

Anniversary Day For Mrs. Roberts



Mrs. John Roberts, Secretary for President Kuhrts, last Wednesday April 11th, completed her thirtieth year of service with the Los Angeles Railway Company. Expressing the high regard in which Mrs. Roberts is held by all who contact her, officials and employes presented her with baskets of flowers and other gifts.

Mrs. Roberts, then Mabel Knight, came to the company in 1898 when Fred Wood was General Manager. The offices of the company were then at Sixth and Central in an old wooden building which has since been torn down. After Mr. Wood's death, Miss Knight acted in the capacity of secretary to the successive General Managers of the company. C. W. Smith followed Mr. Wood, then Epes Randolph who was succeeded by John Muir. Howard Huntington, son of H. E. Huntington, was made General Manager after Mr. Muir's death. Mr. Huntington resigned and G. J. Kuhrts, our present President and General Manager, became General Manager.

Through these successive changes, Mabel Knight Roberts was retained because of her invaluable qualities of loyalty, tact and a fine discernment of human nature besides her ability as an efficient worker.

Mrs. Roberts, during her thirty years of service, has won a place of abiding affection in the hearts of the people of the Los Angeles Railway, to so many of whom she is guide, philosopher and friend.

Repairing Crossings

The Engineering Department is at present repairing the crossings at Vermont and Slauson and Hoover and Slauson.

Collins in Safety Drama

In a safety drama presented by the Los Angeles Chamber of Commerce, through its Industrial Safety Division, our own John Collins, Supervisor of Safety was selected to play the most important role in the play "One Way And Another" which made its debut at the Lafayette Junior High School last Wednesday, April 11th.

Before a large and appreciative audience, Collins carried off his character part with great realism, as a determined man of about 60, president of a manufacturing concern, a reactionary, stubborn old individual who was finally convinced that safety pays.

The cast of players consisted of seventeen representatives of various firms in Los Angeles. This play met with great success in Detroit where it was put on by the National Safety Council some time ago.

Easter Clothes for Motor Coaches

All "prettied up" in their new Easter coats of bright yellow and brown, four motor coaches, three singles and one double decker were turned loose from South Park Shops to "strut their stuff" last week.

Taking advantage of school Easter vacation period the men at South Park Shops worked double quick time and were able to have these motor coaches completely overhauled and in their new coats of paint in five days. This is a record and Superintendent Lindsey at the Garage wishes the Shops to know that he recognizes and appreciates the spirit of cooperation.

Thank You

This is to convey my thanks and appreciation for the congratulations and kind thoughts expressed in so many ways by my many, many friends with the Los Angeles Railway on the happy occasion of the celebration of my thirtieth anniversary with this company. My corner in Room 1010 was a bower of flowers and the callers many.

I can only add, let us all rally around the banner of the Los Angeles Railway; stick by it thirty years or more, as I have; do our part day by day; the company always does its part, I have found.

Sincerely,
Mrs. Mabel Knight Roberts.

Square and Compass

Something absolutely new in the form of initiation is to be presented at the next meeting of the Square and Compass Club, which will be held in the Masonic Temple on April 21st, according to reports from P. T. Klinglesmith, President of the Club.

So now it's up to each and every member to see for himself just what it is all about. Members are assured that it will be highly entertaining.

Know Your Bulletins

Bulletin No. 48, establishing a "walkover" transfer privilege between line "R" at Whittier Boulevard and Eastern Avenue and the Mines Avenue-Whittier Boulevard Coach Line at Ford Avenue and Whittier Boulevard, appeared in the April 7th issue of Two Bells and copies of this issue were available at Division No. 1 by 2:00 P. M. on that date. Men pulling in or out on Saturday evening, Sunday, or on Monday morning, had ample opportunity for informing themselves regarding this new transfer rule. Yet, a check of conductors on this line made on Monday showed that out of 39 conductors on duty, 12 had failed to read the bulletin, and some who had read it thought that the walkover to the coach line was to Whittier Boulevard and Mines Avenue instead of to Whittier Boulevard and Ford Avenue. Of the 12 who failed to read the bulletin, up to April 11th, five had received no demerits so far this fiscal year, and should they receive demerits for failing to issue or receive coach tickets in accordance with this new rule, they will undoubtedly feel that a blot has unjustly been put on their record.

