

Master Mechanic's Staff



Left to right, standing: H. L. Turner, J. H. Oven, A. D. Arnold. Seated: C. M. Boyce, Mrs. R. L. Guignard, F. T. Burchett, J. E. Steenrod.

All street cars, whether passenger or service cars, that are sent to the Shops for whatever repairs are necessary, undergo close inspection, and all work necessary to them is carefully tabulated and requires a regular staff to keep up with the forms required. This staff comes under the direction of Master Mechanic E. L. Stephens of the South Park Shops.

In the accompanying photograph first we have H. L. Turner. He has charge of the quarterly maintenance reports of motor coaches, passenger and service cars; monthly reports of lubricating oil, brake shoes and trolley wheels. Turner is a pugilist of the calculator.

Next is J. T. Oven who checks all completion reports of store and work orders; posts and assembles mileage of the various types of equipment and traces the historical changes of the cars as well as brings the reports up-to-date.

A. D. Arnold, the next gentleman standing, posts the daily inspection record of each car on individual sheets. He also keeps tab of the general overhauling costs of all cars that are given repairs and that require repainting.

The first gentleman seated is C. M. Boyce, who checks the hundreds of requisitions, time cards, store or work order numbers, types and units of equipment. All time cards are sent to the Chief Timekeeper from this department.

The only lady of the group, Mrs. R. L. Guignard, is stenographer and typist and handles all general correspondence, as well as work and store order authorizations for the Shops, departmental requisitions and the indexing and filing of records.

Next we come to F. T. Burchett, Chief Clerk, who endeavors to maintain peace and harmony in the family circle. His many duties include

the planning and assigning of work to the various clerks; the keeping of daily record of equipment changes; the issuing of bulletins and notices of changes in the accounting, etc., and supervising and checking of all reports in order to answer the many inquiries.

Sitting next to Mr. Burchett is J. E. Steenrod, who compiles the monthly inspection report of passenger cars; assembles comparative monthly and yearly costs and graphs of various types of equipment. He keeps a continuous record of employes, passes and manuals, percentages of labor distribution by departments and assists in checking the various reports before they are sent to the general offices.

On account of vacation, F. G. Schluchter does not appear in the picture. However, when he is on the job he takes care of the checking of all time cards from the division mechanical departments. He has charge of records of all car wheels and keeps a check of fare boxes that are sent to the Shop for inspection and repair.

Station Ready For Final Test

The new substation located near the City of Inglewood for power service to the "E" Line extending south of Mesa Drive is completed with the exception of final tests. It will very shortly be placed in regular service similar to other automatic substations on the system.

The old Centinela Substation, which this new substation is replacing, is still standing by for service until the performance of the new station is pronounced satisfactory.

Pinochle Tournament

Next Week's Games
Monday, June 4—Division Three at Division One. Wednesday, June 6—Division Four at Division Five.

Division Standings			
	Won	Lost	Pct.
Div. One	3	2	.600
Div. Two	3	2	.600
Div. Five	2	3	.400
Div. Four	2	3	.400
Div. Three	0	0	.000

Late Edition

Last Thursday, May 31st, Divisions Two and Four met in a pitched battle, Division Two defeating the visitors in the first two games. Division Four rallied in the third, only to lose the fourth game by a very close margin. The fifth game was easily won by the visitors.

Well, well, well, if Division One's representatives didn't go and beat Division Five on their own cabbage patch in a 3 to 2 victory in the opening series of the Pinochle Tournament!

If the interest displayed at the first series of games is anything to go by, then there is going to be nothing else to do but rent the Coliseum to accommodate all the spectators and in addition to broadcast the plays over the radio. Extra Clerk Muckenthaler at Division Five suggests the latter right now. He was kept busy answering telephone calls from all over town as to how the games stood and worked up a beautiful sweat until the end.

Motorman Rufus Farmer occupied the closest seat, right on top of the scoreboard. His putrid pipe was going full blast making the Division Five boys feel at home, but it was pretty tough on the Division One men, who were not accustomed to it.

Division Five copped the first game. Division One came back strong after going set for sixteen in the second game and evened the score. Division Five landed the third game, making it two to one in favor of the Seagulls' Roost. Division One came back and took the fourth and to make it more interesting also took the fifth game in a very close contest. It was a case of buy the trumps and take a chance and Bill O'Hern of Division One did it. He bid twenty-two and laid down only five meld. His partner, Conductor Arguello, couldn't help him with any meld, so he had seventeen big ones to pull. The word then began to buzz around that he was going set and it sure looked like it. Bill thought so too. However, what Arguello didn't have in meld he made up for with the cards he held, and they went out, making four over their bid, thereby copping the series.

