of merit badges from Troop No. 288, Inglewood—is vacationing in Hot Springs, Arkansas. Mr. Brewster says he is having the best vacation he ever had; lots of fishing and hunting, and some of the most beautiful lakes and scenery he has ever seen.

The boys of the Division extend their sympathy to Conductor G. H. Trager whose wife passed away on August 28th.

Conductor George Ritter, Motormen Charlie Detrick and George Seale, Conductor "Bud" Huffmeier, all of Division Five, and Conductor T. D. Starks, of Division Four, who landed the halibut, which weighed 22 pounds. The party was a success from start to finish the boys bringing back quite a few barracuda and big appetites.

Weddings

On August 11, 1934, Conductor Frank Hawkins of Division Five, was married to Miss Shirley L. Hazelton, of Inglewood. The honeymoon was spent at Lake Arrowhead. All of the boys of Division Five join in wishing the happy couple the best of the best of luck.

* * *

Just Too Late For Last Issue

It was the day after pay day, July 26th to be exact, that Conductor A. H. "Bud" Huffmeier broke away from the old gang and took unto himself a wife. Bud married Miss Rena Hoffarth of this city. Bud was always in on every fishing trip and hunting trip starting out from this neck of the woods, but it looks like those days have gone forever. However, all the boys of Division Five extend to the happy couple the best of best wishes.

* * *

Motorman Bill Alden is back on the job after an eleven hundred mile trip in his old 1922 Model T Ford sedan. Bill, as you know, is an ex-navy man and has seen the world through a porthole, but seeing America and Canada through a cracked windshield of an old Ford has that beat. He took in the World's Fair in Chicago, drove up and down Fifth Avenue, New York City, and paid Sands Street his respects, over the Brooklyn Bridge, looked over Broad Street, Philadelphia, parked the flivver outside the Administration Building of the Ford plant in Detroit, played around Buffalo, New York, over to Windsor, Ontario, then Niagara Falls, and a million other places, too numerous to mention. The only trouble he encountered was a blow out and he got that

at an Irish picnic in New York City. He paid \$35.00 for the flivver three years ago.

Shops Scribe Resigns

With regret we announce the resignation of Jack Bailey as Scribe for the Shops. Mr. Bailey has been the Scribe for this Division ever since the columns were opened to the Shops on September 28, 1925 and we are very sorry to have him drop out.

However, "the king is dead, long live the king." So we welcome F. Arleigh Frazier, of Department 10 Mechanical, as the new Scribe for the Shops and hope he will make as good a reporter as Jack has been.



F. ARLEIGH FRAZIER

Truck Shop Foreman Harry Longway is at Catalina again, fishing and resting.

L. Spratt is sporting a new 1934 Buick. Must be grand to glide along the boulevard in one of those new cars.

Roy Blaize has at last made that long hoped for change and gotten a 1930 Chrysler.

Somebody is holding out on Fred Hart. He either wants that pair of roller skates or the money as he is getting tired of walking.

* * *

Married

Joe Nolan is our newly married man for this month. We don't know the young lady's name yet.

* * *

Our Boy Scout Bill Davis is back after spending his vacation playing around with the Scouts at Big Pines.

H. Prudhom was transferred to the Air Room. He probably needed a change of atmosphere.

You can't keep a good man down or still. A. Oliveri is back again from Division Three.

B. Hector is still looking for that left-hand sledge hammer. We told him we sent it out for a new handle and I see Harry has it back now.

John Devlin went down town last week and after finishing his business started for home. It was about 1 P.M. After wearing out most of his shoes and all of his vocabulary, he found his car parked right where he left it. Yes, we have warned him about his drinks. (4 P.M. was when he located the car.) Never again, says Johnny.

Sherman Kriewald has just returned from his vacation.

Catalina welcomed over the week-end George Lambert, George Duffin and their families.

E. C. Smith is going up the coast.

S. Van Amburg is going to Sequoia then across the mountains to Santa Cruz to visit relatives.

Joe Ellis was looking worried this last week. Must have been the high tides or

his own cooking. We don't know which because his wife is at Balboa Beach.

