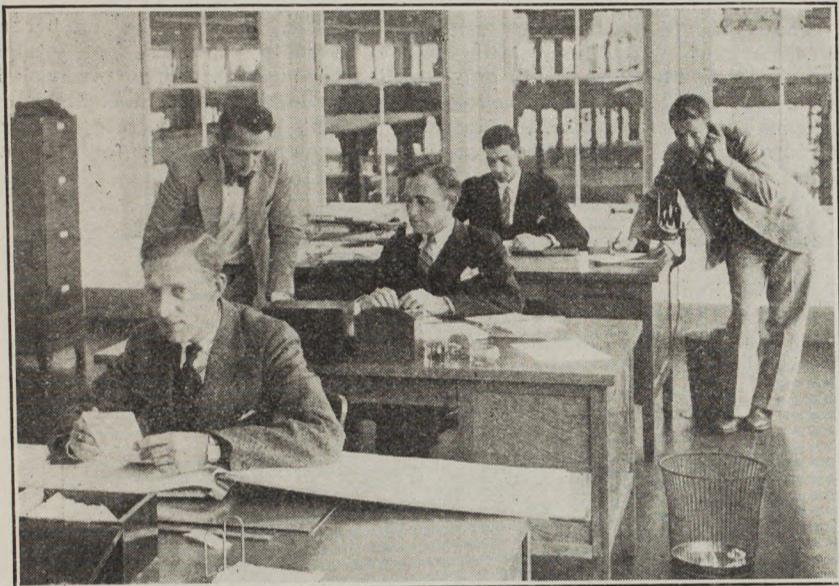


FOUR TOPS U.S. WITH RECORD



Left to right: J. W. Murray, J. H. McCornack, C. N. Marine, W. B. Decker and Harry Nordmark.

With the development and expansion of the Motor Coach Division a considerable amount of clerical work is necessary at the Garage to take care of regular inspections of motor coaches, autos and trucks, and it is the duty of these young fellows pictured above to see that these records are kept up to the minute.

A systematic record of "A", "B" and "C" inspections is kept. An "A" inspection is made of each motor coach every five hundred miles; "B" inspection every fifteen hundred miles, which is a closer inspection, and a "C" inspection is made every twenty-five thousand miles. The "C" inspection consists of a general overhauling of the motor.

Inspections are made at nine o'clock each morning when gasoline meter readings are taken and checked together with the mileage of the motor coaches.

J. W. Murray enters all motor coach repairs, tool records, special tests on carburetors, spark plugs, etc., and assists with the monthly mileage, gas and oil reports.

J. H. McCornack checks inspection cards, coach repairs, monthly pro-ration sheet of gasoline accounts and daily mileage and gas sheets of all coaches.

C. N. Marine takes care of all time cards of mechanics, overhaul reports of coaches and tire records.

W. B. Decker, Chief Clerk, checks requisitions, time cards, correspondence, work orders and payrolls of foremen and clerks.

Harry Nordmark takes care of coach and auto lubrication sheets, "A", "B"

and "C" inspection sheets, daily report of gas, oil and mileage for monthly report; reports all "C" inspections to Chief Engineer's Office and all inspection reports to C. B. Lindsey, Superintendent of Automotive Equipment.

To the fair sex—just a word or two. All these young Adonises are unmarried, and this is leap year too! It seems as though someone ought to break up this bachelors' club.

Larys Win Third Game

With a game apiece to their credit, the Larys and Green Coaches met in a basketball game last Friday at Lincoln High School to determine the best two out of three, but once again Foster's yellow-jackets were too much for the Green Coaches and trimmed them to the tune of 17 to 13.

As indicated by the score, the game was evenly contested with brilliant playing on both sides, and there was lots of action for the fans. Yes, Foreman C. O. Morse was among the rooters and shouted himself hoarse.

This game completes the schedule for the season.

Crossing Repaired

Repairs on the crossing at Vermont and Santa Barbara have been completed by the Engineering Department. This job called for the tightening up of special work.