Of the 27 who had read Bulletin No. 48, only a very few had taken the trouble to look on the map displayed at the division and obtain an idea regarding the approximate distance the passengers would be obliged to walk, and, therefore, were not properly qualified to advise passengers.

Easter Sunday Safety Record

While trainmen of all divisions were very largely responsible for the success of the Easter Sunrise Services held in the Coliseum last Sunday, in the safe transportation of patrons, the men of Divisions Four and Five cooperated in making the entire day absolutely free from accidents, that is, of a responsible nature. Divisions Four and Five each had three reports sent in, but these were all of very minor importance.

Division Four cars operated an additional mileage of 280.87 in conjunction with the Easter Services, which, together with the regular Sunday mileage performance, totaled 10,499.39, and Division Five with 265.55 miles in addition to its regular Sunday mileage, totaled 10,581.07.

Easter Sunday did not happen to be a No-Report day, but is it a significant fact that two of the divisions were successful in making their accident sheets clear.

Bulletins and notices are posted only because situations arise requiring the making of new rules, or the calling of a trainman's attention to one already in force. And the man who takes so little interest in his own welfare as to neglect keeping himself posted on the points outlined, and who fails to properly observe same, has only himself to blame should his record show too many entries in red.

Knowledge of rules and a determined effort to comply with them are the only ways in which a satisfactory record under the Merit System can be maintained. And yet, it is astonishing how many men fail to make the necessary effort to familiarize themselves with such rules, and thereby, not only jeopardize their records, but contribute to unsatisfactory relations between themselves and their patrons, and cause reflection to be cast on the courtesy and ability of their fellow employes.

Work Progressing on Mesa Drive

On Mesa Drive, between Vernon Avenue and 50th Street, the Engineering Department is working on the southbound track. The grasshoppers have been changed over and street cars are now operating on the northbound track between these points.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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



BOUQUETS



Left to right: Conductors C. Gutknecht, W. S. Shield, Motorman J. M. Luddon, Conductors J. K. Adams, C. F. Staggers, T. G. Cumberford, Motorman E. Reichelt.



For Conductor C. Gutknecht of Division Two from Mrs. John C. Whitmarsh for his kindly courtesy in helping her to board and alight from his car.

For Conductor W. S. Shield of Division Four from Miss Alice Bahman for his courtesy in waiting for her and several other people to make connections with his car very late at night. Miss Bahman says: "If all conductors were as patient as Conductor No. 1538 we would have real service."

For Motorman J. M. Luddon of Division Two from A. M. Famulla for calling all cross streets and transfer points. Mr. Famulla writes: "I call this real service and worthy of mention and praise, especially in a city where so many are strangers or out of town folks. May the good work continue. We and others appreciate it."

For Motorman J. K. Adams of Division Two from B. M. Calkins for his unflinching courtesy under trying conditions.

For Conductor C. F. Staggers of Division One from Miss Carrie Bentson for his courtesy in paying her fare.

For Conductor T. G. Cumberford of Division Three from Mrs. John H. Corp for his kindly thoughtfulness in helping her on and off the car, and for his courtesy to all women with children or with heavy packages.

For Motorman E. Reichelt of Division Four from Mrs. S. B. Roeder for his gentlemanly conduct and courtesy to all his passengers. Mrs. Roeder's letter concludes: "It is a pleasure to ride on the car knowing there is such a man aboard."