A. L. Davis now leads Geo. Lambert by two bum fenders. He should have gone back East and gotten that new car like he planned. Maybe the practice dodging ruts and rabbits would help his driving now.

George Duffin, not to be outdone by our friend Lambert, wrecks 'em and then makes the other fellow pay. What's the secret?

Geo. McMillan took his wife to the train the other day and, starting home got on the "S" car going west and rode out to Sunset and Santa Monica Blvd. Oh well, he got home in time to come to work next day. A penny for your thoughts Mac.

Fred Andrus hurt himself the other day trying to stay on land and in a boat at the same time but it can't be done. Why not wait 'til the boat docks Fred?

For sale or trade—L. Griffith wants to sell or trade his new V-8 on account of the good news that W. Albright made 44 miles per gallon of gasoline. Who has a 1928 Pontiac or older who will trade even?

Ted Ormston returned from his vacation.

The Electrical Repair Department has a first-class hunter who starts out at 6 A.M. and returns all the way home at 8 A.M. with the limit of two deer. His secret is to feed them cake for a week and then when the season opens he has six or eight deer eating cake at the same time and of course you can't miss them with only two shells.

C. Caneles is on his brother's ranch at Wineville hunting.

C. Green took two weeks off to visit Sequoia.

A new man in the Store Department, H. E. Steenrod, welcome.

Chas. DeBaum is on vacation and Umbolt is still on his.

Foremen Joe Spearing and L. Johnson are back from vacations.

There are not so many factories in Bell. What you hear is just The Scotch Bag Pipe Brigade. Leader Gilliland toots the loudest, seconded by McDonald and Calderwood.

Leonard Brown and T. T. Tripney are going to Catalina. Malm going East for three weeks.

T. C. Shelford and Mark Langlois returned from vacations.

Mark Langlois was quite successful dodging moving objects in the street but he didn't get by a fast moving telephone pole hence the broken bumper.

Painters William Maniguait and H. F. Cass are on vacations.

Foreman John Cook is away on vacation.

Charlie Hatch has been up in the Owens Valley and around Bishop and wrote back the visibility is very good.

Sorrow in life is hard to bear but we would like H. F. Cass and his family to know our heartfelt sympathy goes out to them upon the death of their little son.

By this time I guess you've about figured out you have a new reporter. I will try and keep up the good work for Jack Bailey who has written this column since the beginning of Shop news in Two Bells,



ELECTRICAL



WALTER WHITESIDE

ELECTRICAL

Your attention is called to the fact that effective with this issue the Electrical Department (Line, Substations, Electrical Construction and Bonding) will be fully represented in Two Bells in the future. Your Scribe will greatly appreciate any items of news and personalities of general interest to readers. Such items can be handed to the head of your Department who will forward same to writer.

LINE

We understand that C. G. Woelker has been tormenting the clams at Pismo Beach.

Ray Kiddoo, who will give any information so desired regarding the coming election is spending his vacation building a house at Sunland.

It hasn't been learned whether Billy Yandell spent all of his time chasing the bears or having the bears chase him at Yosemite.

R. J. Marshall made a hurried trip to Houston, Texas due to the illness of his father-in-law. We hope by the time this is read he is well on the way to recovery.

So Foreman Dick McDevitt is sporting a hair cut by a lady barber! Would you recommend her Dick?

Walter Winchell informs us that a certain Los Angeles Railway Line Foreman receives from three to four cards per week from a certain torrid person signed "Juanita."

Roy Davis spent his vacation in Roseville visiting his sister and sick father. The boys of the Line Department wish his father a speedy recovery.

Dan Mason, who has been off for some time, is getting along just fine according to last reports. The boys of the Department will be glad to have you back Dan.

W. E. Conway was working so hard and fast the other night while repairing his car, that he injured his hand.

M. H. Johnson is sure tickled these days, but why shouldn't he be? His mother moved from Kansas to live with him.

Wonder what's the matter with Sam Underhill, does he need spoons with handles two feet longer?

We wonder if Lloyd Yeager is afraid to take the new V-8 out of the city.

It is well agreed that Jack Morgan is the "Ed Wynn" of the Department.

