

Our Boy Visitors



There's an old saying that "boys will be boys," but when it comes to an educational tour, the boys appear to turn into "old sages" who are trying to absorb additional knowledge.

"Boys' Day in Industry" was heralded into the General Offices of the Los Angeles Railway by a visit of nineteen high school boys, representing thirteen high schools, and judging by the grins in the picture, the thirteen schools got along together at least for a day.

R. B. Hill, Superintendent of Operation, formally received the boys, among whom were sons of employees of the Company.

After this short introduction, the boys visited P. B. Harris, Chief Engineer, and were escorted through the various offices of the Engineering Department. Chief Draftsman George Campbell explained the work and filing equipment of his department.

From here to the Auditing Department, where George MacDonald, Chief Clerk, showed the boys the methods used in the Voucher, Comptometer, Tabulating, Cost Accounting and Time Keeping sections of this department.

The boys then visited R. A. Pierson, Supervisor of the Merit System.

John Collins, Supervisor of Safety, spoke to the boys briefly.

A visit was then made to J. A. Bodley, Chief Dispatcher, who explained the dispatchers' duties.

L. A. Recappe, Superintendent of Schedules, spoke to the boys on the principal features in making up time tables.

A special bus, loaned through the courtesy of the Bus Department, conveyed the boys to South Park Shops, where they were introduced to Master Mechanic Stephens, General Foreman of Car Houses William Brown, and General Shop Foreman Walter Brown.

They were then conducted to "Brown's University," where the entire mechanical equipment of street cars is arranged on the wall, and through a system of electric lights which record each movement of the controller, a very good idea of "group control" is obtained. Also the operation of the air brakes is shown in every detail. "Billie" Brown also explained to the boys the mechanical operation of magnetic brakes and electric switches; also why it is dangerous to ride the fenders of the steel cars of multiple unit control because

of coming in contact with electric current from the coupling.

The battle cry, "When do we eat," decided that the "zero" hour had arrived and ready volunteers raided the lunches awaiting at South Park.

On return to the Shops, the boys were taken through the Electrical Repair Department by Mr. Walter Brown. Here the boys saw controllers being repaired and armatures for motors and transformers in different processes of winding.

Then they visited the Truck Shop, where trucks are completely overhauled. A compressed air lift makes easy work in lifting these five-ton trucks to convey them to convenient places for working.

Then to the Steam Cleaning Department, where oil and dirt on any equipment is quickly cleaned off. The wheel department, where worn wheel flanges are built up through arc welding; wheels forced onto axles by compressed air under 60-ton pressure. Also all grinding and die cutting is done in this section; then through the Machine Shop, where all work requiring drill press, milling, etc., is handled, and the Blacksmith Shop where old steel parts are reclaimed by putting through forge and pounding under 2500-pound pressure hammer.

In the Babbitt Department, electrically controlled heaters melt the metal for relining bearings.

Then to the Farebox Repair Shop, where the ailments of the fare boxes are remedied.

In the Fender Department, fenders

with cramps and wrinkles are ironed out and then dipped in paint to look like new and again run the gauntlet of the traffic.

In the Repair Shop the carpenters repair and overhaul the exteriors and interiors of the cars; the Mill Shop, where all wood work is done; the Paint Shop, where cars are given new coats of paint, and finally through the Storeroom, where every conceivable article in the street car industry can be found, and numerically arranged on tidy shelves.

The boys then got into the bus and rode to Vernon Yards, where they took a trip around the yards and saw the amount of equipment ready for use, such as tracks and special work, curves, crossovers, ties, poles, gravel and everything necessary to carry on the work of the Maintenance of Way and Structures Department.

From here the Bus took them to the West Adams Sub-Station at West Adams and Hobart boulevard.

The party was brought back to the Main Office Building, where the boys declared they had absorbed enough on their trip to last them for quite awhile and had a splendid time while doing it.

The Company is offering the youths who were on this trip \$5 for the best and \$2.50 for the second best essays on their tour of the Company properties.

Each boy is given until Thursday, May 12th, to do his stuff.

