

Back row, left to right: Louis Peel, William Jarvis, Robert Ballard, Foreman Joseph Gordon, E. L. King, Julius Rayburn.  
 Middle row: William Padgett, Nick Fabregat, A. L. Munch, J. J. Tolin, John Bladel, H. P. Dicken, H. C. Landes.  
 Front row: Walter Smithen, William Reed, Herman Krintz and M. Rasmussen.

An appropriate title for the above picture might well be "The Anvil Chorus of the Los Angeles Railway", because they're smiths and mighty men at that.

The Village Blacksmith may be well in song and prose, but just the same Foreman Joe Gordon's gang can furnish plenty of music when it comes to forge and steel.

This gang of large and sinewy smiths is capable of handling anything from a cotter-pin to a steel girder weighing several hundreds of pounds, and it is certainly interesting to go through the Blacksmith Shop and see how these fellows can take a piece of red hot metal from the forge and pound it into any shape desired.

### On With the Dance!

Just a reminder to take advantage of the Company entertainment and dance to be staged tonight in the Forester's Hall at 955 South Olive near Tenth Street.

You and your family will thoroughly enjoy the vaudeville program arranged for the evening and for those who like to dance the latest in snappy dance numbers will be given by the orchestra.

As mentioned in last week's Two Bells, only employes and members of their families will be admitted. Get the identification cards from your Foreman or Department Head now if you cannot attend with your family.

### Substation Equipment Being Installed

Equipment for the new Inglewood Substation has been delivered to the site and the Engineering Department has commenced installation work.

This equipment embodies the new mercury arc rectifier, an innovation in this party of the country, and will be of much interest to all operating companies as to its performance. The new substation will in time replace the old Centinela equipment.

### Square and Compass Doings

A large number of members of the Square and Compass Club turned out to do the honors at Glassell Park Lodge last Tuesday, March 27th, when E. F. Armstrong, of Division Three, received the Master Mason Degree.

There was a delightful bill of entertainment following the ceremony and refreshments were served in the banquet room.

### Lindsey Comes Back

C. B. Lindsey, Superintendent of Automotive Equipment of the Motor Coach Division agreeably surprised everyone at the Division when he secured the doctor's permit to resume his duties last week after having been ill for a week with the mumps. However, the attack was very slight and C. B. is glad to be back on the job again.

## Uniform Sweater Adopted For Snappy Mornings

On account of request from several trainmen for permission to wear a sweater which can be turned up above the collar of coat thereby affording protection to the chest and neck, a standard, uniform sweater has been adopted—this is a close-knit, all wool, navy blue sweater, which may be worn with the collar turned up and buttoned as illustrated; with the collar turned up and left unbuttoned if desired or with collar turned under, as shown in the second illustration. This is the only garment of this nature which may be worn with the collar turned up and showing above the collar of the coat, or which may be worn either under or over the vest as may be desired.

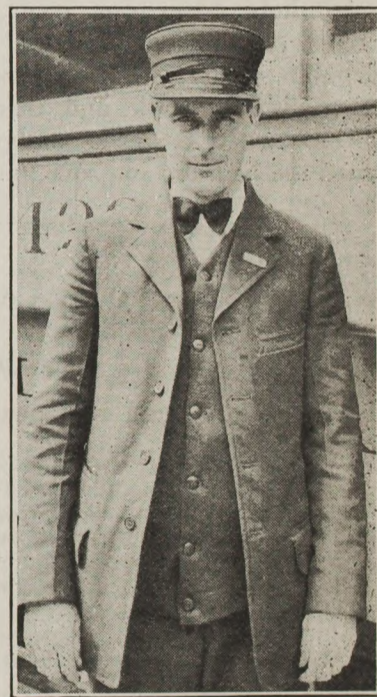
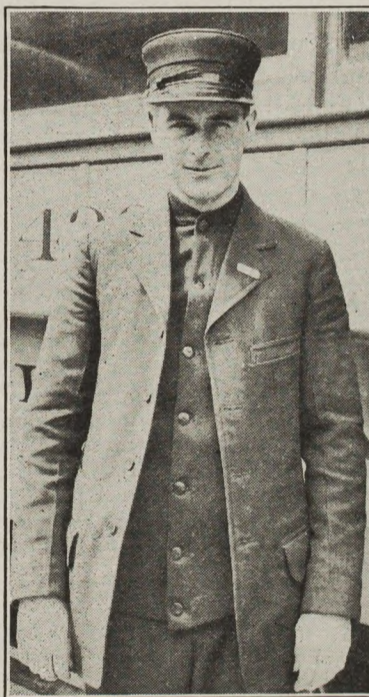
A sample of this sweater has been

placed on exhibition at Division One and will, eventually, be passed on to the various divisions.