Left to right: Conductors R. F. Griffin, H. N. Cole, Conductor-Line Instructor L. H. Wilson, Conductors A. L. Morris, J. F. Lilley, Motor Coach Operators B. B. Towsley, A. L. Irwin.

For Conductor R. F. Griffin of Division Four from Mrs. L. Maressin for paying her fare when she had left her purse at home.

For Conductor H. N. Cole of Division One from Mrs. Lida E. Braschi, whose letter is quoted, in part: "He is the most courteous, obliging man I have encountered in that capacity in the ten years I have lived here."

For Conductor-Line Instructor L. H. Wilson of Division Three from Mrs. Moore for his gentlemanly courtesy to all his passengers.

For Conductors A. L. Morris and J. F. Lilley, both of Division Three from C. H. Johnson for their kindness to the blind and any other people who are afflicted.

Motor Coach

For Conductor B. B. Towsley of the Motor Coach Division from Miss Aileen Riley for his courtesy and excellent service.

For Operator A. L. Irwin of the Motor Coach Division for his even temper, pleasant manner and willingness to be of service no matter what the circumstances.

Our Motorman Poet

There's a great and mighty army,
Not with cannon, guns or swords,
But with fame and brainy chieftains
Greater far than dukes and lords.
They're a valiant host and loyal,
Men whose courage never fails—
And they take the brunt of battle,
They're the heroes of the rails.

In the torrid heat of summer,
Or the winter's frigid cold,
When the day is in the dawning
And the night is growing old.
Like the staunch and sturdy helmsman.

O'er the seven seas he sails,
These are at the post of duty--
They're the heroes of the rails.

By Motorman I. McBroom
Division Three

"Have any of your childhood hopes been realized?"

"Yes when mother used to comb my hair I wished I didn't have any."

You

You are the fellow that has to decide
Whether you'll do it or toss it aside.
You are the fellow who makes up your mind
Whether you'll lead or will linger behind,
Whether you'll try for the goal that's afar

Or be contented to stay where you are.
Take it or leave it. Here's something to do!

Just think it over. It's all up to you!
—Edgar A. Guest

A nervous young gentleman, all a-flutter over the prospect of attending a party in a nearby city, rushed breathlessly into the railroad station at Bangs Center.

"When does the first train leave for Galesburg?" he asked of the white-haired station agent who was perched on a truck in the baggage room.

"Son" replied the agent, "the first train left for Galesburg in 1861."

Good Medicine

THINGS might be worse. It was ever thus.

The man who spends his time in bemoaning his "hard luck" gets himself in a frame of mind to invite still greater misfortune.

The demon of ill luck beats it to his iniquitous den when he sees a smile on the face of his intended victim.

The smile habit not only drives the grouch devil away, but it makes the face happy. At the same time it makes the mind happy.

Observe closely, and you will note that it also makes the body happy.

Yes, things might be worse, but not if things are met with a smile.

No doctor on earth can write a better prescription to bring about relief from ill fortune, regardless of what we have to pay for it. This prescription comes from the Doctor of Human Nature, and there is no charge.

Waste Basket Fillers

LIKE every publication, Two Bells is sometimes afflicted with anonymous letters. We follow the same practice that all publications follow. Namely, when we receive a letter, we look first for the signature name and address. If there is none, the letter promptly goes into the waste basket unread. If anyone is ashamed, or lacks the courage, to stand back of what he or she writes in a letter, it certainly is not worth reading.



LARY LAFFS

(Jokes Are Clipped)



Lily: So yo' done mortgaged our li'l home?

Mose: Jes temp'rarily, honey, till de mortgage am fo'closed.

Ancient—"Mr. Brown, I believe? My grandson is working in your office."

Brown—"Oh, yes! He went to your funeral last week."

A freight train had pulled in and sidetracked for the passenger at a small country station. After the passenger train had pulled out the freight started to do its switching. A placid, well dressed woman had alighted from the passenger train and was passing close to one of the brakemen when he yelled to his buddy: "Jump on her when she comes by, Bill, run her down by the elevator, cut her in two and bring the head end up by the depot!" The woman picked up her skirts and ran for the station yelling murder at every jump.