Bouquets In Upward Trend

Although the May report on Complaints and Commendations compares very favorably with the April return, still it shows an upward trend of seven notches.

Discourtesy increased 2; Starting Too Soon, 4; Carrying Passengers Past Stop, 3; and Miscellaneous, 5.

To offset the increases, Fare and Transfer Trouble decreased 2; Passing Up Passengers, 2; Dangerous Operation, 2, and Short Change, 1.

The total number of complaints for May stood at 128, and for April, 121—an increase of 7.

Commendations Take a Jump

Commendations took a skyward course during May and reached the new high level of 104, leaving the April figure of 75 far below. This is an increase of 29 and is indeed a very creditable showing.

It might be well to note that for the month of March there were only 40 commendations and the April report came along with 75—an increase of 35. That was a big jump and now the May report shows 104 commendations—an increase over the March report of 64—a regular skyrocket.

Promotions

Proving that they could produce the goods as Line Instructors, the following men have been appointed Temporary Supervisors, effective on June 1st, to try out in their new capacities:

From Division One: L. Scott. From Division Three: J. P. Fleming and M. L. Moore. From Division Four: C. C. Dotts and G. K. Webb. From Division Five: C. H. Coxhead and LeRoy V. Hoffmeister.

Can You Beat It?

Division One wants to know if any division can beat the record established last Thursday by the crew of a two-car train in procuring witnesses to an accident.

Out of a possible seventy passengers on the cars, the crew secured sixty-five witnesses. The crew was Motorman M. D. Anschutz, Conductor P. Cummings and A. F. Miller.

Division Four—please note.

Crossover Removed

The Engineering Department has recently removed the crossover on Eighth Street between Harvard and Kingsley, which was formerly used as the terminal of the "N" Line before the line was extended to Western Avenue.

~ TWO BELLS ~

Published every Saturday 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

The Seed Of Knowledge

The U. S. Bureau of Education has found that in this country untrained persons earn from \$400 to \$1,200 a year; those with common school education earn from \$600 to \$1,500 a year; those with high school education earn from \$850 to \$2,450 a year; those who have attended college earn from \$1,400 to \$5,000 a year; while college graduates earn an average of \$6,000 a year.

Here is striking testimony to the value of education—to the dollars and cents value of a trained mind.

Education is defined, briefly, as development and cultivation mentally and morally; the fitting of one for a calling by systematic instruction; the training or disciplining of the mind.

One many not employ in his business much of what he has learned through study of books, but all his study combined serves to train and develop his reasoning powers and this is the most important fruit of education.

The fact that a man's *early* education may have been limited does not justify that man in concluding that he is handicapped for life. Some of the greatest figures in history enjoyed very scant, if any, educational advantages in childhood. Facing a hand-to-hand combat with living obstacles to progress, they secured in manhood the education and training denied them in childhood and youth, and rose to greatness, even power.

One is never too old to learn. The mind of a physically healthy man is as receptive, as flexible, as alert at 40 as it was at 15. His imagination, his vision, his power of perception is better regulated at 40 than it was in youth. And an orderly, disciplined imagination is one of the best assets a man can have—at 40 or any other age.

I knew a man who at 60 knew nothing of Latin. At 62 he was preparing students for their university courses—in Latin. At 58 he began the study of medicine. At 80 he died—and famous doctors and surgeons traveled long distances to honor his memory on the occasion of his burial.

So, you man of 30, 40 or 50—don't give up! Think straight! Dig! Play as hard as you work. Keep your body fit and your mind will keep fit, and youthful, a fertile field for the seed of knowledge—and "Knowledge is Power."



LARY LAFFS



"Nature," explained the philosopher, "always tries to make compensation. For instance, if one eye is lost, the sight of the other becomes stronger, and if a person grows deaf in one ear, the hearing of the other ear becomes more acute."

"Faith," said Pat, "and I believe you're right, for I've noticed that when a man has one leg shorter, the other is always longer."

Tourist—"Ever have any excitement around here?"

Native—"Durn near had a circus here ten years ago."

It was the dear old lady's first ride in an auto, and she watched with growing alarm the driver continually putting his hand outside the car as a signal to the following traffic. At last she became angry.