Hold 'er down to 300 words. All right, boys, let's have it.

Ball Game Saturday

Los Angeles Railway vs. Pacific Mutual, Echo Park ("C" car at Temple), Saturday, May 7th, 2:30 p. m.

How the League Stands

Teams—	Won	Lost	Pct.
Boyle Dayton	5	0	1.000
L. A. Railway	2	3	.400
Pacific Mutual	1	3	.250
Santa Fe	1	3	.250

Division Meetings

There will be a series of Division meetings during the week of May 23rd, at which R. R. Smith, Assistant Superintendent of Operation, and Dan Healy, Chief Instructor, will be the principal speakers.

Three meetings daily will be held at each division—one at 10 o'clock in the morning, one at 2 o'clock in the afternoon and one at 8 o'clock in the evening, making it possible for each trainman to attend one of the meetings.

The line-up is as follows:

- May 23—Division Three.
- May 24—Division One.
- May 25—Division Two.
- May 26—Division Five.
- May 27—Division Four.

Fine Showing for April

Yes, sir, for the month of April, complaints took an awful flop.

Total complaints for April stood at 99 and for March 141, or a decrease of 42. Not so bad, not so bad, at all.

Discourtesy was the main classification that was given a big setback. The boys knocked its temperature from 62 to 35. A few more wallops like this and discourtesy won't be the "main" classification.

Fare and transfer trouble, passing up passengers, short change—all lost the decision, and show signs of weakening. Dangerous operation was K.O'd.

Commendations were 10 less during April than March, but the causes for complaints showed such a big decrease that the significance of less commendations is entirely eclipsed in the splendid record set in low figures for complaints during the month of April.

State Association Meeting

The California Electric Railway Association, an organization whose membership includes every electric railway in the State of California, will hold its annual convention in Los Angeles, June 13th and 14th.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

The Elusive Dollar

Try holding a silver dollar in your hand, and study it a moment—two flat sides and one round edge, that dollar has.

The flat sides enable it to stay still; keep it from moving about. The round edge enables it to roll away.

Now which is the kind of dollar that gets a fellow ahead in life—the staystill or the rollaway?

It's true, of course, that all dollars are alike. It's what we DO with them that makes them one kind or the other—and at the same time either makes or breaks us.

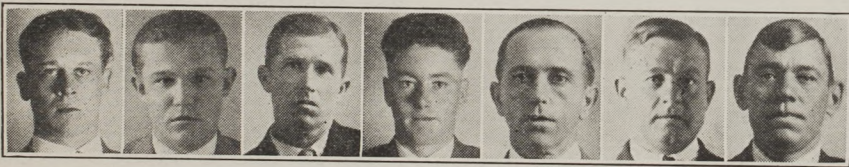
Remember men you used to know who were once well off, yet today they're broke? And remember other men who once used to have little or nothing, and today they can buy and sell their neighbors? Why?

The secret of it all is Thrift. The realization that you simply can't spend and save the same dollar! And once we put that knowledge to work and the best success habits in the world—the habit of saving!

None of us is so poorly situated that he cannot—and none is so well off in this world's goods that he should not—save some part of all he earns, even one staystill dollar each pay day.

For when the time comes that we can earn no longer, only our staystill dollars will be of any help to us.

BOUQUETS



Left to right: A. R. Brown, D. F. Parshall, E. P. Weaver, I. H. Stewart, P. J. Gerhardt, F. Adams, J. H. Martin.

There is a destiny that makes us brothers;

None goes his way alone. All that we send into the lives of others

Comes back into our own.
—Edwin Markham.

Mr. Dickey's Division received the lion's share of the dividends for courtesy and kindness this week. The bouquets were distributed as follows:

For Conductor A. R. Brown of Division Two from Miss Beatrice Barnes, for courtesy to all passengers, and willingness to give information.

For Conductor D. F. Parshall, of Division Three from Nurse Miriam Jean Rollins, for assisting a Mexican woman with her little ones.

For Conductor E. F. Weaver of Division Two from Mrs. J. L. Draper for

assisting her mother on and off the car.