March Witness Report Reaches New Average Peak of 9.37

"That's a wonderful record," said C. M. McRoberts, General Claim Agent, turning to his witness report for the month of March, which showed that Division Four had gone well over the top with 9.37 witnesses per accident. "This is an accomplishment that we are all justly proud of, and in all my experience in claim adjustment work, I doubt if there is any electric railway system in the United States that can show witness averages that come anywhere near the one established by Division Four, or, for that matter, any of the other Divisions for the month of March."

How's that for the curtain-raiser? The boys of Division Four had better make their bow to the applause. Is there no limit to what these fellows can do?

According to Superintendent Wimberly, the men at his Division had every intention of going ten witnesses or better for March, and it was only a break at the last that dropped them a shade below this figure.

Division Three came in second place with 7.61 and Division Two nosed Division Five out of third place by the width of a chin whisker, putting Division Five fourth. Division One decided to remain in the cellar for another month.

The following is the score and relative positions of the Divisions for March:

Division	Witnesses per Accident
Division Four	9.37
Division Three	7.61
Division Two	6.95
Division Five	6.94
Division One	6.13

The average of all divisions for March reached the new level of 7.27, against 6.98 for February.

Complaints Down Discourtesy Up

Complaints for March showed a decided decrease for all classifications with the exception of Discourtesy and Short Change.

Discourtesy showed an increase of 11 over the February report and Short Change increased one complaint. However, to offset this, Fare and Transfer Trouble showed a decrease of 11; Starting Too Soon, 3; Passing Up Passengers, 2; Carrying Passengers Past Stop, 7; Dangerous Operation, 4, and Miscellaneous, 9.

The total number of complaints received in March totalled 111, against 131 for February, or a decrease of 20. That shows encouraging signs.

Commendations Less

There were fewer commendations distributed among trainmen during the month of March. For February there were 48, and March 40, or a decrease of eight.

Division Five Fools April Fool With No Accidents

With a feeling that they hadn't broken into print for some little time, Division Five decided the time was ripe for a No-Accident, or, perhaps it would be better to call it a No-Report Day.

All this occurred last Sunday, April 1st, and it's no April fool joke at that. The men of this Division operated the cars 10,209.55 miles without even the slightest earmark of an accident. Naturally, Superintendent Dye, in his modest, unassuming manner admitted that his men were good, but as it was such a common occurrence at Division Five to have no accident days and the men were so accustomed to it, it might embarrass them to mention it. However, inasmuch as the news was wrested with great difficulty, it seems only proper that it should be printed.

Street Work on Vermont Started

The Engineering Department is at work on Vermont Avenue removing the northbound track between 9th and 10th Streets, and the contractor on the job is to commence cutting down the entire east half of the street. At this point the maximum cut of the grade will be about four and one half feet.

Grasshoppers have been installed and street cars will operate over the southbound track between 9th and 10th Streets.

Bulletins

ISSUED APRIL 7, 1928

Street Car

NO. 48—NOTICE TO CONDUCTORS

Effective Monday, April 9th, a walk-over privilege will be allowed between line "R" at Whittier Boulevard and Eastern Avenue and the Mines Avenue Whittier Boulevard Motor Coach Line at Whittier Boulevard and Ford Avenue.

L. A. Railway coach tickets, Form S-BU-8 will be honored on eastbound coaches only, at Whittier Boulevard and Ford Avenue.

Mines Avenue Whittier Boulevard coach tickets, Form S-BU-10, when punched "West" only, will be honored on line "R" cars at Eastern Avenue and Whittier Boulevard.

NO. 49—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 6981 issued to G. W. Williams, Conductor, Division Two.

Pass No. 1869 issued to C. E. Pendleton, Serviceman, Garage Department.

If presented for transportation, take up correct fare, and send to this office with report.

NO. 50—NOTICE TO CONDUCTORS

Pass No. 1160 issued to S. Bevilacqua and Men, which was reported lost in Bulletin No. 46, has been recovered.

