



Three Chalks Up New One For No Accidents

In last week's issue of Two Bells a fifteen-thousand-mile-no-accident-day was reported and as it was such a common occurrence, according to Superintendent Ferguson of Division Three, he almost forgot to mention it, as it happened on a Sunday. However, last Thursday, March 15th, a week-day, mind you, a very unusual but not impossible event occurred, and it wasn't such a hard task to get the news.

In the picture we are showing Superintendent George Ferguson surrounded by a group of the trainmen who were partially responsible for the record and who are acting as proxies for the men who were unable to appear in the photograph.

A twenty-three-thousand-mile-no-accident-day was the accomplishment of these trainmen and a record for any Division Superintendent to be proud of. To be exact, the trainmen operated the cars 23,838.63 miles and carried a total of 234,675 passengers without an accident, proving conclusively that the safest place in the street is on the street cars.

Superintendent Ferguson praises the men of his Division very highly for establishing this record, as it shows what can be done when the men "put their shoulders to the wheel" so to speak.

With the ever-increasing number of automobiles and traffic hazards, street car operation is certainly no easy task and the record of March 15th will go down in history as a red letter day for Division Three.

Returned P. D. Q.

The Lost and Found Department have again been handed a bouquet in a letter of appreciation. This time it is from Mr. Roy W. Kennedy of Highland Park, Michigan, who is visiting our fair City of the Angels. His letter reads as follows:

"While visiting in Los Angeles this winter, I lost my bill book and not realizing I would ever find it, I did not advertise.

"It is more than wonderful of you to try to locate me. I surely commend the honesty of your employes and the efficiency of your Lost and Found Department."

More Brownies In February

The reports on the Merit System for the months of January and February of this year show decided improvement over the two corresponding months of 1927, although the February report of this year did not look as good as did the January of this year. For February there were 685 demerits assessed against 595 in January, or an increase of 90.

In comparison with February of 1927, last month's figures showed encouraging signs. February, 1927 reported 732 demerits against 685 for last month, or a decrease of 47 for February, 1928.

Missing Out was the biggest contributor to the shrinkage. In February, 1927 there were 144 demerits for this classification, against 97 in last month's report—a decrease of 47. Discourtesy showed a decrease of 7; Giving Bells Too Soon, 15, and Not Stationed At Fare Box, 11, but other classifications offset these decreases, and the biggest factor to show an increase was Running Ahead of Time. In February, 1927 there were 64 demerits assessed against 91 in February of this year, or an increase of 27.

Other classifications showed slight increases, but nevertheless last month's report, as stated before showed an improvement over last year.

In comparison with January of this year, February's report showed only 6 demerits for Discourtesy against 11 in January, and for Missing Out there were 118 demerits assessed as against 97 in February, or a decrease of 21. These two classifications were the main ones to show improvement, whereas Running Ahead of Time, Giving Bells Too Soon and Going Against Traffic Signal were the main classifications instrumental in bringing the total increase of 90 demerits in the February total as against January.

C. B. Lindsey Ill

C. B. Lindsey, Superintendent of Automotive Equipment of the Motor Coach Division, is confined to his home with mumps. Only a few months ago C. B. recovered from chicken pox. He missed these childish diseases when he was the proper age, and it is not to be supposed that his present unhappy state is an indication of second childhood.

Runway Repaired

The Engineering Department is renewing the cement bases of the runway of the North Transfer Table at South Park Shops. The old bases had become broken in places, causing an uneven rail.



Back row, left to right: Motormen J. D. Brewster, D. H. Young, J. Lasserre, H. L. Zimmerman, P. D. Smith, W. C. Parks, E. C. Helbling.

Center row: Motormen B. A. Taylor, F. J. Cimmino, E. E. Sooy, Superintendent George E. Ferguson, Motormen J. H. Critchett, S. McGaughey, S. Gannon.

Front row: Conductors C. W. Morris, Wm. Joffe, Motormen C. H. Nehlsen, Roy Cason and H. L. Taylor.

New Schedules on Evergreen Line

New schedules will become effective tomorrow, Sunday, March 25th, on the Evergreen Line.

During the rush hours all cars will operate through to Miller and Ramona, and through service will be maintained after 9:00 P.M. until the close of schedule.

