

The Fare Box Hospital



Perhaps you had a nickel that persisted in sticking in the farebox some time or other, or maybe a pesky dime that wouldn't record. If you have, the accompanying photograph shows the doctors that diagnose the ills and shortcoming of fareboxes.

In the picture are A. C. Naterman, James Murray, Louis Grob, and in the foreground, Warren Brown, of the Register Room at South Park Shops.

At the top of a stairway, on the mezzanine floor, you suddenly come upon this department, which for all the world, resembles a jeweler's repair shop. All the intricacies of the farebox, how it functions and how and why it occasionally gets out of order are carefully explained in detail to those who may desire the information. Fareboxes, like human beings, stand just so much abuse and no more, and if you have ever seen the interior of the boxes you would understand why. Minute fingers that rotate with a disc, catch the coin and transmit it to the proper groove to be recorded in accordance with the value of the coin, and which groove simultaneously works the corresponding units, or value of the coin, on the visible register. When a coin is not of standard size, it simply slides around on the moving disc as the fingers will not pick it up. It is the coin of this nature that will in time cause trouble to the mechanism of the farebox and possibly a few cuss words from the conductor as he vigorously cranks the handle, faster than usual, and makes the situation worse.

In the background, Louis Grob is seen holding one of the electric fareboxes that are used on some of the motor coaches.

A. C. Naterman, who has charge of the department under Foreman Verne

Hathaway, is the daddy of the farebox, and his twenty-two years of service proves conclusively that he knows his stuff.

James Murray started with the Company in 1913; Louis Grob in 1919, and Warren Brown in 1921.

Square and Compass

The next regular meeting of the Square and Compass Club will be held in the Masonic Temple, Pico and Figueroa Streets, Saturday evening, March 17th.

Several candidates are in waiting to be admitted to membership in the Club and the evening has every indication of being mighty entertaining.

There will be refreshments after the ceremonies.

Basketball

There will be another battle of color when the Green and Yellow Motor Coaches mix it up in a basketball game next Monday night, March 12th, in the Hollywood High School.

The Los Angeles Motor Coach lost in their last tilt with the Larys a couple of weeks ago and they are out to redeem themselves. The game ought to be interesting to all the fans.

Congratulations!

Mrs. Ethel Gaberman, formerly Miss Ethel Rattner of the Employment Department, is the proud mother of an eight-pound baby boy, born on February 25th at St. Vincent's Hospital. Both mother and baby are doing nicely.

Two Widening And Grading Jobs Started By Engineers

The Engineering Department is tackling a pretty good sized job on Vermont Avenue between San Marino and Washington Streets. This job calls for a widening and grading program on a large scale.

The poles are now being removed to their new positions to conform with the widened street.

The grading program calls for maximum cut of five feet off the grade between 9th and 10th Streets, and a maximum cut of eight feet between 10th and 11th Streets. There will be a fill-in of about seven feet in the dip between 12th and Pico Streets and also a three-foot fill-in between 16th and 17th Streets. A maximum raise of two feet is planned between 17th and Washington. This work will be so arranged that only certain sections of track will be killed at one time and crossovers will be laid down to keep cars on their regular route.

The Engineers have also a good sized job on their hands on Mesa Drive from Vernon to 61st Street. This work calls for a big fill-in under the tracks just south of 48th Street, to conform with the new street level. Material for this fill is being supplied from the job on Pacific Boulevard.

The poles are to remain in center position and curbings and landings are to be constructed, as this stretch of track will remain as a private right-of-way.

Shields To Race

Don Shields, Mechanic of Division Two, is contestant in an outboard motorboat race to be held tomorrow, Sunday, March 11th, at Lake Elsinor by the Aloha Yacht Club.

Don will pilot the Miss Clewell, the craft that stood the gaff in the race (or rather endurance contest) at Catalina Island last January, and in which contest he received the silver trophy for fourth position. His craft for the race tomorrow will be equipped with the motor of the Cappy Ricks. This motor has been the source of many victories for this boat in several outboard motorboat races held on the Coast recently.