Blanks for measurements, calling for chest measure, length of sleeve, length of sweater from shoulder seam to front hem at bottom and size of collar, are on hand at the divisions, and must be used in ordering these sweaters.

The price is \$5.00 and because the sweater is made to order to the measure of the party ordering, it must be paid for "cash on delivery."

Trainmen will be permitted to wear other types of sweaters only when of the style specified and when worn in conformance with notice posted February 28, 1928 regarding uniforms.



Motorman H. L. Staton of Division Four demonstrates the new sweater. The picture on the left shows sweater with collar up and on the right with the collar turned under.

### Extra Easter Service

Additional service is being provided by the Company for the Easter Sunrise Services to be held in the Coliseum in Exposition Park on April 8th.

When the first rays of the sun streak the sky at 5:31 a.m., the fifth consecutive year of elaborate sacred services will be ushered in with Easter music, and this year it is announced by the Community Development Association and the Philharmonic Orchestra, the program will surpass anything previously given. Approximately 65,000 persons are expected to attend.

Full details of the program will be announced in a few days, it is stated by George Leslie Smith, Associate Manager of the Philharmonic Orchestra and Zack Farmer, Secretary of the Community Development Association, who are in charge of arrangements.

As in previous years, the Company will provide adequate service with cars leaving in ample time from all parts of the city to enable worshipers to arrive at the Coliseum before sunrise. Cars will be placarded with signs indicating that they will be operated direct to the Coliseum.

# ~ 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: Conductor I. Gasparro, Motorman-Line Instructor W. A. Clark, Motorman J. C. Miller, Conductor J. J. Buono, Conductor-Line Instructor F. J. Donnelly, and Motor Coach Operator O. J. Ryan.



## Picking Habits

**A**RE your habits your friends or your foes? Your habits today are the material of which the foundations of your future success must be built, and as those habits are good or bad just so, like good or poor cement in the foundation of a great structure, will the foundation of that future be good or bad.

Last October a motorman with ten years seniority was discharged on account of unsatisfactory service. His efficiency record was poor, his accident record bad, and his personal appearance very unsatisfactory. He made a strong appeal for another chance, and on account of his family and his years with the company he was reinstated. He failed to profit by his former experience, and last week found himself automatically dismissed.

Most of the demerits bringing about this automatic dismissal were assessed under Classifications 12 and 33. The only appeal he made after this automatic dismissal was that he found himself unable to break away all at once from the habits formed in past years.

Fortunately for us we can form or mould our habits ourselves and shape them into proper foundations for our success. They are our own; no one makes them but ourselves; we are not born with them and we do not inherit them, although some weak specimens of humanity are inclined to excuse their own bad habits on the ground of heredity.

We have all kinds of habits to choose from when we start out to definitely form our own, and while picking these habits, why not pick out such as will bring us more joy, more friends, and habits which will enable us to establish better records in connection with our work, and, therefore, make better foundations for our future success. Let us analyze the habits we are now forming—discard the bad and improve the good.



## LARY LAFFS

(Jokes Are Clipped)



"Is your husband much of a provider, Malindy?"

"He ain't nothing else, ma'am. He's gwine get some new furniture providin' he gets the money; he's gwine to get the money providin' he goes to work; he's gwine to work providin' the job suits him. I never see such a providin' man in all mah days."

"I'll work no more for that man D. Sullivan," declared Casey.

"An' why?" inquired his friend Murphy. "Sure an 'tis on account of a remark that he made."

"An' phwhat was that?"

"Casey," says he, "ye're discharged."

"Gus, dear," said the bootlegger's bride, "I wish you wouldn't spill any more of your goods around the barn."

"What's the matter, babe?" inquired her fond husband. "Was they any cops snoopin' around?"

"No, but the cat was. And it nearly killed two of the neighbor's police dogs."

Sub. (upon receiving wrong number): "Central! What's the matter up there. Are all you girls crazy?"

Opr. (with smiling voice): "I'm sorry, but we are not allowed to give out that information."

"Hang it," snarled the General, "why can't you be more careful? You should have addressed this letter to the Intelligence Officer and you've addressed it to the Intelligent Officer. Don't you know there is no such officer?"

She—Well here's your ring. I can't understand why you wish to break the engagement.

He—Well, to tell the truth, the jeweler said either to make the payments or return the ring.

The jury had acquitted the defendant of horse stealing because of the powerful plea of his lawyer.

"Honor bright now, Bill," said the lawyer as the two left the court-house, "you did steal that horse, didn't you?"

"Well, now look here. I'll be honest with you. I always did think I stole that hoss until I heard you make that speech to the jury. Now I'll be dog-goned if I ain't got my doubts about it."

Desk Sergeant (to prisoner): I want your name for the police blotter.

Prisoner: "It's htimS on a blotter, sir."

For Conductor I. Gasparro of Division Three from E. Holmes for his kindly thoughtfulness to a crippled woman who frequently rides his car.