The A.M. rush period provides for three and one-half minute headway from Miller Street against an eight minute headway on the old schedule, and a four minute headway in the P. M. rush on the new schedule against an eight minute headway formerly scheduled.

Two early runs have been added to the Daily schedule and two cars have been added to the service, bringing the maximum cars on the line to eleven.

On the Saturday schedule one car has been added to the line and the A.M. rush period headway cut from an eight minute on the old schedule to a four and one half minute on the new. The Sunday service will remain the same as formerly.

Square and Compass

The membership of the Square and Compass Club was increased by seven members last Saturday night at initiation ceremonies held in the Masonic Temple.

It was a very interesting evening for those of Irish ancestry and very highly entertaining for all members who were fortunate enough to be present. President Klingel Smith is planning a big night for the next meeting to be held in April.

New Easter Clothes

Around Easter time practically everyone has a desire to brighten appearances with new wearing apparel. The Uniform Department has new suits for the boys and would-be boys, and those trainmen anticipating new uniforms or reincarnation of old ones will avoid rush and last minute buying by procuring orders early and will obtain the maximum of service if they will see Manager Dick Windsor.

Company Dance Next Saturday

The regular monthly entertainment and dance for employees of the Company and their families is scheduled for next Saturday, March 31st, at the Foresters Hall, 955 South Olive St.

There is a good vaudeville bill arranged to start promptly at eight o'clock, and there will be dancing immediately after the performances.

To avoid any misunderstanding and embarrassment, C. V. Means, Traffic Manager, is calling attention of employes to the fact that only they and members of their families will be admitted to these entertainments. Identification cards are furnished for the use of the members of families and are to be used only in case employe is unable to attend with his family.

You are urged not to take any friends along with you. This is strictly a Company affair and is not intended for the benefit of other than employes of the Company.

~ TWO BELLS ~

Published Every Saturday by and for Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager
W. T. Shelford - - - - - Editor

It's A Pleasure

LAST week we published an editorial written by one of our own boys. We like to get expressions from the trainmen.

It gives us pleasure because they are interested enough in Two Bells to contribute. Also it gives them an opportunity to express some of the thoughts that are rolling around in their minds.

We all have certain thoughts and ideals that we live by. Some of us are fortunate enough to have the gift to express them in original language of our own. Some of us find our ideals clothed in the language of great writers. They are none the less our ideals. The thing that matters most is that we are living with clean, constructive thoughts.

How many are there of us who have not, stuck away some place, a clipping of a poem, or song, or prose, that, when we read, strikes a responsive chord in our hearts. We love that piece of writing because some writer genius has clothed our thought ideal in language that we have not the gift to command. One is no less a man for lack of the gift, but for lack of the ideal.

Legal Questions

Q. Is a power of attorney valid if executed by a minor? F. R.

A. No.

Q. May a wife sue her husband to recover possession of her separate real property?

A. J.

A. Yes. The statutes giving married women control over their separate estates have changed the common-law so far as to permit a wife to maintain against her husband any action for the recovery of or for injuries to any part of her separate estate.

Q. Plaintiff sued upon a note for \$100.00. He alleged that it was intended, when the note was executed, that the note should be for \$1000.00; that the amount as written was a mutual mistake; and asks judgment merely for \$1000.00. May he recover on proving the note and the other facts alleged? J. F. B.

A. Yes. The facts pleaded show a right to reformation and the court will grant any relief legal or equitable to which plaintiff is entitled on the facts pleaded and proved, whether the specific relief be asked or not.

Q. What is meant by the execution of a judgment? C. F.

A. It is the putting the sentence of law in force.

Q. What is a common carrier and what are his duties? J. R. S.

A. Every one who offers to the public to carry persons, property, messages, excepting only telegraphic messages, is a common carrier of whatever he offers to carry. He must, if able to do so, accept and carry whatever is offered to him, at a reasonable time and place, of the kind he undertakes or is accustomed to carry, and he must exercise due care.

When you wake up at dawn and can't go to sleep again, it's a sure sign that it's a holiday.

Lary Laffs

"But, surely," urged Jones, "seeing is believing."

"Not necessarily," replied Brown. "For instance, I see you every day."

Two darkies took refuge under a tree in a violent thunder shower.