With this new equipment primed up for speed, the Miss Clewell ought to make it mighty interesting for the other craft in the race.

The races start at eleven o'clock Sunday morning with a six mile event, and a number of other water events are scheduled for the day. If you are interested in something speedy in water sports, see and hear these "putters" putt, but start early Sunday morning if you want a good position to view the sports.

Newcomers

Two newcomers are now part of the personnel of the Claim Department, introducing Investigators J. A. Stanley and F. M. Rutledge.

With The Wanderer

In his column "All Over Town," a daily feature in the Los Angeles Record, the "Wanderer" wandered, the other day, onto a "U" Line car, and handed the nicest bouquet of hand-picked posies to Conductor A. B. Hughes, No. 1526, of Division Two, in the following article which appeared under the date of February 28:

And speaking of men whose destiny it is to traverse this vale of sorrows known as "No. so-and-so"—there was that conductor No. 1562 on a "U" car plodding north on Figueroa Street.

He was the nicest-mannered man who ever pulled a bell rope, I have no doubt. . . . He called every street and varied the sound of the names so as to make them intelligible (most street car conductors seem to adopt a particular combination of tones that for some obscure reason appeals to their fancy and to employ the same sound in calling every street on their route).

He assisted ladies (and men) on and off the car; helped a scrawny mother with three infants and seven paper sacks find a grandmotherly sort of woman up toward the middle of the car who pretended to be pleased over the opportunity to hold the youngest baby; answered silly questions as though he enjoyed it. . . . And when this strangest of all conductors wanted the crowd to move forward he didn't bellow like a herdsman yelling at cows, but piped up cheerfully, "It looks quite open up ahead folks; if some of you will move forward everybody will be more comfortable." . . . In my marvelment I absent-mindedly disembarked at the wrong street and the street car company owes me a refund of one cent.



~ TWO BELLS ~

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

A Herald of Good Cheer and Cooperation

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



BOUQUETS



Left to right: Conductors I. L. Loverin, L. T. Campbell, C. M. Pettus, Motorman W. R. Kitson, Conductors K. Mazurkowitz, D. A. Tierney, W. H. Laing.

Quick Payment

A REGULAR passenger on the "B" Line writes: "Conductor No. 1006 very carefully and very courteously assisted an aged colored woman off the car February 17, helping her with her heavy shopping bag. A dozen passengers took note, and all showed their approval of this conductor's action. No wonder the people of Los Angeles like your trainmen!"

When this conductor rendered this service to an aged woman he received twelve times as much as he gave.

We get what we give. Perhaps the return is not always immediate, as in this case, but it is sure, nevertheless.

We are keeping an eye on this conductor, and many other trainmen like him. They are made of the stuff that builds successful men.

A Nickel Bought This Thought

SHOW me the street car conductor who doesn't slam hell out of the seats as he turns them both before and at the end of the run. Then I'll show you one *grand exception* to the rule—a fellow who has consideration for other people's nerves as well as for his employer's property. "Don't bite the hand that feeds you," seems to just about fit the case. It goes double. The patron pays the far—the company holds the sack for wear and tear. Both have certain rights.—*Three Minutes.*

Musings of the Old Timer

By George E. Ferguson

"Time brings many changes," said the old timer, as he finished signing his report card after his day's work. "They used to check us out and in and while we were told to be careful at all times, and not take any chances, the man in the early days who did not do so, never got his fifteen or twenty-minute 'spot' out at the terminal.

"Head-on and rear-end collisions, especially the latter, were a popular pastime. Track intersection stops were not necessary, if passengers did not want to board or alight, and when some broncho forgot to have her under control and 'high balled' through, if someone more careful happened to be in the center of the intersections, then the fireworks began.

"I can recall the runaway car on the West First Street Line back in December, 1905. The downtown terminal was at Second, just west of Spring, and the accident happened just after nightfall. The car ran from Olive to Spring with the motorman working frantically to check the speed and several passengers on board were adding to the din by screaming for someone to avert what looked like disaster for all. A Los Angeles Pacific Interurban pulled out square in the path of the runaway and was hit with such force that it was overturned. One man on the L. A. P. car was killed instantly and quite a number on both cars seriously injured.