For Conductor I. H. Stewart of Division Two from Miss M. Geis for exceptional courtesy and kindness.

For Conductor P. J. Gerhardt of Division One from Mrs. C. R. Trotte for kindness and consideration shown an old, crippled woman.

For Conductor F. Adams of Division Five from George C. Wright, who was impressed by his personality, his appearance, his desire and willingness to serve, and for helping a mother off the car and carrying her little daughter from the car to the sidewalk.

For Conductor J. H. Martin of Division One from Mrs. L. W. Weaver for courtesy and efficiency, cheerfully answering all questions and giving information, and taking good care of his passengers.

An old lady, after waiting in a confectionery store for about ten minutes, grew grossly impatient at the lack of service.

Finally she rapped sharply on the counter.

"Here, young lady," she called, "who waits on the nuts?"

"Your remedy has worked wonders in my case," wrote a grateful woman to the patent medicine concern. "When I began taking it six weeks ago I was so weak I could not spank the baby; now I am able to lick the stuffing out of my husband. May heaven bless you, sirs."

Legal Question Box

Q. I expect to leave the city for several months and have given a power of attorney to a friend. It contained these words: "To act in all my business, in all concerns, as if I were present, and to stand good in law, in all my land and other business." Does this power of attorney give him the authority to execute deeds to my property?
S. J. S.

A. It is not sufficient. Grants of power are to be strictly construed; and, though couched in general language, are to be limited to the particular object contemplated.

Q. The grantee in a deed, at grantor's request and in his presence, signed the grantor's name thereto. Thereupon the grantor acknowledged the deed, and it was delivered to grantee. Will this deed be honored as the deed of the grantor?
L. N. S.

A. Yes. If a grantor acknowledges and delivers a deed which bears his name as signing the same, with a seal affixed, it is of no importance who has affixed the signature and seal. Those acts are the grantor's by adoption.

Q. A real estate agent who had not taken out a license for the period within which he procured a sale of prop-

erty for me, has sued me for his commissions. He had a special contract to cover payment of his commissions. Can he recover this amount when his case comes to trial?
E. O. D.

A. No. The prohibition of the statute makes the plaintiff's business unlawful; and, therefore, the commissions or gains arising from it, without regard to the form of his contract with you, are unlawful.

Q. Where must all actions relating to real property be tried?
F. W. D.

A. Superior Court.

Q. How would you serve a subpoena on a minor under 14 years of age?
H. A. W.

A. By serving either the parent or guardian in the same manner as in other cases.

Q. I have been asked to make a deposition as a witness in an accident case. Will you please explain how a deposition is made?
M. W.

A. A deposition is a written declaration under oath, in the form of questions and answers, made upon notice to the adverse party for the purpose of enabling him to attend and cross-examine.

Deadly Trolley

In looking over the archives of the distant past, we find the following amusing incident is recorded in "The Street Railway Journal" of December, 1891:

"Anent the deadly trolley, about which several of our metropolitan dailies have been recently much agitated, a new cause of danger has been reported from the city of Newark, which deserves the attention of all opposed to electric cars. According to the Newark Journal, Thomas O'Neil, a veteran of the late war, was recently standing in front of a bar in the city of Passaic with a glass of wine in his hand which he was about to raise to his lips when a motorman, who had just left a car on the switch, entered the room. The men knew each other and the motorman by way of a greeting touched O'Neil carelessly on the arm, when a sheet of flame shot up instantly from the glass of liquor. The old soldier, the account goes on to say, 'Half stunned by the shock, let the glass fall and the wine was burned up on the floor. Everybody was amazed at first, but when the motorman stated his occupation, it was the general opinion that he was heavily charged with electricity.' If motormen in Passaic insist upon impersonating Mephistopheles in the manner described above, they should complete the resemblance by disappearing in a cloud of smoke after setting fire to the wine. In the meantime, persons in Passaic with alcoholic appetites will do well to avoid the employes of that electric road."