Miss Howell heard so much about the wild cowboys in Wyoming, she decided to spend her vacation in Santa Monica.

(Notice to residents of Siskiyou County) Heinie Messner will be there shortly for his annual deer hunt. Be sure and keep your cows locked up. One wonders how much he pays to have his picture taken with the stuffed deer. (The deer is sure wearing out fast.)

SUBSTATIONS

After breaking all speed records to the Big Basin in his V-8, Morris Lander re-

ports that the new styles for mountain wear consist of formal attire. He states there ought to be a law against it.

Duke Cochran, of Huron Substation, spent his vacation at Catalina Island, probably making arrangements for the spring training camp for the Los Angeles "Angels" Ball Team.

Operators Boughton and Bridges, of Ardmore Substation, are going around with their faces up watching the sky and asking all those that pass if they think it will rain.—Reason—A new roof.

It has been reported that Owen Quigley, caught all the big ones at Arrowhead.

Charlie Fancher, knowing that Owen would get them all at the mountains, went to the beaches for his share.

For any information regarding the largest tree in the world see Charles Coe who spent his vacation looking over the big ones at Santa Cruz.

W. D. McArthur sure ought to know all about the fair city now after spending two weeks in and about town.

John Leaverton also took in some of the sunshine around town.

Upon joining the Gun Club, Bob Bass thought he better try and raise a mustache (a beard growing on the upper lip) thinking it might help his sight, but the real reason is that he is trying to take the mustache championship away from Russell MacMillan, a fellow marksman.

We were sorry to hear that L. Hoppe's son was taken down with infantile paralysis, but according to latest reports he is home now and doing fine.

Almer Helpes couldn't stand the loneliness with his two boys away on strike duty, therefore he visited them at camp during his vacation.

Phil Klingelsmith has been spending his time off looking at the sights in the city.

Wm. Clardy reports the fishing was good in the High Sierras but not any more as he brought them all home with him.

Henry Neel was off for a few days with a bad cold but snapped out of it all right.

Fred Warrington will also tell anyone about the largest tree as he has been looking them over on the Redwood Highway.

ELECTRICAL CONSTRUCTION AND BONDING

By the time this issue goes to press we all expect to be eating venison, provided Harley France has any luck.

We don't know whether it was the high altitude or the fact that the Chevy made the top of the grade that made Wm. Banbury breathe easier on arriving at Sequoia.

Nels Lane reports that the trip from here to Canada and return was made by leaps and knocks.

Pete Goodas, genial Bonding Foreman, sure did enjoy his first vacation in thirty years. In fact he was so tickled that he spent one whole week working in the yard and his second week testing the highways between here and San Diego. We wonder if he was trying to get some pointers from the bonding gang there or giving some expert advice.

Nick Lacasello was in charge of the gang when Pete was away.

Vito Lacasello was on the sick list for a few days, nothing serious.

In a short time our two Bond Testers will be on their way back to school. Roger Rees attending Washington State and Carl Brown, to preparatory school for a year then to Annapolis, to which he received an appointment on graduating from high school.

OFFICE

L. E. Dye's reputation as a painter evidently extends to the far corners of the earth. On calling for his son at the Boy Scout Camp on Lake Sequoia in General Grant Park, Mr. Dye was met at the entrance to the camp by the Scoutmaster, who very graciously handed said Mr. Dye a couple of paint brushes and had him painting everything in sight. It is also rumored that he was chief electrician while in camp.



16th Street Coach

J. H. McCORNACK

Slim Smith and Sugarfoot Barstow were conducting a beauty contest one morning in the waiting room. They both looked in the mirror at the same time and it fell down.

A. J. Reich is back from a sixty day trip through the drouth country on a visit to his folks who live at Hope, Kansas.

George Hoffman is back to work after a tour of the entire state of Texas.

Supervisor F. G. Ballenger left the 26th for a visit with his folks in Texas.

S. N. Cookson arrived back on the job the 27th from a thirty day leave of absence which he spent in making short trips.

T. R. Swisher has been granted a leave of absence for eighteen days to inspect the crop situation of the Middle West.

R. Hunter took the entire month of August to go back to Michigan and purchase a new car. It will be either a Ford or a Chevrolet.