"Safety stops, slow orders, etc., safeguard us now-a-days as well as our patrons, and the old-timers that have survived welcome these improvements that tend to keep us out of trouble.

"The old carry around headlight created many funny situations, but at the same time he who forgot and lifted the light off before pulling the plug got the surprise of his life. I can remember one night out at Lincoln, formerly East Lake Park. That was the period when car fenders were set back under the platforms and terra firma was trod upon by all. In those days when reporting to dispatcher, you gave your car number instead of train number, and as I was day dreaming, I forgot the number. My motorman, Murphy by name, was just reaching for the plug when I called, 'What's the number of that car, Murphy?' Murphy, always ready to oblige, released his hold on the plug, but forgot to let go the headlight and just then he gave me my answer in this way, '370,' and lifted the light out of its socket. That's all the number I received, but a shattered headlight and the air full of cuss words bore evidence to the fact that someone had forgotten."

Not Went Yet

My granddad, viewing earth's worn cogs
Said things were going to the dogs.
His granddad in his house of logs
Said things were going to the dogs.
His granddad in the Flemish bogs
Said things were going to the dogs.
His granddad in his old skin togs
Said things were going to the dogs.
There's one thing that I have to state:
The dogs have had a good, long wait.
—Author's Whereabouts Unknown.

It is a good and safe rule to sojourn in every place as if you meant to spend your life there, never omitting an opportunity of doing a kindness or speaking a true word or making a friend.—*Ruskin.*

For Conductor I. L. Loverin of Division Three from Mrs. I. May Throop for his courteous and pleasant manner to all his passengers.

For Conductor L. T. Campbell of Division Five from Mrs. R. R. Shank for his clear way of calling all streets and even repeating the street names after the car had stopped at the corner.

For Conductor C. M. Pettus of Division Three from Nurse Miriam Jean Rollins for his kindly manner in assisting an elderly woman from her seat and off the car and to the curb.

For Motorman W. R. Kitson of Division Two from J. M. Kasplowitz for

his courtesy in making a special effort to see that an elderly man left the car at the right stop, even going into the center section of the car for him.

For Conductor K. Mazurkowitz from William Schack for his efficiency in handling a picnic crowd. Mr. Schack writes: "Conductor No. 980 city bound from the picnic last Saturday afternoon won my admiration by the way he handled the crowd. That sunny disposition created harmony on the crowded car."

For Conductor D. A. Tierney of Division Two from Mrs. P. T. Buckley for his kindly courtesy in helping her off the car with her little three year old granddaughter.

For Conductor W. H. Laing of Division Two from Mrs. E. T. Fowler for his courteous and helpful service.



LARY LAFFS



"Look here, Rastus, I am paying you to cut that wood. What's Mose doing it for? Did you hire him?"
"Yassuh, Ah is gwine to pay him \$1.25 for the job."
"But I was to pay you only a dollar."
"Yassuh, but it's wuth a quatah jes' to be boss foh once."

A rookie who had just recently arrived was walking down one of the paths when he met a commissioned officer. The new arrival failed to salute.

The officer stopped him and said, "Say, buddie, do you see those leg-gings?"

The rookie looked admiringly at the shining leather putties and said, "Yeh, look at the damned things they gave me."

Pat was brought to court for questioning in connection with an automobile accident at a railroad crossing.

"Did you wave the red lamp?" he was asked.

"I sure did," answered Pat.

The next day he told his friend: "It's a good thing for me he didn't ask if the lamp was lighted."

"Jack was held up last night by two men."

"Where?"

"All the way home."

Rastus was looking for work and the employer was asking him the usual questions.

"What's your name?"

"Erastus Johnson, suh."

"How old are you?"

"Ah is twenty-nine yeahs, suh."

"Are you married?"

"No, suh. Dat scar on mah head is where a mule kicked me."

Wife: "I think I hear burglars. Are you awake?"
Husband: "No."

Two men who had been married about the same time met after some months. One asked the other how he liked married life.