We leave it to your imagination as to what might happen in this Volsteadian age should one of our "electrically charged motormen" slap the back of an inebriate who is "loaded" with the present-day concoctions of shellac, formaldehyde, wood alcohol, choloform, etc., which make up the commonly known "Jackass Whiskey." The concussion should, at least, result in a pretty good explosion.

LARY LAFFS

The girl about to travel alone was warned not to talk to strange men. At the station, the conductor asked: "Where are you going?"

"To Detroit," she answered, so he put her on the Detroit train.

As the train pulled out she looked back and said:

"Ha, ha, I fooled him that time. I'm going to Chicago."

"Yes," said the specialist, as he stood at the bedside of the sick purchasing agent, "I can cure you."

"What will it cost?" asked the sick man faintly.

"Five hundred dollars."

"You'll have to shade your price a little," replied the purchasing agent. "I had a better bid from the undertaker."

An Englishman, just returning to London from a visit over here, was much impressed with our slang phrase, "So's your old man."

In telling his friends about it he explained: "You know they have a deucedly funny saying ovah thah when they question what you say. Instead of sneering, 'Fiddlesticks'—or 'you don't mean it, old chappie,' they say, 'youah fathaw is the same way.' Clever, isn't it? Haw, haw."

"Did my wife speak at the meeting yesterday?"

"I don't know your wife, but there was a tall, thin lady who rose and said she could not find words to express her feelings."

"That wasn't my wife!"

Father: "Remember, son, beauty is only skin deep."

Son: "That's deep enough for me. I'm no cannibal."

Bulletins

ISSUED MAY 9, 1927

STREET CAR

NO. 69—NOTICE TO CONDUCTORS

Conductors will discontinue placing rubber bands around packages of collected transfers. The rubber band is not necessary if transfers are properly enclosed in an envelope, and causes considerable inconvenience in the inspection of transfers.

NO. 70—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 2608, issued to J. H. Twyman, Watchman, Division No. 2.

No. 6727, issued to M. H. Wheeler, Conductor, Division No. 5.

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

NO. 71—NOTICE TO CONDUCTORS

L. A. Ry. Pass No. 6340, issued in favor of George Evans, was not turned in when he left the Bus Division, he stating that he had lost it.

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

NO. 72—NOTICE TO CONDUCTORS

Pass No. 1709, issued to Frank P. McKenzie, Helper, Electrical Repair Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

BUS

NO. 35

The routing of Mines Avenue-Whittier Boulevard Bus Line, which became effective May 1st, 1927, is hereby revised as follows:

From the terminal, located at 7th and Los Angeles, via 7th Street, Wall Street, 8th Street, Hooper Avenue, 9th Street, Boyle Avenue, Hollenbeck Avenue, Mines Avenue, Telegraph Road, Ford Street and Whittier Boulevard to Mines Avenue. Return via same route to 8th and Wall Streets, thence via 8th Street and Los Angeles Street to terminal at 7th and Los Angeles.

The only change in routing heretofore advertised will be that eastbound buses on 7th Street will cross from 7th to 8th on Wall instead of Maple Avenue.

NO. 36

That portion of Bulletin No. 34, under heading, "Honoring Tickets," which covers the honoring of "IN" bus tickets from "R" car line to Mines Avenue-Whittier Boulevard line is cancelled.

"R" line bus tickets punched "IN" will not be honored on east bound Mines Avenue-Whittier Boulevard buses at any point.

Cancel restriction against honoring "IN" "H" line tickets at 7th and Maple. On account of change in route, it will be necessary to honor "H" line "IN" tickets east at 7th and Maple.