"Young man," she said, "You look after that car of yours, and watch where you are going. I'll tell you when it starts raining."

"Is dem aigs fresh?" asked Mandy of her dusky grocer, pointing to a basket of hen fruit.

"Ah ain't sayin' dey ain't," answered the grocer.

"Ah isn't askin' yo' is they ain't," retorted Mandy heatedly, "Ah is askin' is dey is."

A man who had lived several years on a tropical South Sea island came north one winter. He sought out a coal dealer and asked him the price of a ton of coal. The dealer told him.

"What's the matter?" whispered the former South Seas man. "Have they passed a law against selling that, too?"

Johnny, aged six, was told he had to go to the hospital to have his tonsils removed, and his mother was bolstering up his morale.

"I'll be brave and do just what they tell me, Ma," Johnny promised, "but I betcha they don't palm off no crying baby on me like they did when you was in the hospital."



BOUQUETS



Left to right: Conductor A. F. Comstock, Motorman R. Gholson, Conductors J. Pewitt, F. A. Russell, T. O. McChesney, A. R. Brown, M. V. Howell.

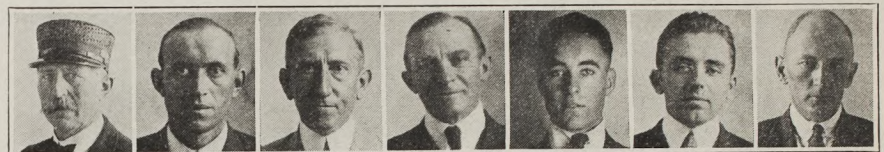
For Conductor A. F. Comstock of Division Three from John R. Schoeneweg for his thoughtfulness in assisting a woman on crutches off the car.

For Motorman R. Gholson and Conductor J. Pewitt, of Division Three and Conductor F. A. Russell of Division Two from Miss Charlotte Escude, all for their courtesy to all who ride their cars.

For Conductor T. O. McChesney of Division Two from Miss Amy R. Moede for his kindly consideration in waiting for her to board, late in the evenings, and for his courteous and gentlemanly conduct.

For Conductor A. R. Brown of Division Two from Mrs. M. A. Jones for his thoughtful kindness in stopping his car after it had left the terminal in order that she might board.

For Conductor M. V. Howell of Division Three from Mrs. L. S. Cooke for his courtesy.



Left to right: Motorman M. Knudson, Conductors J. S. Meehan, H. F. Henney, F. C. Buhles, B. Skinner, H. E. Schultz, O. W. Marden.

For Motorman M. Knudson of Division Five from F. E. Thomas for his all around ability and efficiency.

For Conductor J. S. Meehan of Division Three from Mrs. A. A. Webb for his helpful, courteous manner.

For Conductor H. F. Henney of Division Five from Miss Jane Law for his courtesy in giving her correct directions when she had boarded the wrong car.

For Conductors F. C. Buhles, B. Skinner, and H. E. Schultz, all of Division Two from Mrs. M. Catherine Van Vleet for their pleasant manner and attention to the interests of their passengers.

For Conductor O. W. Marden of Division One from Miss Mildred Kirk for his kindly courtesy toward a patron who was ill. Miss Kirk's letter concludes: "It was the most courteous act I have ever witnessed on any street car."



Left to right: Conductors J. R. Dean, D. W. Nycum, Conductor-Line Instructors W. J. Millican, C. C. Lee, Conductor A. Norman, Conductor-Line Instructor L. H. Wilson, Motorman-Line Instructor J. D. Brewster.

For Conductor J. R. Dean of Division Five from Mrs. Caroline Toepfermann for his courteous and gentlemanly manner.

For Conductor D. W. Nycum of Division One from W. F. McCormack and Fred Harvey for his thoughtfulness and tact in securing a seat for an elderly woman.

For Conductor-Line Instructor W. J. Millican of Division Three from Mrs. J. A. Kieffer for his kindly consideration of an elderly woman who had boarded his northbound car instead of a southbound, in assisting her off his car, onto the other car and giving the conductor directions as to her destination.

For Conductor-Line Instructor C. C. Lee of Division One from Misses Claire and Etta Rue for his courtesy to all, and especially for his marked courtesy to an elderly woman.

For Conductor A. Norman of Division Four from Mrs. C. E. Dutcher, R. N. for his kindness in helping a blind man off the car and to the sidewalk.