"Julius, can you pray?" asked one. "No, Sam," was the reply. "Ah nebber prayed in my life."

"Well, can't you sing a hymn?"

"No, Sam, don't know no hymn." "Well, see heah, Julius, sumfin 'ligous 's got to be done mighty sudden. S'pose you pass roun' the contribution box!"

First Farmer—"I've got a freak over on my farm. It's a two-legged calf."

Second Farmer—"I know it. He was over to call on my daughter last night."

First Stenog—"Did you observe Fire Prevention Week?"

Second Stenog—"Yes, I got into the office earlier; the boss was getting sore."

"Here's something queer," said the dentist. "You say this tooth has never been worked on before, but I find small flakes of gold on my instrument."

"I think you have struck my back collar button," moaned the victim.

Customer: "My, what smells so?" Hebrew merchant: "Do you smell it, too?"

Customer: "Yes, what is it?" Hebrew merchant: "Business. It's rotten."

Wanted: A lawn grass that will grow one inch high and then quit.

"Hey, there, feller! What you all runnin' for?"

"I'se gwine t' stop a big fight." "Who all's fightin'?"

"Jes me an' another feller."

Watch Yourself Go By

*Just stand aside and watch yourself go by;
Think of yourself as "he" instead of "I."
Note closely as in other men you note
The bag-kneed trousers and the seedy coat,
Pick flaws; find fault; forget the man is you,
And try to make your estimate ring true.
Confront yourself and look you in the eye,
Just stand aside and watch yourself go by.
Interpret all your motives just as though
You looked on one whose aims you did not know.
Let undisguised contempt surge through you when
You think you shrink, O commonest of men!
Despise your cowardice; condemn whate'er
You note of falseness in you anywhere,
Defend not one defect that shames your eyes—
Just stand aside and watch yourself go by.
And then, with eyes unveiled to what you loathe—
To sins that with sweet charity you'd clothe—
Back to your self-walled tenement you go
With tolerance for all who dwell below.
The faults of others then will dwarf and shrink;
Love's chain grows stronger by one mighty link—
Then you, with "he" as substitute for "I,"
Have stood aside and watched yourself go by.*

—Strickland W. Gillian.



BOUQUETS



Left to right: Conductors J. H. Stanley, F. Jones, F. A. Russell, D. S. Timmons, Motorman A. Brumet, Conductor J. E. Robertson.



For Conductor J. H. Stanley of Division One from Dick L. Drake for his courteous manner in giving explicit information.

For Conductor F. Jones of Division Two from Mrs. John C. Whitenwash for his courtesy to her while riding a crowded car.

For Conductor F. A. Russell of Division Three from William J. Gibbons whose letter is quoted: "Conductor No. 882, 'W' Line, is a real 'Sunny Jim'. He seems to dissolve all grouches, peeves, etc., that come his way. I rode with him yesterday and his presence was a tonic."

For Conductor D. S. Timmons of Di-

vision Two from Miss Bertha A. Howard, who writes, in part: "I have noticed that he is very courteous in making change and giving information to passengers. Also, he calls the streets very plainly and correctly so that you can understand what he is saying."

For Motorman A. Brumet of Division Two from Eugene Williams for his careful operation of his car and his kindly courteous manner to all his passengers.

For Conductor J. E. Robertson of Division Three from E. H. Morrison for his courtesy in lending him car fare when unable to change a bill presented.



Left to right: Conductors E. L. Jandro, J. W. Head, C. E. Dunlop, E. J. Marceau, C. C. Clark, Motor Coach Operator S. P. Lombness.

For Conductor E. L. Jandro of Division Three from Mrs. Kenworthy for his unflinching courtesy, and in particular for his attitude toward elderly people.

For Conductor J. W. Head of Division One from J. C. Dunn for his consideration and assistance when he had boarded the wrong car.

For Conductor C. E. Dunlop of Division Three from Mrs. L. P. Gordon for his courtesy in recovering her fare when it had dropped off the steps while she was boarding the car, laden with bundles.

For Conductor E. J. Marceau of Division Five from D. Mohr for paying bus fare. Mr. Mohr concludes: "I have been riding daily on the 'M' Line for

more than six years and am pleased to say have always received courteous treatment."