R. B. Hill

Appreciation

This is to acknowledge with sincere thanks the kind expression of your sympathy in the death of our son and brother, Theron J. Menard. Mr. and Mrs. Gray and family.

Mesa Drive Grade Being Cut Down

The grade on Mesa Drive south of Vernon Avenue is being cut down to conform with the new street level. The Engineering Department is at present working on the northbound track. The track has been shifted over to the east side of the street on the paved portion and work trains are "spotted" to facilitate the loading of dirt and handling of excavating materials.

Grasshoppers have been installed and street cars are operating over the southbound track between Vernon and 53rd Street.

For Sale

Thor Washing Machine, cost \$165.00, will sell for \$90.00 cash. Also a 50-lb. ice box, \$7.00. Conductor T. J. Dessert, Division Five.

E flat Saxophone, looks like new, just repaired and in A-1 condition. Worth twice the price \$75.00. J. Hiestand, Mechanic, Garage Department.

1920 Buick Touring. In good condition. \$50.00. F. Hart, Division Three.

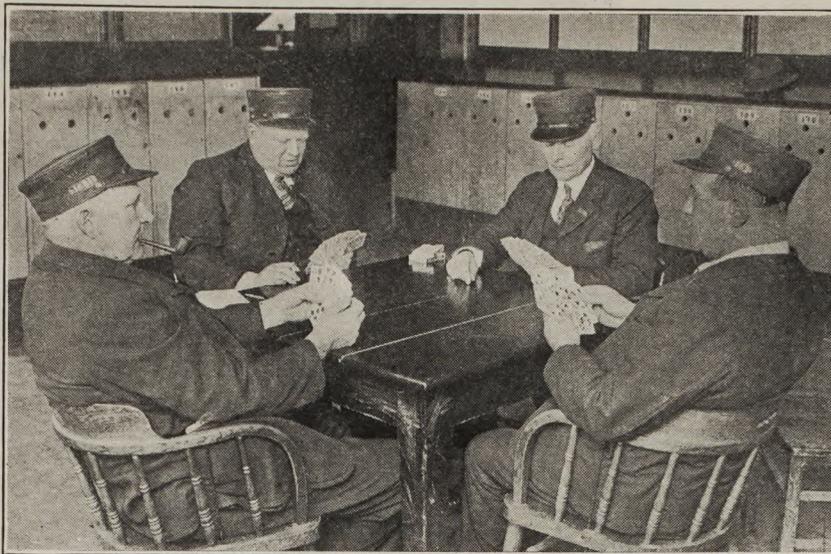
1924 Durant Sport Touring \$95.00 cash or will trade for chickens. Conductor L. F. Vernoy, Division Two.

Edison Diamond Disc Console Phonograph with records. Reasonable for cash. F. O. Roberts, Division Two.

For Rent

Nicely furnished 5-room house, double garage, big yard, \$40.00 per month. R. M. Baxter (Truckman, South Park Shops) 311 East 59th Place.

Three's Pinochle Derby Entries



Left to right: Motormen J. H. Critchett, D. H. Young, C. L. Westenburg, F. J. Cimmino.

L-a-d-i-e-s 'n g-e-n-t-l-e-m-e-n, give a look! The photographer gave a look, and see what happened. This picture is the result of an attempt to photograph the disputed "champeens" who had settled down in an earnest endeavor to win the best two out of three in the well known game called pinochle.

The four gentlemen at the table are noted for their prowess in this game whether it be "two handed" "cut throat", single or double deck, and they are rearin' to go.

Starting with the big fellow with the odorous pipe and dealing to the left we have, Jack Critchett, ex-

plumber; Dan Young, bridge expert; Carl Westenburg, ex-soil tiller and Frank Cimmino, spaghetti absorber otherwise known as "Kelly"—Division Three's knights of the controller, and even though their card playing proclivities might be called imaginary, they are delivering the goods out on the road and helping to maintain Division Three's unbeatable no accident record.

These fellows are to battle it out just as to who are really champions and to get themselves lined up for the pinochle derby to be staged among the five divisions. Watch for our next issue and more about the contest!