"Fine," was the reply. "My wife's an angel."

Said the other, "You always did get all the luck. I've still got mine."

Adam's Apple

From an old scrapbook is gleaned the following story of "Adam, Eve and That Apple." In reading it, each figure is to be pronounced as a word or syllable, except in the case of the various totals. The author of the tale in its present form is unknown.

How many apples did Adam and Eve eat? Some say Eve 8 and Adam 2—a total of 10 only. Now we figure the thing out far differently. Eve 8 and Adam 8 also—total 16.

Yet the above figures are entirely wrong. If Eve 8 and Adam 82, certainly the total will be 90. Scientific men, however, on the strength of the theory that the antediluvians were a race of giants, reason something like this: Eve 81, Adam 82—total 163.

Wrong again. What could be clearer than if Eve 81 and Adam 812, the total was 893?

If Eve 811st and Adam 812, would not the total be 1623?

We believe the following to be a fair solution: Eve 814 Adam, Adam 8124 Eve—total 8938.

Still another calculation is as follows: If Eve 814 Adam, Adam 81242 oblige Eve—total 82,056. We think this, however, not a sufficient quantity, for, though we admit that Eve 814 Adam, Adam if he 8081242 keep Eve company—total 8,082,056.

All wrong, Eve, when she 81812 many, and probably she felt sorry for it, but her companion, in order to relieve her grief, 812. Therefore Adam when he 81814240fy Eve's depressed spirits. Hence both ate 81,896,864 apples.

Bulletins

ISSUED MARCH 10, 1928

Street Car

NO. 33—NOTICE TO CONDUCTORS

Special Delivery Messenger Badge No. 108 is reported by the United States Post Office as being lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 34—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 29555 issued to Lloyd H. Wade is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 35—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 1160 issued in favor of Samuel Bevilacqua and Men, Way & Structures Department.

No. 1289 issued to F. Ramirez, Oiler, Track Department.

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

NO. 36—NOTICE TO CONDUCTORS

Pass No. 4572 issued to Paul Awrey, Conductor Division 1, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

P. B. Hill

Motor Coach

NO. 16

Effective Sunday, March 4th, 1928 service on the present San Pedro Street Line No. 1 will be changed to loop operation in both directions on San Pedro Street and Avalon Boulevard between 59th Place and Manchester Avenue. It will be known as Avalon Blvd.-San Pedro St. Line No. 1.

ROUTE: 59th & Avalon Blvd.—south on Avalon Blvd., west on Manchester Ave., north on San Pedro St., east on 59th Place to Avalon Blvd. Also in reverse direction around above loop commencing at 59th Place and Avalon Blvd.

SERVICE: On account of approximately the same number of coaches used to operate both San Pedro St. and Avalon Boulevard, the present service on San Pedro Street will be materially reduced.

FARES: No change in the present fare schedule except that one way fares or transfers collected will entitle passenger to ride from 59th & Avalon Blvd., via Manchester Ave. to 59th & Avalon Blvd. in either direction.

Entire Los Angeles Railway 5 cent transfers, including "turn back" and "diverted" transfers, should be lifted when presented. No further transfer allowed.

Yellow "S" Line "IN" 5 cent transfers issued from 61st & Moneta Branch will not be honored west on 59th Place.

FREE TRANSPORTATION: Honored as shown in 1928 Conductors' Instructions for San Pedro St. Line No. 1.