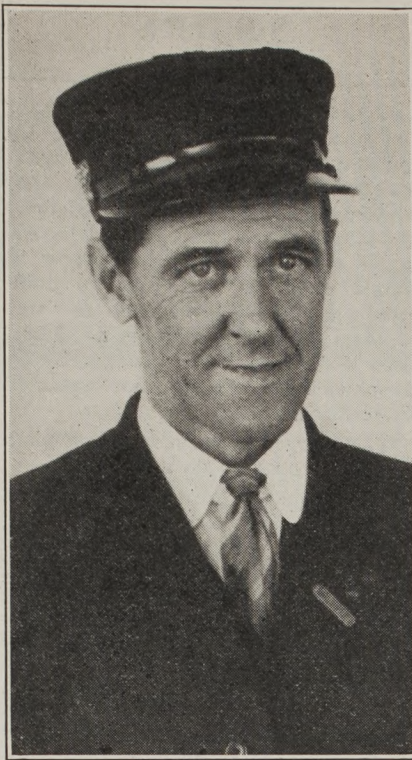
NO. 37

On account of depression on Ford Avenue at intersection of Mines Avenue, operators must not move over five miles per hour in order to give comfort to passengers and eliminate danger of breaking springs on buses.

Stan Frank

Appreciation

Card of Thanks—We wish to thank all the boys for the kind sympathy and generosity shown us in our recent time of trouble and sad bereavement. This letter poorly expresses our feelings, but again we thank you and beg to remain, your very gratefully,
Mr. and Mrs. J. F. Wilson.



Introducing to all his co-workers, friends and acquaintances, William Pearson, Motorman 1563, better known as "Hiking Mike," the man who certainly does enjoy taking short walks of about 35 or 40 miles.

Mike entered the service in 1906 as a motorman, and our good friend, John Collins, Supervisor of Safety, says that Mike is "one in a thousand." Also, never a trip to the Safety Bureau to tell Mr. Collins just how it happened.

Mr. Collins says that this man's only fault is the idea that he can out-walk all members of the male species. John says that he is going to allow Mike 25 years more training and practice, then he is going to put on the old "high toppers" and leave Pearson standing at the post.

Taken all in all, we believe that if his hiking record is anything like his record as a motorman, he sure is some hiker.

Oh, yes, we forget to mention that the subject of this story hails from Division Three, and whenever any other record is elevated, you can rest assured that the foothill division will boast of it just a little bit more.

Work on Santa Barbara

Work is soon to commence on lowering the grade and relaying tracks on Santa Barbara avenue from Arlington to Vernon.

This section is known as the old "Baldwin Curve," and as a roadway is to parallel the curve, it is necessary to lower the tracks to conform with the street.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, May 4th:

To Division One: Motorman R. W. Wright. To Division Two: Motormen L. J. Hoffarth, T. J. Murphy, Conductor L. C. Moore. To Division Four: Motormen C. Barnett, G. J. Bowers, Conductors O. J. Palmer, R. D. Mitchell, W. J. Leonard, A. Norman, G. L. Olsen. To Division Five: Motormen K. W. Lawler, A. E. Brewster.

Four In Lead Three Second

While Superintendent Wimberly of Division Four still maintains first place in witnesses per accident for the month of April, 1927, Superintendent Ferguson of Division Three is closing up on Wim in second position.

Here's how they line up:

Division—	Average Witnesses Per Accident
One	5.28
Two	6.30
Three	6.48
Four	7.00
Five	5.76

Wim was in a downcast mood last Wednesday. On inquiry he explained the witness average for April, up to the 28th, was 66.98 and that he had hoped we would not drop below 7.00 any month this year.

"It looks bad," said Mr. Wimberly. A few minutes later a phone message from the claim department informed him his division had 267 accidents during the full month of April and that 1870 witnesses were secured.

"By George!" exclaimed the superintendent, after a bit of figuring, "It makes our average 7.00 and one over. This gang of mine is there with the goods."

A Fish Story

Captain Long of Division One will now be seen and heard reciting the little rhyme, "A Strange Old Bird Is the Pelican."

Draw up your chair and listen. The Captain hied himself down to Redondo, procured a fishing rod and tackle, and went forth to ensnare the denizens of the deep, in other words—fish.

Cutting this story short, the Captain did catch a large denizen—pardon us—fish, and with a mighty heave, threw said fish over his head, just at the critical moment when an ever-ready pelican swooped down and safely deposited the fish in his enormous bill.

Yes, kiddies, the Captain went right home.