For Conductor-Line Instructor L. H. Wilson and Motorman-Line Instructor J. D. Brewster, both of Division Three, from M. E. Gassaway, whose letter is quoted: "I wish to call your attention to these men. They showed themselves very courteous to the elderly and infirm."

You have heard, perhaps, how Rastus chuckled when he was being strapped in the electric chair. To the warden's inquiry why he replied:

"I was jest thinkin' the joke's on you, for you am sure executin' the wrong man."

A bricklayer said to a foreman on a new job: "I'd like to work here, but I can't find a place to park my car."

The foreman replied: "I guess you won't do. This is a high class job and we want only bricklayers who have chauffeurs."

Speaking Of Prunes

John Collins, Supervisor of Safety, has a Scotch friend who wrote him an Irish joke. Like a good Scotchman, he wrote it on a hotel letterhead, and here's the joke:

A farmer hired an Irishman to prune his apple trees. Dinner time came and he called Pat to eat. "Well, Pat, how did you get along?" inquired the farmer. "Oh, foine," says Pat, "Oi have thim all out by the roots and will prune thim after dinner."

Bulletins

ISSUED JUNE 2, 1928

Street Car

NO. 73—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 1268 issued in favor of J. Flores, Special Work Laborer, Way and Structures Dept.

Pass No. 1513 issued in favor of C. G. Woelker, Driver, Line Department.

Pass No. 2255 issued in favor of Robert Holmes, Janitor's Helper, Paint Department.

Pass No. 2458 issued in favor of M. E. Pflipsen, Car Repairer, Division No. 5—Days.

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

NO. 74—NOTICE TO CONDUCTORS

Pass No. 6314 issued to G. Searl, Motorman, Division No. 3, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

R. B. Hill

Motor Coach

NO. 33

Rule No. 10, in Book of Rules issued in 1924, Page 5, is hereby modified and beginning at once, Motor Coach Operators must not pass other coaches unless the coach passed is standing still and not then except to get into the proper place on the schedule.

When passing a standing coach, it must be done at a slow rate of speed and the horn sounded before passing.

NO. 34

Rule No. 106, on Page 33 in the Book of Rules issued in 1924, is hereby cancelled. Beginning at once, Operators and Conductors must bring their coaches to a full stop at the proper place to pick up passengers, at all points where existing rules provide for the picking up of passengers regardless of whether the following coach is close behind or not. An exception to this rule may be made only when you have a full capacity load as provided for by rule.

Stan Hansen

For Sale

Radio, five tube Neutroflex Console. Has power tube No. 171. Hooks to light socket. Priced to sell. Also some furniture for sale. M. L. Bybee, Division Three, or 2804 Huron Street.

Five Room Bungalow, screen porch. Lot 40 x 135 feet, level lot on hillside. \$4500 cash. 3340 Pepper Avenue, two blocks from Division Three. Conductor W. T. Russell, Division Three.

Five Room Modern Stucco, tile bath and sink, large finished basement. Cash \$750. M. S. Harrington, 5019 Los Robles Street.

East Half of Lot No. 545 Iona Tract, Inglewood Cemetery. F. A. Frazer, South Park Shops.

Five Army Cots, all in good condition. F. L. Randolph, South Park Store.

Chevrolet Coupe, Superior Model, in best of condition, \$150 cash. Also Three Tube Radio \$15. Martin Sasolow, Division One.

Household furniture—Roll Top Desk, Oak, good condition, \$15. Typewriter, Remington \$10. Garland Gas Range, glass oven, \$15. Dining Room Set, walnut, four chairs \$25. Simmons Bed, Spring and Mattress \$10. C. D. Clark, 1626 West 49th Street.

New Addition To Map Rack

"Letseenow, 'sright nexta whatyamacallit avenoo," which, when translated, means that Arthur Genn, with the extended index finger is informing G. G. Scott that he has found a certain street on the new extension to the map rack recently installed in the Drafting Room of the Engineering Department.

The original map rack, a glimpse of the side of which is caught on the right of the picture, was built in 1907, and is approximately sixteen feet wide by thirty feet long and embraces territory north of Griffith Park south to Manchester Avenue, and from Rimpau on the west to Ford Boulevard on the east. A six-foot extension has been added to the bottom or south end of the old map and takes in territory between Manchester Avenue and the north border of Compton.

Due to the increased demand for transportation it has been found necessary to make strips six feet wide for east and west extensions and thirty feet long for north and south to show motor coach routes. The strip for the west takes in Beverly Hills, while the one on the east includes most of the City of Montebello.