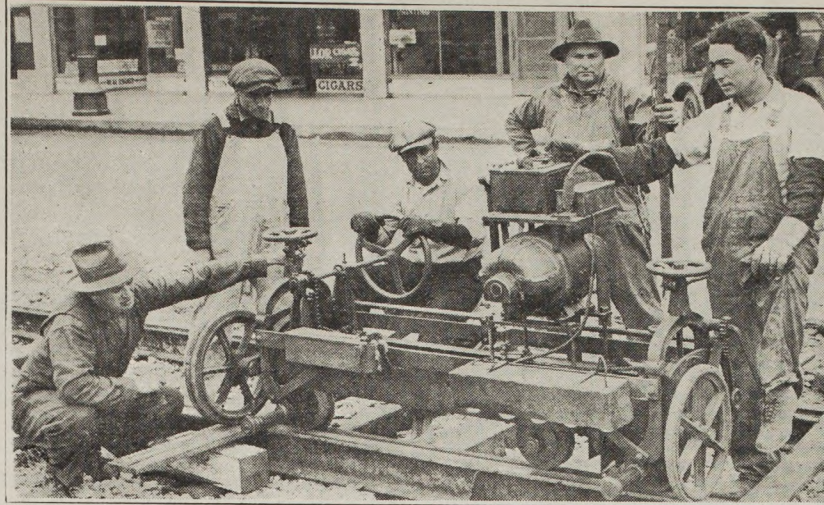
NO. 17

Sample of the new California Railroad Commission Pass, good for the year 1928, will be posted today in the "Ticket and Pass Sample Case." The sample copy is a photograph of the pass, but on the original passes, the year 1928 will be in red ink and will be personally signed by H. G. Mathewson, Secretary, California Railroad Commission. These passes are to be honored on our Motor Coaches on all lines.

Until such time as another Bulletin is issued canceling California Railroad Commission Identification Cards for the year 1928, honor both the Identification Card and the new pass herein referred to.

H. G. Mathewson

Rail Grinder In Action

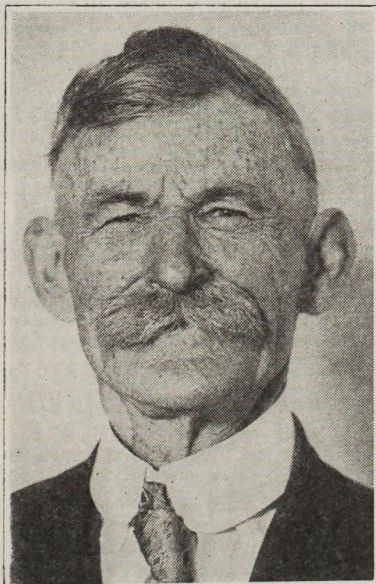


Left to right: Foreman Mike Finn, A. W. Curfman, R. Telles, A. E. Pico and A. Avelar.

No, the above is not Barney Oldfield surrounded by newspaper reporters as he is about to establish the world's racing record. It's Foreman Mike Finn's gang grinding rails on Pacific Boulevard to make rides smoother for patrons by grinding off the little uneven spots in the rails. This type of machine is faster and more efficient than the old reciprocating style of grinder formerly used for this work.

Jack of All Trades

Motorman W. D. Everett has been with the Los Angeles Railway twenty-eight years and is still a young man, if one is to be judged by his activity and efficiency. He left his home on a Pennsylvania farm in 1888 and went to Chicago, where he was connected with the Chicago Railway, working in several capacities, such as motorman, conductor, dispatcher, horse car driver and armature winder. With



all this experience at his command, and with the California sunshine beckoning him on, he decided to tackle the street car problems of a real live city, so he came to Los Angeles in 1900. Mr. Everett says at that time there were seven street railway companies, and out of the seven he chose the winner and has been with it ever since.

Everett has maintained an enviable record, and has been commended time and again for his courtesy and carefulness.

Division Assignments

J. C. Crowley as Motorman of Division Two.

Joe Allison Ill

Joe Allison, Flagman, has been laid up at home for the past two weeks with diabetic trouble.



This little fellow is John Miller, Jr., two year old son of Student Instructor John Miller of the Instruction Department.

Appreciations

I had hoped to express in some measure my deep appreciation of the many kindnesses and considerations shown in words and deeds and the beautiful floral pieces sent to the funeral of my dear husband, John L. Steele. It is hard to express in words the feeling of a grateful heart and I can only assure you that your consolation lightened the load of sorrow.

Mrs. Ella E. Steele.

We wish to thank the Los Angeles Railway Cooperative Association and the employes of Division One for the beautiful floral piece and for their sympathy and help in our great sorrow.