W. H. Shirley Passes

It is with deepest regret and with the sympathy of all who knew him that we mention the passing of Supervisor W. H. Shirley of the Traffic Department, who was taken ill and died suddenly May 1st.

Mr. Shirley joined the organization as Conductor at Division Two in May, 1920. His abilities in this capacity earned for him reward, and he was made a supervisor in October, 1921.

During the World War, Shirley saw considerable service overseas. He joined in June, 1917, and was in the "fracas" until May, 1919. He was severely "gassed" during one engagement, but managed to come through without any wounds.

Cut down in the very prime of life, Shirley leaves a widow and three little children.

LOST

Will the party who picked up lady's brooch at the Company dance, held Saturday, April 30th, in the Foresters' Hall, kindly return same to Room 601, L. A. Railway Building, 1060 South Broadway. Brooch is valuable to owner only. B-48.

Change Type of "W" Cars

Trainmen on the "W" line who are operating the two-motor cars have been complaining because of the slow movement of these cars. All these two-motor cars will be eliminated by the substitution of center entrance cars equipped with four motors. This will enable the train crews to keep up with schedules. No center entrance cars are now being operated on the "W" line, so that passengers on that line will not be accustomed to that type of cars, so trainmen are asked by the Superintendent of Operation to be on the alert and give passengers assistance in boarding.

Instruction Department News

W. H. Miller of the Instruction Department is a proud granddaddy. A little granddaughter has just announced her arrival. Miller came to work minus his hat and the Instruction Department could not find one to fit him.

George Miller, Instructor, while standing near a building under construction in the downtown section, had the misfortune to get in the way of some falling material which struck him on the shoulder. While it causes him to limp around, he is still on the job.

Jack Knight, Instructor, ran a nail in his foot, and is off for a few days.

A. B. "Abie" Parker, Instructor, has lost all his teeth. Formerly undisputed whistling champion of the Instruction Department. Things are different now.

Outside of the above, the Instruction Department is functioning normally.

New Caps

A new style trainman's cap, which is considered a great improvement over the old style, is on sale in the Uniform Department, Room 225, L. A. Railway Building.

Mr. Windsor states that this new cap is far more attractive in appearance; has bamboo sides with perforations for ventilation, and is somewhat lighter in weight. It will stand more abuse than the old type and will out-wear two of the old style caps. They can be procured for \$1.85 each. Here's a chance for trainmen to doll up in the latest fashion cap.

FOR SALE

U. S. Tires—Three tubes and flaps, 29x4.40. Make excellent spares, \$7. B-49.

Tonneau Shields—Pair, bevel plate, \$6. Also Baby Crib and Mattress, complete, \$5. B-50.

FOR RENT

Unfurnished House—in rear, 3 rooms, \$12.50 per month; \$15 with garage; 2120 West Avenue 30, near Division Three. B-51.

TUNE-INS

For the week of May 9th, the Company Orchestra will be broadcasting over radio as follows:

May 9—KMIC, 8:30 to 10 p. m.
May 11—KHJ, 10 to 11 p. m.
May 13—KNRC, 9 to 10 p. m.
May 14—KFQZ, 9 to 11 p. m.



Marceline Tuttle, 7-year old daughter of Restaurant Manager Harry Tuttle, enjoying herself in the snow at Camp Baldy.

BUS DIVISION
ELMER WOOD

The officer at 7th and Grand cleared the intersection in great haste the other day for Operator D. C. Lough when he drove up with bus 806. The reason for the commotion, Conductor V. G. Smith reports, was the engine on this bus sounds like a siren and Lough accelerated the engine to shift into second gear. The officer, thinking a fire apparatus was approaching, had the intersection cleared when the bus arrived and was sure dumfounded when he discovered what really made the noise. But he laughed and told the crew what he had done.

Conductor A. C. Adams won't be very tickled to see this little item, but news is news, and this is what I received when I asked for news, so here goes. Adams came to work one day last week with only one puttee on and didn't discover he wasn't fully dressed until he reached the division, so he had to return home and put on the other. You will remember "Stacy" was married only last month, so that may account for this error.