For Conductor C. C. Clark of Division Five from E. J. Strong whose letter is quoted in part: "Conductors like No. 2206 with whom I usually make the trip make it a pleasure. He is ever courteous and quiet."

Motor Coach

For Operator S. P. Lombness of the Motor Coach Division from Frank Little whose letter is quoted: "I wish to report that Operator Lombness, No. 139, on Lincoln Park Avenue Bus is a very efficient and courteous driver. I am always only too glad to speak favorably of such men as Mr. Lombness."

Bulletins

ISSUED MARCH 24, 1928

Street Car

NO. 40—NOTICE TO TRAINMEN

Some trainmen when approaching 5th & Central are still announcing, "Southern Pacific Station," or "Arcade Station."

This must in every case be announced as "Central Station," and any trainman failing to announce this station properly will be subject to discipline, there being absolutely no excuse for failure to announce, "Central Station."

NO. 41—NOTICE TO TRAINMEN

Special Delivery Messenger Badge No. 34 is reported as lost.

Conductors will look out for this Badge, and take up if presented for transportation.

NO. 42—NOTICE TO CONDUCTORS

The following passes are reported lost: 2646 issued in favor of Mrs. Nina Wright, Car Cleaner, Mechanical Department.

4314 issued to Mrs. Gessala Binder, wife of A. Binder, Carpenter, Mechanical Department.

6066 issued to H. M. Pankey, Motorman Division Two.

6275 issued to Martin Sasolow, Conductor Division One.

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

NO. 43—NOTICE TO TRAINMEN

Public schools will close for Easter vacation on March 30th, and re-open on April 9th. Do not honor school tickets during the week commencing April 2nd.

R. B. Hill

Motor Coach

NO. 21

Effective Wednesday, March 21st, the Melrose Avenue Coach Line will be extended from its present western terminus at Melrose and Orlando to Melrose Drive and La Cienega Boulevard, making the turn around in the intersection. The leaving time from La Cienega will be one minute earlier than the leaving time as shown on Melrose Avenue Schedule No. B-185 and B-187, effective February 13th, 1927 from Melrose and Orlando.

No change in the fare or transfer situation.

NO. 23

You will refer to Bulletin No. 21, issued March 16th, relative to the extension of Melrose Avenue Motor Coach Line to La Cienega Boulevard. Mention was made of Schedule No. B-185 and B-187. The Bulletin should have also included No. 186 and No. 188.

Wauhanken

Appreciation

I wish to thank the employes of the Los Angeles Railway for their kind expressions of sympathy and for the splendid floral piece sent to the funeral of my niece, Miss Mary Elizabeth Eimers, who passed away on March 18.

Jacob Zuber,
Ass't. Supervisor, Way,
Engineering Department.

I wish to convey through Two Bells my appreciation toward the officials, employes and friends of the Railway, for their kind help and sympathy in my sorrow.

Also my sincere thanks to the Cooperative Association for the beautiful floral tribute.

Mrs. Joseph G. Allison.

Repairing Crossing

The Engineering Department is renewing the crossing at 5th and Hill Streets, using standard 132 pound type layout for this job.

Lary Tots



Madeline, three years and John 13 months, children of Motorman H. S. Pracevich of Division One.



Edith M., two and one-half year old daughter of Conductor C. H. Hudon of Division Two.



Katherine, eight-year old daughter of Motorman R. O. Farmer of Division Five.



Charles B., three-year old son of Storekeeper C. B. Goy of South Park Shops.

Squads Right Squads Left!

The Citizens' Military Training Camps movement of the United States Government is giving the young men of the nation an opportunity to improve their physique, develop their minds and teach them more useful citizenship. Last year 39,000 young men reaped the benefit of this training which is for lads between the ages of 17 and 24. The training period lasts from July 1st to 30th, and the camps are located at Fort McArthur and Del Monte.

For further information write to the Army Recruiting Station at 432 South Main Street, Los Angeles. They will gladly furnish you all particulars.

Stork Visits

A ten and one-half pound baby boy arrived at the home of Conductor O. E. Fulgham of Division Two, last Wednesday. All are doing fine. Thanks for the cigars, and here's hoping we get them often.