J. J. Hillis and Family.

For Sale

Three Young Game Roosters, \$5 each. J. R. Davidson, Division Two.

Small Size Refrigerator, good as new, \$7. S. D. Moody, Conductor, Division Three.

\$3100. I have cut the price on my six-room house to \$3100. Half cash, special terms to employes. S. D. Moody, Conductor, Division Three.

Wanted

Would like to buy a Dodge Touring. Must be priced reasonably. Will pay cash. M. L. Bybee, Motorman, Division Three.

Legal Questions

Q. How soon must an action be brought to recover money or other property deposited with any bank or trust company? E. C.

A. There is no limitation.

Q. How high are you allowed to build a fence between two properties? R. G. M.

A. Ten feet, but it may be possible for an owner to erect a structure of any height upon his own land.

Q. Can the homestead of married persons be encumbered or conveyed? J. B.

A. It can if both husband and wife join in execution and acknowledgement of the written instrument.

Q. In lieu of a deed is a paid up contract valid as to ownership? T. S.

A. When buying property on a contract, the terms of which are a certain amount of money down and the remainder in installments at the time of making the final payment you should receive a grant deed. If your contract has not been recorded, do so at once as that will cloud the title so that the title owner will be unable to sell or mortgage the property.

Q. What is a stop-notice? M. T.

A. A stop-notice is a notice served upon the owner, or in case of a public job upon the proper official, giving notice that the claimant has performed labor or furnished materials, or both, to the contractor, or that he has agreed to do so, stating in general terms the kind of labor and materials, and the name of the person to whom said labor and materials were furnished and the amount in value of that already furnished, and of the total amount agreed to be furnished. Any such notice must be verified by the claimant or someone on his behalf. Such notice may be served upon the owner personally or be left at his residence or place of business, with some personal charge, or with the architect, or in the case of a public job must be left with the officer whose duty it is to disburse the funds.

Q. What is a tax deed? J. S.

A. An instrument whereby an officer of the law undertakes to convey the title of the rightful proprietor to the purchaser at a tax sale.

Division Three's Office Gang

By Motorman F. M. Osborn

Now Fergy likes to play the cards,
He's champion of the barns,
And Allen's quite a hunter
Have you listened to his yarns?
And Hanley is a baseball fan
But there's one thing I don't know,
Did he try to swim the channel
About a year or so ago?

Fontaine sure gets an awful kick,
When witness cards roll in,
And Hollenbeck is happy,
If you meet him with a grin
And Reid sure tries for distance
On some good radio,
He makes it quite a study,
If it's new he's in the know.

Now Owens likes his noon time meal,
At Harry's cabaret
And Miller and his helper
Like Scotch most any day.
Another one not mentioned yet,
I'm sure without a doubt
That Gilmore's got religion
And he hasn't found it out.



Division One

H. N. COLE

Motorman Line-Instructor L. Burnett is very accommodating, and has always been able to meet almost any emergency, but last Monday a request was made of him that caused him to wonder to what extent this accommodating business would take a fellow. It was a rainy day and a lady leaving the car by the front door stopped and asked Burnett if he would help her on with one of her rubber shoes. While waiting for the signal to change the job was accomplished and both were happy.

When Motorman J. S. Peach of the "D" Line takes a vacation, it is not always for pleasure. Mr. Peach is a believer in hard work and plenty of exercise, and he demonstrated it recently both physically and from a standpoint of profit. A half mile from his home, on the Southern Pacific property was a large tree, two feet in diameter, which had fallen down. He obtained the consent of the company, and with a four-foot hand saw, cut it up and wheeled it to his home on a wheelbarrow. He has wood enough to last an Eastern winter and the work made him feel physically fit.

Motorman G. D. Riley, who has been off for several days, has returned to work.

Motorman I. J. Madsen has been on the sick list for about a week, also Motormen A. E. Gardner, M. M. Hogan, J. G. Cassara and Conductor E. A. Radford.

Motorman J. A. Johnson is not feeling just up to standard, so he is flagging the grasshopper in Huntington Park.

Motorman George Arnold took a flying trip to Oakland last week on business.