With the income tax paid man's next concern will be as to why the flowers don't look like they do on the seed envelope.

Guest (angry at having been kept waiting at railway station): "So you had difficulty in finding me, eh? Didn't Mr. Jones describe me?"

Chauffeur: "Yes sir; but there are so many bald-headed, bow-legged, fat gentlemen with red noses."

George—"Why don't you advertise?"

Town Storekeeper—"No siree, I did once and it pretty near ruined me."

George—"How's that?"

Town Storekeeper—"Why people came in and bought dern near all the stock I had."

Drunk (to a little dog that is following him)—Get out o' here, the whole damned pack of ya.

Rastus—So yo' had a quiet fuss wid yo' mother-in-law las' night?

Sambo—Yeah. One of dem kind what starts off wid one bouncin' somethin' offa de oder's nut and den gracefully works up to de climax where de coroner says, "Where's de body?"

He: "I'll get the best car we can afford."

She: "I won't be seen in one of those."

Bulletins

ISSUED APRIL 14, 1928

Street Car

NO. 51—NOTICE TO CONDUCTORS

Pass No. 6981 issued to G. W. Williams, Conductor, Division Two, which was reported lost in Bulletin No. 49, has been recovered.

NO. 52—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 5954 issued to M. Morneau, Motorman, Division Two.

Pass No. 6768 issued to F. Zeiger, Motorman, Division Four.

Pass No. 4223 issued to Mrs. Petra Medina, wife of A. Medina, Foreman, Way and Structures Department.

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

NO. 53—NOTICE TO CONDUCTORS

Pass No. 1261 issued to V. Hidalgo, Guard Rail laborer, Track Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill

Motor Coach

NO. 22

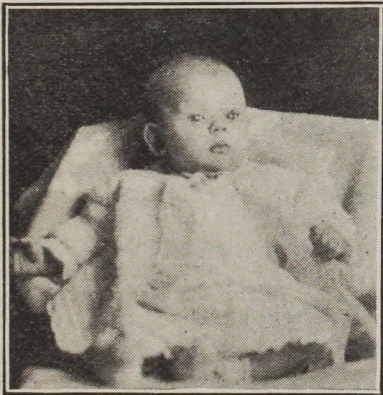
Effective Monday, April 9th, 1928, the following walkover privileges are allowed between Mines Ave.-Whittier Blvd. Motor Coach Line at Whittier Blvd. and Ford St., and "R" Line at Whittier Blvd. and Eastern Avenue.

Operators on EASTBOUND Mines Ave.-Whittier Blvd. Line coaches leaving Whittier Blvd. and Ford St. honor L. A. Ry. Motor Coach Ticket SBU 8 issued from "R" Line punched "OUT", or from any L. A. Railway street car line where the "R" Line has been used to Whittier Blvd. and Eastern Ave., providing ticket is presented with coupon attached.

In the opposite direction L. A. Railway "R" Line conductors honor Mines Ave.-Whittier Blvd. line coach ticket form SBU 10 punched "West" when presented at Whittier Blvd. and Eastern Ave.

Be governed accordingly.

Stankew



This young lady is the three-months old granddaughter of Conductor C. F. Wood of Division Three. Her name? Marilyn Rae Murphy, and we ask you confidentially "Ain't she sweet?"

Tryouts for Olympic Games on June 16th

It is expected that fully 80,000 people will witness the mammoth athletic carnival and entertainment to be given at the Coliseum on June 16th.

Track and field trials to determine selection of representatives for the Olympic Games will be held, at which Charles Paddock, Charley Borah and Frank Wyckoff, admittedly the fastest sprinters, will be pitted against one another in the 100 and 200 meters dashes.