George Goehler is away on an extensive tour of the entire west side of the North American Continent, including Las Vegas.

D. G. Barstow is of the opinion that clocks should be installed on the upper decks.

R. J. Bloodgood, after nine months of married life, is enjoying a two weeks honeymoon at Catalina and other points of interest.

D. J. Barnhart returned the 28th from a visit to the old home town in Montana.

The Eata-Lota-Cheesea Club held its first banquet Sunday afternoon, August 12th at Mouse Brehm's home. A good time was had by all the little white mice and the cheese sandwiches that President Brehm served were enjoyed by all.

The Wednesday afternoon tennis sessions are the present vogue. Between Sherwood's famous drives into the net and Freddie's famous twisters plenty of

amusement is provided for all.

Rudy Barstow still plays the atmosphere for Paramount Productions. This time he sneezed to produce the wind effects.

The brain trust composed of W. W. Morse and A. C. Davis still functions in its inimitable manner.

That growth of timber on Marshall Chamberlain's upper lip seems to be sapping his strength.

GARAGE

We wish to introduce Jack Ellis, our new man on the Third Shift. H. C. Perks is now working days and Jack Pjerrou has been transferred to the Second Shift. J. F. McCulloch has been given the Foreman's office replacing Perks.

Superintendent C. B. Lindsey is enjoying a quiet vacation with his family at Manhattan Beach.

The Store Room is very quiet now on account of G. Holmes being away on his vacation. He is making short trips and getting acquainted with the family.

D. J. Sullivan is forgetting what kind of fuel to use in coaches by vacationing with his family. They are located in a lovely cabin in San Gabriel Canyon.

M. McNally's wife and son have returned from a visit in the East. His son took one look at Mac and said, "Mama, who is that strange man?"

Joe Gentry is in the market for a new pair of glasses.

Lieutenant Governor Claudino is working with J. Keller now while Tom Juris is enjoying a rest by painting his house and buying hogs.

At last our personality boy, Lee Big-nall, has some competition. Tom Jeffries goes to Catalina one week-end and Lee the next, but the last we heard from the red-headed girl was that that boy with the personality plus was 'way out in the lead.

S. Campbell and J. E. Brooks, who were involved in a serious automobile accident, are fortunate to be alive. Brooks is able to return to work but Campbell is still in a critical condition in the hospital with a fractured skull.

Ned Frymote has been granted some time off to go to the horse races.

Walt Powell and family left the 24th for the Chicago Fair. No oil shortage is anticipated.

George Riggs entered the Queen of Angels Hospital the 28th for another bone graft in his arm. We hope that it will be entirely successful.

Our first convoy of new coaches should be received around the 8th of September.

In exchange for a new roof job on the Storage Garage F. E. Sparks has been allowed to drive a Buick roadster.

Foreman Ray Anderson has a brother who in past years of deer hunting has earned the title of "One Shot Andy." He got his deer this year with that one shot but wanted another deer. It seems that the second deer had holes bored through it so that five bullets went through without doing any damage.

Steen Parker and Art Leisure were sick the next day. The beans were tainted.

Virgil & Santa Monica Coach



R. E. RUSSELL

The Pacific Electric Railway has extended to the Los Angeles Motor Coach Company employes a very unusual privilege for which we are very thankful. They have extended to all employes of the Los Angeles Motor Coach Company the privilege of becoming members of the Pacific Electric Club. The Club and its privileges are very thoroughly set out in the notice on the Bulletin Board. We hope to see all of the men in this Division on the membership list. We know of no other such a street railway club nor of any railway club that has such a large number of diversified privileges.

The Los Angeles Railway Pistol Team was defeated by a score of 1090 to 827 by the Los Angeles Postal Pistol Team. The men of the Los Angeles Railway Team who participated are as follows: E. C. Teel, Robert Basso, E. L. Armstrong, D. C. Smith and M. L. Robinson. A rematch was promised for a later date. Fellows, you are missing a lot of fun by not coming out to the practices or shoots.