Motorman F. J. A. Sharon is taking a few days off to rest up.

Motorman J. E. Neilson is also off on a fifteen days' vacation.



Division Five

FRED MASON

It wasn't so very long ago when Conductor A. C. Ragle used to come rushing in in the morning to report for his run with his collar in one hand and his tie in the other. Things are different now though since he took that little trip and got married. He now gets around in the morning forty-five minutes ahead of time with nothing but his lunch box in his hand.

We'll see how it affects Conductor C. W. Bauswell. He's been trying to get off all week to tie the nuptial knot.

Motorman Jesse C. Laird pulled one of the boners that we haven't heard about for a long time. He came rushing in to "Baldy" DeMuth for his Conductor, J. A. Johnson, and was very much surprised to learn that he had another hour to wait before he pulled out.

Ouch!

A guy you simply can't insult,
If you turn your back ter,
Is Conductor G. A. Baltas,
'Cause he's a chiropractor.

Conductor George J. Emerson, who was on leave of absence, has resigned to take up other work.

Well boys, we made second place in witnesses last month. Let's make it first this month.



Division Two

E. A. MOXLEY

Conductor J. M. Bunch had heard that several conductors had had their changers robbed while working, and had been wishing this fellow would get on his car and try that racket on him so he could catch him. Tuesday evening he did get on his car and relieved J. M. of all his quarters which totaled seven and one-half dollars. BUT the fellow didn't tell J. M. while he was getting them, therefore he wasn't caught. Bunch says the worst of it was that the Clerk asked him if he wanted off the last part of his run, and he wouldn't take him up.

A. A. Shewmaker, R. Van Soest and H. F. Nelson started out last Saturday afternoon for Van's cabin at Mt. Baldy. They got as far as Alhambra when they discovered they had no oars and were forced to turn back. So next day they, together with J. A. Madigan, B. I. Derry and their families met at Shewmaker's home and kept the grub from spoiling. The trip to the cabin has been postponed until next month, and the sun must be shining when they leave.

Conductor J. Hollingsworth met with an accident at the north terminal of

the "O" Line, when he stepped off the car and was struck by a large truck. He came out of the fracas with a broken arm, several bad bruises and almost minus a uniform. He is getting along pretty fair, but is awfully sore and stiff.

Motorman J. T. Hall became very sick while operating his car, and it was necessary to relieve him and send him to the hospital. He had eaten something that poisoned him and he has been taking things easy at home since.

Conductor J. B. Crow was off sick for several days but is now back on the job looking fine.

Conductor E. R. Rodefer has been on sick list for several days due to trouble with his ear.

Conductor R. C. McGinn has been off on sick list for nearly a month. He sent in his resignation saying he was going to try some other line of work.

Motorman Walter Hancock is taking life easy at home with a very bad cold and cough. He expects to be back to work the first part of the week.



Motor Coach Division

ELMER WOOD

Operator W. T. Rowe has ideas about how a home should be run and he declares that it is only "Home Sweet Home" when you make it that way. The bride's former name was Miss Claire Lockett, her home town was in the Black Hills of South Dakota. The couple were made one in the York Boulevard M. E. Church, January 30th. Although we are rather late with this item the boys of the Division extend a hearty wish for happiness to Mr. and Mrs. Rowe.

Operator C. E. Philips resigned very suddenly due to an urgent call from his brother-in-law in San Diego. Philips will take charge of a hotel there.

Operator C. D. Waters will soon be back from San Francisco where he is scheduled to spend most of his thirty days' leave of absence.

So I took the fifty dollars and — — ?
You tell 'em, Peters, I haven't the heart.

Garage News

Sam Turner, Mechanic on the First Shift, returned last week from a speedy trip to Vancouver, on the Union Pacific Flier. Sam was called to his sister's bedside as she was at death's door. When he arrived he changed doctors and hospital. Sam stayed a few days and after seeing her sudden change for recovery he left and returned to good old Los Angeles, making the trip in two weeks.

Hard luck comes all at once they say and so it is with Sam Turner. Last week someone needed a set of Ford coils so borrowed them out of Sam's Ford, without his permission.