Best Four Out Of Five



Left to right: Motorman-Line Instructor Jack York, Conductor Frank Adams, Motorman Jim Morton and Motorman B. R. Cox.

This week we are giving you the ringside seat view of Division Five's pinochle "champeens" and representatives for that division in the pinochle derby to be started just as soon as these fellows decide, in an elimination contest, just who's who, and why.

As soon as all the divisions get their champions lined up, a schedule of games will be arranged and a silver trophy awarded the winning division. This trophy will be held by the winners until the result of the next series of games.

Introducing the boys in the picture, we have on the left Motorman-Line Instructor Jack York. He's a good pinochle player but finds it pretty hard to make his voice carry across to his partner to let him know how much he bid. Next comes Conductor Frank Adams who just hates to play pinochle—in fact he

has been known to stay away from the fights, baseball and football games just because he had no one to go along with him to play a few hands before the hostilities started. The next little fellow with the silver hair is Motorman "Big Jim" Morton who used to chew tobacco, hence the cigarette holder. Jim sure knows his pinochle, however, and can be depended upon to make his bid and as many over as can possibly be gotten out of his hand. And last but not least is Motorman Bert Cox. If he didn't have a cigar in his mouth it wouldn't be Bert and without the cigar there would be no pinochle game for him. Bert knows every angle of the game from going set to setting 'em. All four of these boys say "It's not the way you pick 'em up, it's the way you lay 'em down" and they sure know how to lay 'em down.

Saturday, April 7th, Was Stork Day

Conductor J. W. Duncan of Division Two is the proud daddy of a six and three-quarter pound baby girl. The young lady put in her appearance on April 7th. Thanks for the smokes.

Last Saturday, April 7th, was another big day in the life of Motorman-Line Instructor K. L. Mayes of Division Five. Mrs. Mayes presented him with a baby boy weighing over ten pounds, and mother and son are doing fine. This makes the second boy. Congratulations, and thanks for the smokes.

For Sale

New Orthophonic Victrola and Twenty-Three Records, cost \$95 will sell for \$40. Motorman S. D. Snyder Division One.

Ohio Teck Vacuum Cleaner, cost \$35 for \$5, or will trade for canary bird, must be singer. Room 200, L. A. Railway Building.

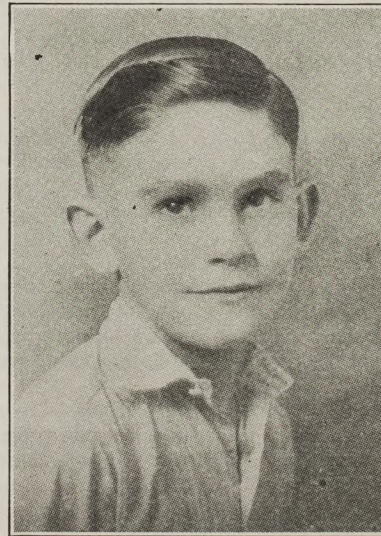
For Rent

One Room, furnished, private home, 659 East 49th Street, near Avalon Boulevard. R. W. Taylor, Mechanic, Garage.

Division Assignment

For the week ending Wednesday, April 11th, Safety Operator E. C. Blodgett was assigned to Division Four.

On The Air



Radio fans, here is a chance for you to hear this clever young lad, Clyde Jones, Jr., who is a whistler, songster, saxophonist and pianist, who will be heard over the radio on station KFI, Monday, April 16th, from 5:00 to 5:30 p. m.

Clyde is the nine-year old son of Conductor C. V. Jones of Division Four. This talented young fellow has a repertoire of some eighty songs so tune in at that time and if you like his program, let the station know it. A little boost surely helps.

Legal Questions

Q. What is an alias summons?

A. It is a summons in the same J. S. W.

form as the original issued by the clerk, upon demand of the plaintiff, when the original has been returned without being served on all the defendants, or has been lost; it must be issued within such time as the original might have been served if it had not been lost or returned.