Motorman A. J. Thomas of Division One came in last Monday with a smile and a fist full of smokes and exclaimed, "O boy, it is an eight pound girl." Mrs. Thomas and the little miss are doing fine.

If you want to know how it feels to become a papa just ask Operator C. F. Smith of the Motor Coach Division. 'Twas a fine baby boy that tipped the scales at ten pounds March 16th, (almost an Irishman). Daddy reports that mother and son are doing nicely. We wish to extend our congratulations to Mr. and Mrs. Smith.

Henry Buckman



This week we wish to introduce Conductor Henry Buckman, of Division Four, who will soon be starting on his twentieth year of service with the Company.

Buckman started on December 7th 1908. He is a great exponent of thrift proof of which is given with the fact that he now owns five houses in the southwest section of the City.

He has participated in the special bonus practically every year. In 1923 and 1924 he was top man at the Division, and took third money in 1925. In 1927 he was back to get all there was to get.

Superintendent Wimberly says demerits are something that Buckman has little, if anything, to contend with, and he is always on the job, day out and day in.

In his spare time, Buckman keeps up his property or drives about in his Willys-Night sedan.

An Orthographical Ramble

They are telling a good story at Division Five involving the erudition and sense of humor of Conductor Ed Link. They say he thinks the highway to San Francisco is better going than coming.

"My auto is routed north over good roads, but worked back it is all de-tour", is what they say that he says.

It's pretty deep unless you have a spell of spelling in tangled reverse, or transposition, which makes r-o-u-t-e-d read d-e-t-o-u-r.

Let's hope Ed thinks up another wit sharpener.

Convalescing

Motorman R. J. Cave of Division Three who was severely injured some months ago in line of duty, and who was taken to the Good Samaritan Hospital, is now at his home at 1124 Ingraham Street.

Cave is coming along nicely and would very much appreciate visits from the boys.

Motor Coach News

Normandie Avenue

On Normandie Ave. Motor Coach Line earlier service will be provided, trips being added to leave 54th and Normandie at 5:22 and 5:38 A. M., and Florence Ave. at 5:30 and 5:45 A. M.

York Boulevard

On York Boulevard Line a ten-minute headway is now being given during the morning and afternoon rush periods, instead of a twelve-minute service as heretofore.

Menard Meets Fatal Accident

The grim spectre of death stalked in the pathway of Theron J. Menard on his homeward journey in his automobile last Sunday night about 10:30, when he collided head-on with a Pacific Electric car on Sunset Boulevard near Lemoyne Avenue. The impact was so great that Menard's machine was completely demolished. He was rushed to the Receiving Hospital, but his injuries were so severe that he passed away at an early hour Monday morning.

Menard was employed in the office of the Chief Engineer as Statistician and his length of service with the Company dates from July 12th, 1923. He was born in Deerlodge, Montana, in September, 1899, and came to California about nine years ago.

Funeral arrangements are being withheld pending the arrival of his mother from Canada.

For Sale

Three room house, breakfast nook and small screen porch, on lot 40x100 feet, two blocks from Division Three. My equity about \$1000, will take \$850. Balance \$2700 will take easy payments. P. A. Bryan, Division Three.

Jewel Gas Range, One Fifty-pound Ice Box, Two Dining Tables and Six Chairs, cheap. L. Jurick, Conductor, Division Three.

To Board

Will take boy to board, reasonable, age from five to nine years. C. H. Lewis, Room 200, Los Angeles Railway Building.



Division Two

E. A. MOXLEY

Motorman F. W. Osborne who has been on sick list for several months is getting along fine. He has a ranch near Riverside and has quite a few rabbits and chickens to take care of. He says that kind of life is doing him worlds of good.

Switchman G. W. Coulter is sporting a new Hup, traded in his Nash on it. You can expect to see him pack up and start on a real tour this year.

We regret very much to hear of the death of the little daughter of Clerk R. C. Hoyle. She passed away Wednesday morning after a short illness caused by an abscessed tooth. Our sympathy is extended to the parents in the hours of their bereavement.

Motorman J. A. Godwin is having more trouble with his leg. It seems that the bone refuses to knit. It will be necessary to place the leg in another cast, also a brace that will enable him to get around with a cane.