These maps are scaled three hundred feet to the inch to show all of the streets in the territory embraced by them and are kept up-to-date in all changes in street names and show in yellow all Los Angeles Railway car lines and in red all those of the Pacific Electric Railway.



Who's Who and Wot of It?

This snappy little snapshot was picked up outside the stage entrance to the Burbank Theatre with a telephone number on the back prefixed UMBoldt. We couldn't dial UMBoldt so got the number over a call phone and found out that it was none other than Ben Bradfield, Foreman at the South Park Shops. It's corking up 'ere 'ole top.

At Your Service

If you are ever in the vicinity of 2nd and Western and would like a good lunch, Pat's Good Eats at 215 South Western can take care of your desires for either fountain service, sandwiches or a business man's lunch.

Leo Londraville has charge of Pat's Good Eats and says there are bowling alleys in back of his place if you care to bowl to aid digestion.

Legal Questions

Q. When is property sold for non-payment of taxes?

G. S.

A. In July next after taxes become delinquent. The delinquent tax list is published on or about the 8th day of June each year in the daily paper which is awarded the contract for the county printing. Said publication states the date when the delinquent properties will be sold to the State (about July 1st) and the amount due.

Q. What is a respondentia bond?

J. B.

A. It is a contract by which a cargo or some part thereof is hypothecated as a security for a loan, the repayment of which is dependent on maritime risks.

Q. Has a person a way of getting money back that was paid for Stock that was claimed was clear but which had a mortgage against it and which was falsely represented so stock could be sold? Their printed literature and false promises still held by investor.

G. C. R.

A. If stock was misrepresented and purchaser can show that fraud was perpetrated, there is relief.

Q. Would parents be liable for necessities furnished their child by a third party?

H. W.

A. Yes, if they are able and fail to provide for the child.

Q. If a penal statute is amended by increasing the penalty does this affect the prosecution or punishment of persons who violated the statute prior to its amendment?

McC.

A. No.



This chubby young fellow is John Fred Kirk, Jr., eight months old son of Motorman J. F. Kirk of Division Two.

Wedding Bells

Conductor H. I. Billings of Division Two has been granted thirty days' leave to stage an early June wedding. He will be married on the third and the bride and groom will then start out for Greeley, Colorado, where they will spend their honeymoon. Congratulations H. I., and don't forget the smokes when you get back.

Two Stork Visits At Division One

The Stork paid a viisit to the home of Conductor M. B. Stewart of Division One last Friday night and left a fine ten-pound baby girl, and a few days later, on Sunday, he presented Conductor F. E. Schuler, also of Division One, with a girl weighing seven and a half pounds. Both mothers and babies are doing fine and the two daddies are happy.

Division Assignments

The following men have been assigned to their various divisions during the week ending Wednesday, May 30th:

To Division One: Motormen C. M. Long, J. M. Stevens, R. B. Luther, M. J. Steggell, Conductors R. Lambdin, J. H. Santen, W. W. Lonie.

To Division Two: Conductor A. C. Parker.

To Division Three: Motormen A. B. Craft, Jr., H. J. Smith, W. L. Montgomery, Conductors E. D. Hickox, J. L. West, H. L. R. Fowler, H. J. Carnine, F. O. Nunnally.

To Division Four: Motormen W. A. Parker, E. P. McKinney, Conductors C. E. Sears, Jr., R. H. Wright, J. L. Stevens, R. E. Chandler.

To Division Five: Motormen M. E. Dally, R. L. Childers, C. W. Craven, Conductors N. A. Meyer, W. C. Neal, L. P. Larsen.

Personal Mention

C. H. Campbell, Joint Pole Inspector, Engineering Department, has been off sick for the past week with the grippe.

Guy H. Campbell, Schedule Department, has returned to work after a leave of absence to recuperate from illness.

W. E. Darby, Claim Department, has been absent during the past week and is reported to be suffering from the grippe.

On vacation we find, from the Auditing Department, J. J. Tobin is spending one week in San Francisco, and Miss Frances Bernesk is vacationing in the Imperial Valley and later will go to Catalina Island.

Mrs. M. Galloupe is spending her vacation at Lake Tahoe.



Division Five

FRED MASON

Well, boys, we lost the first series of Pinochle Tournament to Division One by the odd game. However, that doesn't mean that we've lost the tournament. Oh no, not by a long shot. Next Wednesday, June 6th, we play Division Four here. Come early for ring-side seats and for the love of Pete bring your own cigarettes and matches.