It was recently leaned that Operator R. E. George became the papa of an eight and three-quarter-pound boy, March 5th, and everything is lovely at home. This is a rather late announcement, but George just reported it last week. Anyway, the boys extend their congratulations to Mr. and Mrs. George. The newcomer's name is Elmer Earl George, which is a very pretty name, don't you think?

GARAGE NEWS

Seven mechanics have taken the city examination and are now licensed Motor Bus Drivers. They will be the only mechanics permitted to operate a bus while in service and hauling passengers. This is only done, however, when it is absolutely necessary, such as to tell if a clutch is slipping or if a motor is timed late or ahead, etc. The following men on the day shift have a license: Claude Simmons, George Oliver, George Riggs and H. Doran. On the afternoon shift: F. A. Bruner, E. Herrera and N. B. Leiser.

DIVISION ONE
H. N. COLE

Conductor Al Westbrook has taken three months off to visit in Mexico City. He's not telling, but we guess he's going to raise jumping beans down there.

Our old standby, Caretaker Rafferty, has been sick for several days. Eddie Sweet is performing in his place. By the way, Eddie has a wonderful memory. He knows every man at this division by name, and that is going some.

Motorman W. Brownbridge had a piece of luck that rarely falls to an extra man. He was at the top of the board and fell heir to a good day run. Must have been an oversight on the part of some of the night motormen.

Switchman W. E. Flower took two days off to tease the trout, away out about fourteen miles hike from the nearest railroad station. He says he caught the limit and some of the largest got away at that. He was alone so there is no one to prove it by.

Motorman D. Rogers of the "N" line has returned to work after being on the sick list for about two weeks.

Motorman A. L. Chilson has taken sixty days off to visit in Minneapolis. Conductor W. R. Laber is taking a 90 days vacation and is now driving his auto, headed toward New Hampshire.

Boys, those of you who haven't been to the Company dance, don't know what you are missing. Ye scribe was among those present last Saturday night for the first time, and he was surprised to find such a high class entertainment. Even though you don't dance, go. You will have a good time.

Motorman F. M. Berry has taken 90 days off to regain his health.

Conductor R. S. Davis is taking a 60 days vacation.

DIVISION FIVE
FRED MASON

Conductor M. A. Watson is the boy who put the "car" in carbuncle. He had a couple on his neck last week and one night they got pretty painful, so he had his wife come out on the south end of the "E" line and work on 'em. There was nobody on the car at the time, but a passing automobile driver called in and said that one of our conductors was getting an awful beating up.

We have yet to hear of any of the boys getting in to see last week's Rodeo. Motormen Downing, Bush and Schoffner left here early enough in the morning and got back plenty late at night, but couldn't get a look-in.

Conductor F. W. Buxton, as per usual, went fishing last Saturday and met his motorman, Rufus Farmer, at the barns in the evening and gave him his share. Rufus was a little disappointed because Buxton didn't catch any trout.

They're off!

Motorman W. H. Blakely for fifteen days for a trip to Brawley.

Conductor R. H. Manning for 90 days and is driving back to Blackwell, Okla. Motorman George Rupp for 90 days for a vacation.

The world that we're a-livin' in, Is might hard to beat. For you get a thorn with every rose, But ain't the roses sweet?

SHOPS
JACK BAILEY

Listen, liddle kiddees, und I will tell you a werry bad story about a big mans what works by Harry Longway with a shaved hed in the Truck Shop who has a name what is Frank Prenger. Now Frank what shaved 'is hed by de air off is werry sorry now he should stold his grandmuder's home brew what make him feel like der kink off May. Also Frank wunts he should know ahead next time when the liddle Hi-school boys should come again so he could hid. Bye Bye.

W. C. Boyce is second in line for a vacation from the M. M. Office.

Introducing two new men in the Winding Room: R. H. Frampton and Russell Cook. Welcome to our city.

Bedford Lock of the Winding Room has left the service and is en route to Phoenix, Ariz. We hope it is not a one-way trip for "Peck."