Legal Questions

Q. Is it true that, if there is no will, children are automatically disinherited?
L. B.

A. Under the present community property laws of California, if there is no will, all community property on the death of the husband goes to the wife and on the death of the wife goes to the husband. This automatically disinherits their children as to such property.

Q. What is the difference between an express contract and an implied contract?
G. W. N.

A. An express contract is one of the terms of which are stated in words, oral or written; a contract implied in fact is one the existence and terms of which are manifested by conduct.

Q. Is there any appeal from the decision of the Board of Public Utilities and Transportation of the City of Los Angeles?
M. B.

A. Yes, to any court in the state, although in recent years no appeals have been taken, due primarily to the fact that the amount involved in any particular case was not sufficient to justify the expense necessary in taking an appeal; also the Board's willingness to reconsider and review any investigation of decision that may have been made and being able to satisfy the parties interested.

Q. Suppose an attorney signs a will as a subscribing witness, can he testify as to the matter appearing in the will?
H. P.

A. No.



On With The Dance

Well, well, here we are and having a mighty good time at that. The photographer happened around last Saturday night and snapped the bunch of merry-makers at the Company entertainment and dance held in the Foresters Hall.

Are you in the picture? If not, you surely missed a good time. One of the best vaudeville shows that you could see anywhere at the downtown theatres was staged right here by professional artists—and you only had to show your pass for admission.

Those in the picture took advantage of this opportunity to enjoy themselves as guests of the Company

and to shake a wicked heel on the polished floor to the peppy selections by the orchestra.

Next time the dance comes around why not do your duty to your family and take them along? The affair is for them and they are entitled to what the Company has to offer them in the way of entertainment.

Exchange Positions

W. H. Sullivan and E. C. Brown of the Claim Department have exchanged positions. Mr. Sullivan will now be found occupying Mr. Brown's desk while Mr. Brown is on the outside on investigation work.

Score One For

April First

The following is the only April fool joke that has come to our notice and it had to be on a crew out of Division Five:

It was at Jefferson and Main when Motorman Harry Bush got three bells to stop. It was Conductor W. J. Beerman who slapped the three bells through and before the car stopped, jumped off and ran back to pick up an auto tire which he badly needed on his Ford. However, the tire was securely fastened to a man hole cover and then Beerman realized that it was Sunday April first, 1928.



Division One

H. N. COLE

Whether Conductor Pat Kelly was using precaution or merely acting under the influence of the force of habit is not known and perhaps will never be known, but here is the story just as Motorman A. H. Middleton told it. Kelly had charge of the rear car of a two-car train, and on pulling in the barn, around the curve, he, with both hands full of transfers and other things, crammed a pad of transfers and a pencil in his mouth, dropping the rest, grabbed the trolley rope and carefully guided it around the curve while as a matter of fact it was hooked down and had been all day, the rear trolley never being used.

In case some of you may not know it might be well to inform you that the tall and rather good looking young man that is seen in the office early these mornings, is Conductor-Line Instructor H. N. Johnson of the "J" Line. He is preparing himself, for extra transfer clerk, and Night Clerk James is telling him all about it. Johnson is taking the place of L. I. Kiser who resigned last week to go in business for himself.

Conductor P. J. Gerhardt took the afternoon off one day last week and made a flying trip to Ventura. This is news because of the fact that Gerhardt very, very seldom loses a minute from his work.

Motorman J. F. Haerberle is reported quite ill at his home. It is sincerely hoped that he will soon be out again.

Motorman J. H. Schrader is hobbling around with the aid of a cane these days, having been slightly hurt several days ago in an accident.

Motorman D. J. Smith is again on the sick list. He was confined to his home for several weeks and came to work last Monday but could not finish the day, so had to give it up.

Conductor G. R. Crawford started a few days ago for Spokane, Washington, where he will spend the next ninety days.