Motorman J. T. Velarde has not been feeling so good the past few weeks, so he took a ten days' leave to go to the springs and rest up.

Motorman A. T. Cameron has been granted sixty days. He is making a business trip to Springfield, Missouri.

Motorman L. L. Smith has been granted sixty days to take a much needed vacation.

Conductor L. E. Winger is taking a ten days' rest.

Conductor C. E. Burrus who is recuperating from a stroke at the Good Samaritan Hospital is improving rapidly.

Motorman H. P. Chaffee has returned to work after spending sixty days working around his home in Bell. After working at home he says it seems good to get back and rest up.

Remember that you only have one week left in which to have your watch inspected. If it hasn't been done, you'd better get busy.



Division Five

FRED MASON

Spring is here, boys! Less than two weeks to wait for the old ball games. Everybody talking about vacations! The new Fords still coming and the old ones running as good as ever! Now it's bound to rain.

Motorman C. H. Franek is up and around again, after getting bumped a couple of times by a machine, and he hopes to be winding 'er up again in a few days.

Conductor A. H. Eidsen arrived back O.K. from a short trip to Fresno where he had been visiting his father, who is sick. Harry said the Chevy did everything he expected it to do and a lot of things it wasn't supposed to do when cops are around.

This nice weather we are having is kind of tough on doctors. Conductor Henry Tetreault is back on the job after a couple of weeks' sickness. Motorman Harry Bush is also giving 'em service on the "F" Line after three weeks on the sick list. Motorman George Smith is also in harness again, and the chances of getting off are getting as bright as the weather.



Division Three

L. VOLNER

Asbestos pockets are what Conductor M. S. Fury is going to have made into his clothing in the future. Mr. Fury kept smelling wool burning. He looked his car over, thinking perhaps it might be a hot box, but found everything running smoothly. Finally examining himself, he discovered the cigar which he had put in his pocket, still had a little fire, and had burned through his overcoat, dress coat and trousers.

On account of poor health Conductor S. D. Moody has secured a ninety days' leave of absence.



Motorman A. R. Nimocks has resigned to try other work.

Conductor C. E. Tyndall will be off duty for one week to work around his home.

The portly officer directing traffic at First and Main is none other than our old friend Motorman M. Candlish.

Conductor N. W. Simmons has returned from his ranch in Winchester Valley. He says everything points to a good grape crop.

Motorman J. B. Kaiser has gotten a two weeks' leave of absence to irrigate, prune and get his orchard, near Baldwin Park, in shape for the coming season.



Division One

H. N. COLE

The announcement last Wednesday of the sudden passing of Conductor L. L. Johnson caused much sorrow amongst the boys, especially to those who knew him well, because to know him was to like him. All Division One extends sympathy to his family.

Motorman M. M. Hogan and J. F. Daly are listed among the sick. Here is hoping they will soon be out and rearing to go very soon. Motorman John Henschall also has been confined to his home for several days on account of illness.

Conductor E. A. Radford and Conductor J. L. Sheer are confined to their homes on account of sickness.

Traffic Man H. J. Burke who was struck by a hit and run motorcycle about ten days ago, is back on the job at Seventh and Broadway. Burke's eye was keen enough to obtain the number of the machine and the police are doing the rest.

Speaking of traffic men, it is understood that in the future anyone wishing to see C. W. Kaffka on Sunday afternoons and evenings will find him out at the end of the "W" Line where the Venice Bus Line intersects that line.



Shops

JACK BAILEY

March 17th was the occasion for a happy gathering of our Irishmen and "Wearin' o' the Green". A dance and entertainment was given and it is said that two of our Winding Room boys, Tom O'Connel and Steve Hickson had a big part in the program. They took the day off for rehearsals.

W. Kirby, Truckman, also took the 17th off to attend the smoke dance. Mr. Kirby's nose this Monday morning was evidence that the holiday spirit prevailed.

Repair Shop Foreman, Harry Longway, felt the call of the great open spaces so spent last Sunday at Westlake Park.

Coming events cast their shadows before and we have Millman A. Norman taking time out to supervise an addition to his home.

Section Store Keeper O. P. Armstrong, went to look over the pack at Tia Juana last Sunday in the Cofroth race classic. Playing thoroughbreds is not like estimating store stock, but Army has that satisfied look and we know he has a flat purse.