Q. Am an unmarried man, resident of California. Will a letter written and signed by me take care of the disposition of some real estate and some personal belongings after my death? If so will letter have to be witnessed? E. S. M.

A. A will which is entirely written, dated, and signed in the handwriting of the testator is called an "Olographic Will." There must be no other marks on the face of the sheet or sheets on which it is written. The name of the testator, wherever it may be written in his own handwriting in any part of the will may be taken as his signature, even if not signed at the end of the will. The date of the will must be a complete date which can be readily understood for what time it is intended to indicate, and it must not be a part of a printed date line (as on a letterhead). No witnesses are necessary. There must be no other marks on the face of the will. (Accidental blots, of course, may be excepted.)

Q. What is the maximum rate of interest allowed pawnbrokers? F. K.

A. Two per cent per month.

Q. When property is sold who should pay the taxes? H. B.

A. It is customary to pro-rate the taxes, the seller paying the taxes to date of delivery of deed, or, in case of property sold under contract to the date when the contract is signed, and the buyer paying the balance of taxes together with any new taxes coming due.

Q. What is the period of limitation beyond which actions to recover personal property left in a hotel may not be commenced? B. T.

A. Ninety days from the time of the departure of the owner of the said personal property.

Wedding Bells

C. A. Taylor, popular conductor of Division Three, was married Saturday, March 31st. Motorman W. T. Skinner acted as best man. At ten o'clock a wedding breakfast was served at Mr. Skinner's home.

Appreciation

We wish to thank our many friends in the Los Angeles Railway and also the Cooperative Association for the beautiful flowers and for sympathy in our recent bereavement.

We also appreciate very much the material aid which was sent so promptly.

Frances Gross and Family.

It is with sincere appreciation that I acknowledge your kind expression of sympathy in my recent bereavement.

Mrs. Annie A. McClain.



Division Four

E. E. JOHNSON

Safety Operator C. Caper, waiting to make relief on the "G" Line the other day, discovered he had left his watch at home. The run was due in a few minutes and he was at a loss what to do, not having time to go home and retrieve said time piece. He was finally seen running down Main Street and entering a second-hand store. He appeared with an alarm clock, which he placed on the seat beside him. He did not have to look at the clock to see whether he was on time or not as he kept counting the ticks of the clock which could be heard well above all other noise.

Motorman George Slatford was not able to find his car in the yard so called Freddie Seega, Switchman, to locate same. When last seen George was down in the pit and everyone was wondering if George thought the car had fallen through.

Another man who was not able to stay out of the pits was our Chief Yardmaster H. L. Barden. Jack was trying to pull the trolley down when he went out of sight. He blames the new shoes he was wearing. Better put skid chains on, Jack.

Motorman Ross was talking to Conductor A. M. MacKenzie. Mac claims to have been among a good many Indians in his younger days and said he knew Sitting Bull, before he had learned to stand up.

Foreman B. B. Boyd and party visited the St. Francis Dam, last Sunday and B. B. brought back some very good pictures of close ups of the dam and claims to know all about it now.



Division Five

FRED MASON

Don't mention strawberry shortcake to Conductor W. H. Morgan. He's fond of it but it isn't fond of him.

Assistant Mechanical Foreman "Scotty" Macqualter pulled the best one this week. His wife had a birthday last Monday and he bought her a bouquet of everlasting flowers.

We received a letter from Conductor Dave Scherzer who is in London, en route to Poland. He says he's having a good time but finds it hard to count the money there.

Motorman F. M. Hestilow started out last Monday for a ten days' jaunt to Weldon, Arizona.

Motorman Sammy Bayliss is off for sixty days on account of his health and is going to Yakima, Washington, for a change of climate, which he expects, and we hope, will build him up to his old self.

On account of his father's illness Conductor Harry Eidsen has been granted a ninety days' leave of absence to take care of things for his dad in Reedley, near Fresno.