O. P. Armstrong, Store Material Man, says his new balloon pants are O. K. because he don't have to remove his shoes to go to bed.

Al Gerritsen and Dave Anstedt, E. R. D. men, are on vacations. Wherever bound, we know not.

H. Schroeder, Truckman, is planning a vacation trip to Chicago on the 20th of this month. He has secured a round trip ticket on the Yellow Bus Line Straight Way. It's great to be in love.

The Truck Shop boys in questioning the policy of conversation and economy, found Ray Baxter's razor to be very dull.

We are not entirely satisfied with the explanation as to how Truckman Joe Harlow had three flat tires and was only thirty minutes late.

DIVISION FOUR
C. J. KNITTLE

Stenographer E. G. Benedict has resigned. It appears itchy feet was the real reason. "Bennie" expects to go to South America and sink his little capital in the coffee industry.

Foreman B. B. Boyd, Motormen T. L. Roberts and Freddie Cunningham and Conductors J. A. Weathers and Jim Saunders spent last Sunday and Monday fishing at Lake Henshaw. They brought back about two hundred perch.

Two new motormen and five conductors were okayed during the past week.

Conductor C. L. Vaughn has been granted a 60-day leave to visit his folks in Yonkin, S. D.

Motorman William Brotherton laid off the past week to rest up.

We missed Motorman J. P. Dewey from his Pico run last Friday, but found out later he was out on the instruction car learning how to operate over railroad crossings.

Paul Tromblay of the "Traffic" force, who is in Chicago on a 60-day leave, has written in for a 30-day extension on account of his wife's health.

Safety Operators R. C. Cook and Tommy Walsh are being taught the yiddish language by a little Jew boy on the Evergreen Shuttle line.

Safety Operator M. Grammer has been granted 90 days leave to work on his ranch near San Diego.

Conductor W. W. Warren spent last Saturday, Sunday and Monday in Ojai Valley fishing in the Matilija River. He caught seven good sized trout.

Motorman M. F. Lourdou is taking a 14-day leave to build up his health.



This chubby, 35-pound 10-month old youngster is Eugene Clyde Grigory, the son of Conductor C. S. Grigory of Division Two.

DIVISION TWO
E. A. MOXLEY

Foreman J. A. Madigan has been whetting his appetite during the last two weeks and it has been all for naught. He was given a duck last Easter and proceeded to tie it in the back yard. Mr. paddle-foot has departed for parts unknown, so if Jim wants a fried bird, he'll have to patronize the neighborhood butcher.

Motorman R. C. Smith returned from a 60 days leave of absence.

Conductor C. F. Foster is back with us again after being on the sick list for the last three months.

Erney Williams, formerly motorman of Division No. 2, and your scribe motored up near Bishop to help open up the trout season. They're biting, fellows!

Motorman Jack Bolding can be found any day when off duty in the new drug store partaking copiously of ice cream. They say continued doses of it make people fat, so how come, Jack?

They say of our good switchman "Tex" There's a lot of things that he expects,

His men are not quitters, (But where are the "hitters"?) He's liable to break all their necks.

DIVISION THREE
L. VOLNER

Anticipating a possible conflagration, up-to-date fire extinguishers have been installed in the car house and in the assembly room, handy for immediate use.

No doubt the man who tried to rent a room at this division a few nights ago had seen some of the boys asleep in the assembly room. He applied to the switchmen for a room for the night and after joking with him awhile, he was shown the gate and headed for the city.

The following will be off during the month of May:

Conductors: B. E. Smith, C. E. Harris, W. E. Clinkenbeard, W. H. Coffman, E. B. Keever, L. H. Wilson, E. J. Clark, O. G. McDermitth, L. E. Bradbury, D. E. McCarter, A. Rogers and M. V. Howell.

Motormen: L. M. Covington, W. A. Smith, T. A. Bloom, W. T. Skinner, F. P. Roullard, A. E. Tuffing, B. S. Head, L. A. Tutor, C. H. Owens and N. B. Stiles.