Tom Gray, Keeper of Store No. 3, had a great shock this week when he arrived at his Store and found an inebriate resting beside an empty alcohol drum. He looked to see if the bung was out but only found an old pair of his discarded socks.

Carpenter F. W. Dyer and wife spent last week-end at San Diego, visiting their son who is in the hospital.

R. E. Ellithorpe of the Electric Repair Department was away a few days on the sick list.

We have Blacksmith George Edelman off duty with a broken finger.

The boys extend their sympathy to Machinist O. Rivers who lost his brother last Saturday March 17th.

Our heartfelt sympathy also goes to our Sheet Metal Shop Foreman, George Redd, who lost his mother-in-law last week.



Division Four

E. E. JOHNSON

It will always come to light some time. Conductor C. L. Vaughn, just couldn't keep it any longer and let the secret out last week that he joined the ranks of those who believe two can live cheaper than one. The fortunate young lady became Mrs. Vaughn, November 11, 1927.

It is with great sorrow that we learned the mother of Motorman F. P. Hommel, passed away Friday of last week. The men of the division extend their most heartfelt sympathy to Mr. and Mrs. Hommel.

Conductor A. B. Garrett, resigned last Wednesday to accept a position as cook at the County Farm near Downey. We wish him the best of success in his new venture.

Conductor E. V. Muckey, had a hirsute adornment on his upper lip that was the envy of any Hollywood shiek, but it seems that some of Muckey's lady friends did not enjoy it as well, so Muckey, had his picture taken and then relegated said adornment to the realm of has beens.

"Doc" Blades has gone in for a new pastime, that of finding rooms, or quarters of extraordinary merit for those who have a difficulty in finding what they want. His Motorman E. J. O'Donnell, can vouch as to efficiency in finding just the thing.

We are pleased to hear that Mrs. Tilton, wife of Safety Operator I. R. Tilton, is recovering from her recent operation.



Motor Coach Division

ELMER WOOD

Operator F. P. Morse is still on the sick list, having injured his hip in a basket ball game with the Pacific Fruit Express last month.

Former Operator D. H. Weaver is now laboring in the Garage on the Third Shift, having changed over a few weeks ago.

Garage News

W. B. Decker and Clarence Marine, Clerks in the Office were among the prominent figures in Tia Juana last Sunday. Bill's girl friend accompanied them. The funny thing is that both boys came back single.

Harry Nordmark, also a Clerk in the Office denies that he has taken to flying kites again. Harry says he was only trying to rescue the kite from the telephone wires and prevent a short circuit.

H. V. Route, Second Shift Foreman, Jim Hiestand, Mechanic on First Shift and L. R. Drake former Foreman on the Second Shift had the pleasure of accompanying Barney Kleopher to the auto races in San Jose last Sunday. Barney drove his hopped up Ford to victory in the Jimmy Murphy Memorial Sweepstakes, and received the \$1000 first prize. Jim is Barney's mechanic but does not ride in the races. On the way home the boys became very tired and were taking turns driving. About twenty miles north of Santa Barbara they all went to sleep including the driver, which resulted in a crash tearing down a fence and the car lodging against some farm implements, damaging both cars, as the racer was attached in back with a tow bar. No one was injured. All being mechanics they repaired the damages temporarily in about eight hours.

Conductors Paul Huppert and G. W. Wagner, champion pinochle players of this Division, lost their title last Monday to Conductors E. E. Febb and C. J. Groth, the score being 536 to 10 in the hole. The newly acclaimed champions did not use a code of signals, so they claim. They simply know their onions. The two players who met their Waterloo have not advanced any alibi, so it is presumed that the decision stands.

Conductor-Line Instructor R. J. Woodson realizing that when the boys begin to get delivery on the new Ford he would have to take a back seat went them one better and treated himself to a new Nash. So the other fellows will not have a thing on Woodson.

Motorman G. M. Katzenberger is following a close second to Woodson, by getting a new Chevrolet sedan. It is hard to keep a good man down.

Conductor R. W. Brigham of the "J" Line drove up into the mountains last Saturday and staked out his fishing grounds for the coming season. He is having them fed so they will be good and fat when he arrives on the scene.