Conductor F. L. Morrill, who was on leave of absence in Portland, Ore., has resigned to take up other work there.

Vacations seem to be the order of the day now, so here they go: Conductor M. G. Law, two weeks to Petty, Texas; Motorman S. B. Smith one week to Santa Barbara. Motorman W. E. Niceley three months to Napton, Mo., and Motorman E. W. Watson three months to Cedar Rapids, Iowa. These boys are all married so there's no chance of any June bride chatter there.

Conductor Line-Instructor L. V. Hoffmeister has been appointed Temporary Extra Supervisor, also Motorman-Line Instructor C. H. Coxhead. Here's wishing them success in their promotions.

To take up other work in Reedley, California, Conductor Harry Eidsen has tendered his resignation. We all wish him the best of luck.

Have you noticed Motorman Charlie Detrick? He's getting better looking every day. First he had his moustache taken off and now he's had all his teeth yanked. The last straw will be to see him with his head shaved. Go on, Charlie.



Division Two

E. A. MOXLEY

Motorman W. B. Zink spent last week at home taking care of his wife who was in poor health.

J. A. Madigan, B. I. Berry, H. F. Nelson, A. A. Shewmaker and R. Van Soest spent Sunday at the Eagle's Nest in Bear Canyon. The forenoon was spent in rolling rocks down to the cabin to be used in building a fireplace. Several hours were spent trying to eat up a big chicken dinner, which was a dandy. The families were along and the crowd numbered seventeen.

Motorman J. C. Robeson started out last week to rest up for thirty days, but found time hanging too heavily on his hands so brought the little pink slip back and decided to go back to work, Thursday.

Motorman J. M. Luddon has been feeling a bit under the weather for some time so is taking the month of June to rest up and try and get back to normal again.

Motorman R. N. Lament resigned the fore part of the week. He is going to return to Tulsa, Oklahoma, on account of his wife's health.

Motorman A. E. Holmberg laid off Tuesday and Wednesday to rest up on the small end of a paint brush, the other end going round and round on the sides of a five-room house.

Motorman A. A. Johnson intends driving back to Pennsylvania the first day of July, and will take some one along to cut down traveling expenses. So if interested get in touch with him as soon as possible.



Shops

JACK BAILEY

A. Arnold, Clerk in M. M. Office, had last week off. A good rest and some good fishing trips were enjoyed. The whole office force enjoyed fried fish through his good luck.

W. W. Aldrich, Assistant General Foreman, is away on his vacation.

The report that Mrs. Guignard, M. M. Office, was on the sick list last week was quite in error. She is home enjoying a good rest vacation.

Charles Clegg, Cabinet Maker of the Carpenter Shop and one of the old timers, has left the service.

Charles Pontious, Truckman, is at Murietta Hot Springs, trying to get relief for inflammatory rheumatism. Expects to be there three weeks.

Joe Schrieber, Truckman, has moved out in the "Sticks." He will have more room for his rabbit business but will have to walk into Ingleswood mighty early.

Having had the experience of capturing escaped parrots from tree tops, Truckman Lawrence Lock is



thinking seriously of getting a patent on his mode of capture, and if successful will enter into the business, and how.



Division One

H. N. COLE

The first fish story of the season was released for the press on the return of a bunch of fellows from a deep sea expedition last week. The party was composed of Transfer Clerk James, Extra Clerk H. N. Johnson, Conductors E. Yohler and R. O. Fortune, and everything was going fine till Johnson, who was going through his first experience of this kind, got his foot stuck in the bait bucket. While trying to extricate said foot, a big barracuda grabbed his hook and started away, and in the process of landing it, Johnson, who was naturally laboring under difficulties, lost his balance and fell backward into a box filled with barracudas. Now the barracuda is a long, slim fish, and Johnson is rather tall, too, so according to Conductor Yohler, it was difficult to distinguish Johnson from the other occupants of the box, but he was finally rescued from his fishy predicament none the worse off from his initiation into the secrets of the Sir Isaac Walton Society. Johnson landed the fish.

Motorman John Henschall has evidently joined the society for the promotion of bigger and better automobiles, as he traded in his Ford coach for a beautiful cherry red, leather upholstered, Special Six Nash. Mrs. Henschall said goodbye to her mother and sister last Tuesday, when they started on the first leg of their journey to the old country, where they will sojourn for several months.