Division Three

L. VOLNER

The baseball fans of Division Three are now in high clover, as the season has opened and Los Angeles won the first game. Switchman Walker was on hand to act as understudy for Mayor Cryer in case His Honor could not be there to pitch the first ball. Chief Meyers's address each Sunday afternoon during the season will be at Wrigley Field. Night Clerk Dan Hanley has them all bested as he can attend every game and not lose any time, and each and every day during the season he will be found in his regular seat watching the game, and taking his daily sun-bath. The pale look he now has will soon be replaced by a nice coat of tan.

Motorman J. L. Rutherford has resigned to return to Kansas where he is going to do farm work.

A. E. Fontaine is on the sick list and Conductor Mayhew is acting as Stenographer during his absence. Seems as if Fontaine was just waiting until he had a relief man before getting sick, as Mayhew has just come to this Division.



Motor Coach Division

ELMER WOOD

Gee! Ain't it a grand and glorious feeling to be in love? If you don't know just ask Operator H. B. Anderson (or Jack Bailey if at So. Park Shops) "H. B." is about one jump ahead of Jack though, as he has already bought the diamond ring. Everything looks pretty bright to the boys lately so we are thinking it won't be long now.

While we are on the subject. At the shakeup, Operator A. P. Williams accidentally acknowledged that he was a married man. Can you imagine it? We have not the official dope as to when the ceremony took place or who his better half was before the knot was tied. But if "A. P." will forget his bashfulness and let us in on his secret we would like to congratulate the couple, and also help smoke up some wedding cigars in behalf of the event.

Conductor W. W. Morse is back in town after having spent several weeks in Arizona. We are glad to see that he is able to be around and hope to have him with us soon.

Operator G. H. Delk who was rushed to the Receiving Hospital in an ambulance last week when he passed out while at the Fairfax terminal of the Wilshire Line was found to have a hair several inches long in his eye pressing against a nerve. The minute it was removed he regained consciousness and was only off a few days. We are glad it

was not more serious.

Operator D. Garner was called to Texas to attend the funeral of his elder brother who died from injuries received when struck by a locomotive.

Operators W. F. Foster and J. L. Wismer were keeping each other company for three days last week, which proves that even the old timer's clocks don't work some times?

Garage

J. Birch has been reemployed after working for his father in Phoenix, Arizona, for the past six months Joe was in charge of a fleet of trucks until his dad sold out. He toured Arizona a few weeks and then headed for L. A.

E. Mara, Mechanic on No. 53 finally gave up the old fliver and will be seen riding around in a Dodge roadster from now on.

S. Holz was off for about seven days a few weeks ago (should have written this last week) as the result of his foot slipping off a pit and cutting his arm open on a bumper. Three stitches were taken to close up the gap. But it is all healed up O.K. now.

Pirates! Don't be frightened because the one eyed guy in the pit is none other than Jesse Doerr. A piece of steel flew in his eye while hammering, and the shield is only to keep the light out for a few days.



Division Four

E. E. JOHNSON

In searching for news the only thing uppermost in our minds is the new record for witnesses made during the month of March, an average of 9.37, per accident. 10.00 is our goal and although we did not quite reach it, let's not let down on our good work and rest on the laurels of our high mark, which is something for everybody to shoot at, but let it also be an incentive for the mark set for us by Mr. Hill, so while you are in the mood let's start the new month with our stride set at 10.00 or better and keep it up throughout the month of April and each month thereafter.

Speaking of records, which is getting to be quite the thing, the Division went three days last week without a missout.

The Division was grieved to learn that the father of Motorman M. F. Lourdou passed away Friday, March 30th.

E. G. Benedict, formerly Safety Operator and Stenographer at Division Four, was in after an extended trip to Kansas City and other eastern cities. Benny says nothing like L. A. and hopes to resume connections with the Los Angeles Railway.

The following men are still on the sick list, Safety Operators L. R. Sme-moe, H. A. Cornwell, R. A. Clapp; Conductors A. A. Goldsmith, G. Granger, C. L. Vaughn, S. L. Christ, C. W. Stevenson; Motormen L. L. Vance, J. H. Meiers and P. E. Doll.