The Indoor Ball Team still issues its challenge to all comers. Anyone wishing to accept, please get in touch with M. A. Tudor in the Operating Department at Virgil Garage. The team has played three games to date with a record of two victories and one defeat.

Supervisor Musselwhite is now on his vacation. He is not leaving town due to the fact that his car won't permit it.

There have been quite a lot of train-room inquiries as to who the supervisor was who was seen, while vacationing at Catalina Island, parading the board walk with a Hollywood beret and a Clark Gable sweater.

Several Sundays past while out for a drive on Wilshire Boulevard, R. H. Alexander incurred the disfavor of a motorcycle officer. As a result, combined with too much speed, he received a ticket. We haven't heard the outcome and as he is still working his run it would appear he paid the fine.

This year there seems to be an unusual number of Nimrods among the operators and conductors. So far no results. The only meat consumed was that which was purchased prior to the trip for provision purposes only.

The fishing in the mountains and in the ocean is just fair judging from the reports of the vacationists that have returned recently.

W. G. Thomas is back to work now and will probably be seen on second base in the near future.

Supervisor Terry has built, and has now moved into, his home in Magnolia Park. He has a very cozy place and is taking up the hobby of raising White Fantail and Silver King pigeons.

H. C. Bammerlin is building a home near Terry's in the valley. It seems that there will be quite an influx of coach op-

erators in the valley in the near future. Our deepest sympathy to R. H. Harper whose father passed away recently.

MECHANICAL DEPARTMENT

George Clink of 54th Street Garage (contact himself) went prospecting for gold on his vacation. He missed his "pardner" and it is now rumored he is prospecting on the dance floor at Yosemite. We will have this complete story later.

Dewey Whitlow took a one day hunting trip and got his deer. It is suggested that some of you boys, anticipating a hunting trip, see Dewey first and find out how it is done.

Hank Thompson went deer hunting in Frazier Mt. Park. His luck was the same as the rest of the bunch. Sore feet and two unused deer tags.

Lew Powell went to Chicago on a thirty day vacation. He works for S. P. but took the Santa Fe to see the desert.

Henry Forsberg turned the corner and found prosperity and as a result is now driving a Chevrolet.

B. J. Wallen returned from Texas where he attended the funeral of some six hundred cattle that were buried with a trench digger.

G. E. Smith has not to date received his Navajo blanket.



F. F. ROBEY

DIVISION ONE

V. R. Bell reports a good deal of progress made at his ranch. He will be a real rancher yet.

George Ramsey has seven ways to win a May Company Ford, but he is still driving that old Dodge. We're all living in hopes that he wins one.

Floyd Bond and family spent part of their vacation seeing the sights at Catalina and took several fishing trips. We hear Mrs. Bond catches the fish.

A. L. Wolpers has returned to work and says he feels like a new man. Glad to have you back A. L.

E. Jermy has also returned to work after being absent several days on account of an injured foot.

DIVISION TWO

Watchman Hayden B. Truitt passed away suddenly Friday night August 24th after a short illness from acute indigestion. He leaves his wife and several grown children. Dad, as he was affectionately known, will be missed by all as he was one of the old timers.

J. L. Sherrill picked a bad time for his vacation because the doctor kept him in bed most of the time on account of an attack of quinsy and when he was well he had to relieve some of the Street Inspectors so they could enjoy their vacations. Such is life.

Elmer Green has returned to work after several days off on account of sickness. Says you can't keep a good man down.

W. R. Cavett and wife have returned from a very good vacation. They took a

trip to San Francisco via Monterey, Carmel and side trips to Oakland and Berkeley. Went up the coast route and back the valley the first week; then went to San Diego and on southwest to Alpine where they spent four days at a friend's ranch. The old Plymouth had no trouble at all and covered about 1500 miles.

DIVISION THREE

T. T. Clark and daughters are enjoying their vacation with friends in the Middle West.

H. Wescombe and family are spending their vacation in Victoria, B. C. and from reports are having a good time.

A. F. Oliveri has been transferred from Division Three Nights to Department Eight of South Park Shops.

A. J. Rappe was transferred from Division Three Days to Division Five Days. Guess he is closer to home there.

Introducing John C. Clarke the new man at this Division. Make yourself at home John and we wish you success.