Motorman J. O. Huffman of the "N" Line received a letter from his Conductor, A. G. Rex, who is away on his vacation. At the time of writing he was at Portland, Oregon, and going strong for the Canadian border. Huffman says he hopes Rex will remember him when he reaches the other side, but what's the use. Rex doesn't indulge.

Conductor R. W. Brigham seems to spend most of his idle time dreaming of mountain streams and ten-inch trout. Last Sunday as a compromise measure he went to one of the beaches



Division Three

L. VOLNER

The shake-up on Line "B" went off in fine shape, the men are all pleased with their runs. Two crews had a time looking for "Alma" the east terminal, going past to the end of the track.

Among many lost articles returned to finders, Conductor C. W. Melcher received the most useful one, a set of false teeth. He cannot use them as yet, but has put them away for future use.

The boys are all on their toes waiting for the first pinochle game, which is to be played at Division One next Monday night.

Motorman W. W. Yates has been called east on account of the serious illness of his mother.

Conductors Ira E. Gott and M. S. Fury spent the first of the week trout fishing.

Switchman Walker and party left for June Lake Wednesday to stay over Sunday on a fishing trip.

(Division One Continued)

to try his hand at surf fishing. He says the fish must have seen him coming and passed the word around, as he didn't even see a fish. However, he expects to leave for the mountains on the twenty-first of this month.

Conductor J. H. Stanley is taking a sixty days' vacation which will be spent in Logansport, Indiana.

Motorman J. H. Schrader asked Foreman Lair if he could be off for the rest of the week as he wanted to try out another job. J. B. looked surprised and asked what the job was and Schrader replied: "Helping the wife clean house." "You are off," was the answer.

Motorman J. H. Johnson and others are contemplating steps toward having a tunnel constructed between the car house and the restaurant across the street. The trip is so hazardous that only a very hungry man has the nerve to attempt the journey, and then it is suggested that he carry an accident policy in each hand.



Motor Coach Division

ELMER WOOD

Those on vacations are: Operator W. T. Rowe, visiting friends and relatives in Sacramento, for a week; Operator H. C. Pierson, up north for five days.

Operator R. Hanson has been off for the past week with the flu. We hope his illness is not serious.

Garage News

The following conversation was heard at the proving stand. Mr. Smeltzer: "We will now make a schematic diagram of the apparatus." Mr. Sullivan: "Shall we use logarithmic scaling to show the validity of exponential relation?" Mr. Smeltzer: "Indistinguishable characteristics of the tachometers can be calibrated by our extraneous mechanism. Only alternate contacts will be homologous." Sam Turner: "I wonder if them Russians could tell me what's wrong with my Ford."

R. L. Crawford, "Scotty" as he is better known, returned last week from two weeks of honeymooning in Northern California. The bride was formerly Miss Margaret Olephant. The couple stole away from all their friends to a preacher's home and were united in the holy bonds of matrimony, May the twelfth. On their honeymoon they drove to Yosemite and San Francisco, and stopped in such towns as Carmel by the Sea, thus making a very beautiful trip. The boys of the Garage and Coach Division wish to extend their congratulations and sincere wishes for a happy married life together. We also thank them for the cigars.

In return, Mr. and Mrs. Crawford wish to take this opportunity to thank each and every one of the boys of the Garage and Coach Division for the beautiful wedding present they received.

Floyd Nolf, formerly in the Machine Shop, has been re-employed and is now laboring on the Third Shift. We are glad to have him back in the fold.



Division Four

E. E. JOHNSON

We are glad to welcome back to our midst Motorman H. F. Malugen, who has returned to passenger service, after having worked for some time on the work train with the Maintenance of Way Department.

Another one of our former friends who has returned to the fold is W. A. Parker, who resigned last January, but couldn't resist the lure to wind 'em up again.

Conductor J. C. McQuoid, is on leave for sixty days to rest up, and see the sights of Los Angeles and enjoy his cigar undisturbed.

Motorman H. Phillips, who has been on the sick list for the past six weeks on account of a bad fall, was in to see the boys and is doing nicely and expects to be back on his regular run very soon.

General shake-up on the Birneys was held last week, and all the boys have had a week to try out their new runs, and all seem to be well satisfied with their new choice in spite of all the bumping and changing of runs.

Conductors C. C. Dotts and G. K. Webb, are trying out as Extra Supervisors.