Motorman P. E. Doll who has had trouble with his throat for some time, decided last week to rid himself of his affliction and had his tonsils removed.



Division Two

E. A. MOXLEY

Motorman Fred Weseloh is taking a thirty day rest; he is at present at Murietta Hot Springs.

Conductor G. E. Barnes has the record for "staying put". Has moved twice in his life. He lived in one house in Kansas for twenty-three years and one year with a sister in South Gate. He decided to move closer to the Division so rented an apartment with Conductor R. J. Crothers. Says he hopes they can stay there for some time as this moving is new to him and he doesn't know just what to do.

Motorman A. T. Munn has returned from leave, and is looking much better.

Conductor J. T. Little is back from leave and ready to do another year's good work. He spent his thirty days with his mother near Fresno. Shooting rabbits, eating, sleeping and dentist took all his time.

Conductor J. B. Crow resigned the fore part of the week to try out another line of work.

The boys of the Division extend their sympathy to E. R. and Burl Rodefer whose father passed away last week after a very short illness.

After postponing a trip to Camp Baldy three times on account of rain R. Van Soest, A. A. Shewmaker, B. I. Derry, J. J. Wolfe and H. F. Nelson finally got away to a good start Sunday morning. The day was spent at Van's cabin in Bear Canyon. Derry says that is his idea of a good day's rest, lying in a hammock with a good book and plenty of cigarettes.

As a "gate crusher" Tex Bourland is a good pinochle player. Last week he wanted to see Pittsburgh and



Shops

JACK BAILEY

John Smith of the Air Department left for San Jacinto Springs where he will spend a few weeks resting up.

Discovered that Roy Blaze, noted KMIC music maker, is none other than our old friend Roy Baxter of the Truck Shop, and how.

Switchman H. Lock did not show up Tuesday on account of having to play nurse at home. Others who took time out to enjoy the first ball game of the season were: Electricians E. H. Ormston, A. G. Schoonover, C. Canales, Truckman A. Perez, Watchman Ben Jenkins and Tex, as usual. H. P. Jensen, leading man in the Machine Shop Drill Press Room, has been on the sick list.

Painter O. Kirchoff, was also away Monday and Tuesday on account of illness.

Our ever-smiling "Hello" girl, Miss Rholf, started the real vacation list by taking time off to be at home to welcome her mother from Denver. There is some shopping to be taken care of too.

Something very unusual, Truckman H. K. Plummer took a day off last week.

Carpenter C. E. Frymute and Pete Ratzlaff, Machinist, are sporting new Chryslers, while Truckman J. Schreiber comes out in a new Star. How can they do it?

The boys are sorry to hear of the sudden death of Painter W. C. McClain, which occurred April 1st.



Division Five

FRED MASON

Motorman W. C. Burnett became a grandfather on Friday, March 30th to a 11½ pound boy. He says he doesn't feel a bit older.

Conductor W. H. Morgan is back from his little jaunt down in the Imperial Valley. Said he had a good time and a nice trip.

Bill Hueske, our bashful mechanic, does get around, whether it be up in the air or on the ground. He was sick, however, last Saturday, and sooner than stay in the house he took in the ball game. Being a mechanic he gets his face dirty quite often so he put his money on Pittsburgh and lost a cool hundred. Cents folks, cents.

Conductor C. J. Foster, who has been on the sick list for a couple of weeks, is back on the job again and feeling fine.

See you in church tomorrow.

(Division Two Continued)

Chicago clash, hardly felt like parting with the necessary coin to purchase a ticket, so decided to run a blazer on the gateman. He had out his little yellow pad and was checking to see how many extra cars would be needed, edging thru the gate by inches. He just about made it when he was nabbed by the gateman and told to buy a ticket if he wanted to get in. Tex says Connelly must be some wise head, and takes his hat off to him.

Conductor O. A. Palmer is getting along fine, made a trip to the Division Wednesday, does not know just how long it will be before he can return to work, but is anxious to get started again.