John Sottille, car cleaner, is on his vacation, motoring to New York with his folks.

DIVISION FOUR

Our Foreman W. W. Aldrich recently returned from a two weeks vacation during which time he visited friends in Bakersfield, Ventura and Laguna.

E. D. Webb spent a few days visiting friends in San Diego and the remainder of his vacation at home resting up and enjoying an occasional fishing trip.

R. McDowell has been off duty a few days with an injured hand, caused by a wrench slipping, but reports he will be back with us soon.

W. Veal is spending his vacation at the present time basking in the sunshine at the beach.

The lunch hour of Thursday, August 23rd should be a day of remembrance to Alden Weeks. It was on that day he discovered the Division Four Car Cleaners were also barber students but apparently had not completed their course as Alden had to go home that evening and shave the other side of his face.

C. Gerrard and his sister had the misfortune of having a head-on collision at Broadway and Main Streets. Both received some very bad cuts and Cecil an injured knee which has kept him home for the past three weeks. We wish them both a speedy recovery and hope that Cecil will be able to resume his duties soon.

Jim Inman's son, Bud, does all kinds of taxidermy work at his home 1319 West 12th Place. Perhaps some of our hunters would like proof of their skill mounted as trophies.

DIVISION FIVE

Wedding Anniversary

All the shoutin' and hollerin' you heard over here was N. A. Land celebrating his nineteenth weddin' anniversary. We all wish you nineteen more, N. A.

* * *

Harry Hunt, the big poultry man from Roscoe, has decided that there was no money in the poultry business so he traded his ranch for a home in Los Angeles. It's small wonder that there was no money in it for Harry as he can eat

more fried chicken than "Wimpy" can hamburgers.

G. P. Macqualter, our Assistant Foreman, returned from a trip to the land of his birth, England, looking fine and feeling younger. Some of the boys were afraid that Mac would be so sick going over that he wouldn't care if he never returned. Guess that's the reason he left his wife and Buick on this side, so he would have to come back.

A waffle eating contest was staged at this Division with Ed Hess winning the prize by devouring twenty-one, and all the syrup he could sop up. Olon Dewberry was a close second. Olon consumed the same amount but was off work three days recuperating.

Johnnie Walker was seen running across the yard in front of the Car House crying, "Oh Otto get the Flit". But before Otto could make up his mind what the trouble was the little bee which had become vexed at Johnnie had done its dirty work.

Harold Steenrod has been transferred from Division Five Days to the Stores Department at South Park Shops. We wish him luck in his new work.



H. I. SCHAUBERT

Otto Johnson has finally discovered a way to take a vacation without having an automobile accident. He spent his vacation at Catalina.

Bob Gates spent a few days of his vacation at his ranch near Lancaster.

Kelly Holmes made quite a trip on his vacation. Visiting relatives in San Francisco and taking in the beauties of Lake Tahoe and Carmel-by-the-Sea.

"Cutie" Watkins may not have shown to best advantage when he sawed off the limb of a tree on which he was sitting, but any guy that can walk into a bank, present his pay check and have the teller say, "Why certainly, Mr. Harris, glad to accommodate you", should not be overlooked.

Saw Doc Robey at Catalina while on vacation and I betcha we could have framed up all kinds of swell stuff for our columns if our wives had not been along.

Charlie Shelton made his annual trip out near San Bernardino, and again brought back a deer.

Charlie Plume combined business with pleasure while on his vacation. He spent some time roughing it up in Mendocino County laying plans for a stock ranch. The trip nearly had a disastrous ending when his chauffeur cleverly averted a head-on collision on a dangerous mountain road, by crashing the car into a cliff.

The Simmons and Bevilacqua families are not on speaking terms. Cal recommended the fishing on a certain barge and Sam came prepared with several sacks to haul home the catch. Said sacks were being handled by Sam's many relations who all planned on a real catch from Sam's trusty fish pole. Sam places the blame for his catch of two small fish, squarely on Cal's shoulders.