We are glad to see Motorman C. H. Franek back on the job again after being off a month on account of being bumped into twice by the same flivver.

Motorman F. P. McMurphy is another one who is back, winding 'er up, after ten weeks illness.

Conductor W. H. Moore is also up and around and doing his stuff on the back end after being off for a month with neuritis.



Shops

JACK BAILEY

Carpenter W. W. Heinbuch is taking two weeks off to knock about the house.

Eyes of envy were turned on Truckman Fred Joyce when he drove his new Essex to the Shops last week.

Machinists A. Clinton, S. Kriewald and H. Nutter, were the committee appointed by Machinist B. S. Rivers, to stage a chicken dinner last Easter Sunday. The committee was to be at River's home where the dinner was to be given. They did—and the dinner was laid on the table—until next Sunday and Rivers had better be at home.

Andy Horn of the Truck Shop took his wife for a little Easter drive via Long Beach, Laguna, Santa Ana and Pomona, all on six gallons of gas and another Nash.

H. Heuer of the Winding Room is now with us again after being on the sick list for some eight weeks. He is looking fine and hasn't forgotten how to manipulate his tools.

From reliable sources comes the report that E. Sayre, Dr. Robey's lathe-man and erstwhile sailor, is contem-

plating a cruise that will take him in real deep water. At any rate, he has bought enough anchor chain (courtesy of C. A. Bollette) to drop his hook in 20 fathoms. Why?

Don Shields came in the office smelling like a perfume factory and exclaimed: "Gang-way boys! I just took one of Dr. Robey's bad cold treatments." Before Doc got his M. D. he was a concrete mixer.

Our councilman from Watts, A. Ayala, is going to start a grocery store in said district and promises all his welding partners a 10% discount.

Truckman C. Pontious still answers on the sick list and would like to see some of the boys.

A. Gollmer of the Winding Room left the service and will take up duties on his ranch.

Truckman Roy Williams suffered the loss of all his Ford accessories one night last week when he failed to hear the thief who broke in the garage only seven feet from his house.

Everyone went to church last Sunday but Plumber Harry Diebert?



Division One

H. N. COLE

We are all more or less inclined to do a little high stepping at some period in our lives. Motorman R. J. Schauenberg was doing his stuff along that line several days ago, but evidently he didn't step quite high enough to miss a traffic button and a twisted ankle was the result, and he was laid up for over a week. He is back on the job now and going strong.

According to the best information available at this writing, Motorman J. S. Peach of the "D" Line was seriously hurt last Tuesday evening while on his way home from work. He was struck by an automobile at Forty-first and Central, and was taken to the Good Samaritan Hospital in an unconscious condition.

Conductor O. N. Haggard of the "R" Line spent three glorious days on the "rock pile" last week. He failed to push the lever over and forgot to wind his clock and so forth.

Motorman F. V. Bauer of the "J" Line has treated himself to a new Chrysler automobile. If you can't place him, just hunt up the biggest mustache around Division One and that is Frank Bauer.

Night Switchman Walter Flower is working at night and scouting during the day. Walter is an ardent follower of Sir Isaac Walton, and when fishing season opens he will be ready and rarin' to go.

Conductor M. H. Boswell of the "N" Line is trying his luck at raising a mustache and it is coming along nicely. In a few years he hopes to be able to compare it with that of Motorman J. H. Johnson of the "D" Line and also that of Eddie Sweet.

Conductor J. L. Sheer has resigned to follow some other line. His resignation came on the eve of his falling heir to a regular run. Conductor C. E. Rust also has resigned.

Conductor O. S. Patton has changed from a day to a night run on the "R" Line. Motorman P. K. Huffer bid in a night run on the "J" Line giving up a day run.



Division Two

E. A. MOXLEY

Conductor O. V. Saylor resigned the fore part of the week to return to Toledo, Oregon.