Allow me to introduce two new men. They are R. L. Winner on the Third Shift and D. Johnson on the Second Shift; Johnson transferred to the Garage from the M. of W. Department.



Shops

JACK BAILEY

Carpenter J. E. Bettendorf and wife ventured out for a little motor trip last Sunday night. Somewhere between Boyle Heights and Whittier was the place of encampment for the night as the mud and strange roads prevented their return very early, in fact, they were so stuck on the place that they hardly beat the milkman around.

Carpenter Alec Reid and Al Dellinger spent the week-end driving to Redlands and back by the way of San Bernardino, where they have invested some hard cash in Muscoy berry land.

Painter Joe Oliveri is said to be running opposition to Plumber Harry Delbert. All of us who know Harry can say he sure will have to step on it.

Truckman C. E. Smith is reported on the sick list.

Not all of us can have two pairs of shoes, but Machinist Clerk F. A. Frazier proves his worth when he is in such a hurry that he has on one shoe of each pair. And why?

About the most comical thing we had to talk about this week was a story about Truck Shop Clerk B. M. Cinnamon, trying to win a ham at Ocean Park Beach. The real purpose of his presence there was to take his family for a swim.

Storemen C. Atherton and E. Scholes left the service March 1st. Good luck boys.

What's this we hear about J. E. Neville, Machinist, being a Ford mechanic. You boys with Fords take notice.

No, no, that is not Bollette's little son at the Storeroom. It's none other than "C. A." in "Hollywood Rompers," or plus fours. Every Saturday afternoon will find C. A. in his hunting togs out to play golf as it should be played.



Division Three

L. VOLNER

Conductor A. Valenzao has been granted ninety days' leave, during which time he is going to try out some business for himself.

After having all his teeth extracted, Conductor E. F. Armstrong is getting along nicely.

Motorman C. H. Blackburn is suffering considerably from sciatica.

The men on the early pull-out cars keep account of the days of the week by the flagman at the Salt Lake crossing on San Fernando Road, for each Wednesday, Flagman Wm. Bailey is off duty. You will always find Mr. Bailey on duty from 5:30 A. M., while he is not required to be there until six.

Motorman N. B. Stiles will soon return to work, as he has about recovered from an attack of the grippe.

Motorman R. J. Cave, who was hit by an automobile last July, and ever since has been confined in the Good Samaritan Hospital nursing a broken leg, expects to be able to get up in a few days.

By using his legs and making a good run Conductor E. C. Croughan saved himself from three days on the rock pile. Leaving his home at Wilmar by auto, he had a collision with another machine, putting his car out of commission. He met up with another trainman in an auto but nearing the barn, this machine was also in a collision, causing Mr. Croughan, who by this time was nearly due at the car house, to finish his trip on foot.



Division Four

C. J. KNITTLE

E. E. Johnson battling for C. J. Knittle

Eddie Roffee, our genial Night Clerk is quite a radio enthusiast, so Eddie took Motorman J. McGregor, another radio nut, up to his cabin to burn a little night oil and see how far out they could reach. Mac told Roffee he would bring his set along. He slipped one over Eddie and brought along a nine tube Magnaformer and the boys say they enjoyed forty about new stations and not all confined to the borders of the U. S.

Motorman R. L. Andrew resigned last week to accept a position with a mining company in Nevada, as purchasing agent.

Motorman E. A. Fuller has taken sixty days' leave of absence to combine business with pleasure in a trip back east.

C. J. Knittle, formerly Scribe and Conductor at Division Four, but now working as Supervisor, dropped in for a chat Wednesday and to tell us about the new job.

Motorman L. B. Dundas celebrated his 48th birthday March 2nd, and expected a nice big cake from his daughter-in-law, but instead she presented him with the title of Grandpop, hence the big smile on L. B.'s face.

Some one has been bringing Foreman B. B. Boyd hardboiled eggs everyday, but last Tuesday B. B. changed his diet. It seems that the eggs had been left out of the hot water and B. B. got them fresh.