Conductor A. H. Huffmeier has been granted thirty days in which to take a trip to Fresno. A. H. believes in taking his days off all in a bunch.

Conductor J. Hollingsworth made a short visit to the Division Wednesday. The cast has been removed from his hand, and he says it feels pretty nice to be able to wiggle his fingers around once more. It will be some time before he will be able to return to work.

Conductor S. M. Estes left by auto Tuesday for Fort Worth, Texas to spend forty-five days looking over the old home town.

Motorman D. P. Burns received news that his father was very low and not expected to live, so resigned and started home, which is in Pennsylvania.

Motorman W. E. Hancock is getting well rapidly. He says it is a long time since he has been off for such a long stretch.

Motorman H. P. Chaffee has been on the sick list for several days, nursing a bad cold.

Conductor P. C. Briggs and Motorman H. A. McKown are both on the flu list.

Motorman J. A. Broadwell resigned Wednesday to return to Roscoe, Texas, where his wife and small son have resided for the past few months.

Clerk C. F. Paine blossomed forth the day after Easter with a new high-powered suit, the boys say he can throw his megaphone away now.

The Skinner brothers have given up their traffic jobs and are both working night runs on the "U" Line. Now the question is, how long will it be before they can get on the same run?

Motorman-Line Instructor C. C. Roush has a run on the "U" Line after heading the extra list for several weeks.



Motor Coach Division

ELMER WOOD

Notice: First Weekly Appeal—"Give News Until It Hurts."

Operator W. H. Moore is collegiate although he doesn't look it. A passenger gave him a ten dollar bill and said, "I am very sorry but it is all I have. Can you change it?" Bill answered, "Yes sir, And How!"

Operator L. O. Hamilton is in New Mexico on a sixty days' leave of absence, attending to some real estate he has there.

You should have seen the surprised expression Conductor R. B. Dwyer registered when he tried to put a dust cloth between the window and guard bars on the rear platform. After dusting the railing, Dwyer poked the cloth toward the window which had been taken out. The result was Operator C. F. Peters, who happened to be sitting next to the window sash, received a sock in the jaw. It was really pathetic to see Dwyer trying to explain and excuse himself.

Garage News

George Oliver wins the noiseless whistle for pulling the best boner last week. George noticed his lunch bag was unusually heavy and remarked that his wife surely gave him plenty to eat. But when he opened it he discovered he had brought the wrong bag as it contained potatoes, carrots and onions. George probably took his wife to a restaurant for dinner that evening.

Sam Turner broke his own record last week when he punched the clock on time for three consecutive mornings. We are wondering if the reason could be a new alarm clock?

A letter was received from Ben Sjoben who was formerly a mechanic on this shift and resigned to go up north. Ben is now in Chicago but stated that he would like to return to Los Angeles as soon as possible.



Division Three

L. VOLNER

Our Foreman, Mr. Owens, posted a notice on the office window wanting men for nine extras for the Sunrise Services last Sunday (Easter) According to Clerk Hanley, eleven men were injured in the mad rush to get these runs.

When he is off duty, Conductor Clyde C. Coates puts in his time riding the street cars.

Conductor W. M. Tutor has purchased a restaurant at 1816 North Broadway, and his father, L. A. Tutor will be in charge of same, and would be glad to see any trainmen.

"Hiking Mike" Wm. Pearson made his annual trip to Pine Flats for Sunrise Easter Morn. He left Sierra Madre at 3:00 p. m., Saturday, arriving at his cabin on the West Fork of the San Gabriel River at 7:00 p. m. Taking four army blankets, he left at 8:15 p. m., for Pine Flats nine mile away, arriving there at 11:25 p. m., after a very hard hike. He returned Sunday, leaving Pine Flats at 11:00 a. m., arriving at Sierra Madre at 5:45 p. m. The total distance covered in this hike was 46 miles. A good workout.

Motorman H. C. Hansen has gone to Oklahoma to settle an estate, but will soon be back on the job.