For Motorman-Line Instructor W. A. Clark of Division Three from C. H. McIntosh, whose letter is quoted, in part: "He called distinctly every stop from Tenth and Broadway to the end of the line—had a crowded car but under perfect control (as I stood on the head end observing him), and was about the most efficient motorman I have ever seen on your lines in the five years I have ridden them during the rush hours."

For Motorman J. C. Miller of Division Two from F. C. Patton for getting off his car, assisting a blind man from the car, across the street and into a motor coach.

For Conductor J. J. Buono of Division Two from R. M. Thomson for his courtesy in assisting his passengers on and off the car. Mr. Thomson concludes: "I do not know him

and I don't think he knows me, but in any event I wish to give credit where credit is due, and so bring this matter to your attention."

For Conductor-Line Instructor F. J. Donnelly of Division Two from C. E. Mickerson, whose letter is quoted: "At this time let me say that I have yet to see such courtesy displayed by anyone else, whether man, woman or child as is shown by Conductor No. 136 on the "V" car. It has been my good fortune to ride his car many times lately and at all times, and under the most trying circumstances he displays the same genial smile and courtesy to all, whether they be six or sixty."

### Motor Coach

For Operator O. J. Ryan of the Motor Coach Division from Miss Verna Arvey for his quick thought and action in stopping his coach to avoid striking an elderly man who crossed the street against the traffic signal.

## The Brighter Side

*Sing of the brighter side awhile,  
Not always of the dark,  
Just see how good it feels to smile—  
Be more like the lark,  
That soars to meet the rising sun  
A-singing as he goes.  
Don't always pick around for weeds—  
Try to find the rose.  
Sing of the brighter side—and you—  
Will be surprised to find  
Other folks a-singing too—  
All the world grown kind.  
The fellow with the kindly eye,  
The handshake and the smile—  
Has the growling fellows all  
Beat about a mile.*

—Florida Times-Union

## To Quit or Not?

If you know you're beaten in an undertaking, quit that undertaking. You're wasting time. But if you love any undertaking in which you're engaged, get pleasure from it and give help through it, don't quit, for you're probably doing exactly what you should do. If you're not making enough money at it—coming down to brass tacks and the phase that concerns you, and properly concerns you, too—study yourself. Eliminate what you don't need—your undesirable traits or habits—and strengthen the insufficiently strong good qualities. Work hard for yourself. Work for yourself as if you yourself were your own employee. You know what you'd expect from anyone you'd employ. You wouldn't long tolerate indifference, procrastination, shirking, sulking, pessimism. In fact, you are your own employee. Don't be too easy with yourself. There may be—there are, of course—things in your life over which you can have little or no control—as with all men—but to a great extent what you can achieve in your life is absolutely within your control. —Points.

## Glad

By H. M. B.

I didn't like him, and so far as I was concerned he could go jump in the river.

Then one day I met him on a crowded street.

I smiled at him and he smiled back at me.

A few days ago, I read he was dead. And I was GLAD I had smiled at him—and that he had smiled back at me.

It is not what a man stands for—it's what he falls for.

## Fountain Pen Bandits

The man who thrusts a fountain pen at you with the words "sign here, please," may be robbing you more effectively than if he stuck a revolver under your nose and said, "Hands up." Indeed, the money lost to recognized thugs is only a drop in the bucket compared to that lost to the more genteel fountain pen bandits in various forms of fake business transactions. Truly the pen is mightier than the sword and more dangerous if misused.

On the other hand, losses through fraudulent contracts are small when compared with the vast amount of business transacted honestly and satisfactorily through contracts. Indeed, it is this very fact that makes people confident to the point of carelessness in signing contracts.

No person should sign a contract without first reading it—even the fine print—and understanding it thoroughly.

Don't trust the verbal promise of an unknown salesman. Make him write it in the contract. If you don't understand everything about a contract, take time to go over it with someone you can trust.

Read before you sign.

—Beacon Light.

# Bulletins

ISSUED MARCH 31, 1928

## Street Car

### NO. 44—NOTICE TO TRAINMEN

A number of cases have been noted of late, and especially on line "E", wherein some one has stuffed newspapers in the iron trap at the motorman's position, and other motormen in attempting to expectorate through this trap, have created an unsightly and unsanitary condition.

This practice must be discontinued at once.

### NO. 45—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 607, issued to E. O. Baker, Transfer Bureau.

Pass No. 3650 issued to Mrs. M. L. Peregoy, wife of C. E. Peregoy, Motorman, Division Four.

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

### NO. 46—NOTICE TO CONDUCTORS

Pass No. 1302 issued in favor of S. Bevilacqua and Men, Foreman, Way & Structures, which was reported as lost in Bulletin No. 35, has been recovered.

### NO. 47—NOTICE TO CONDUCTORS

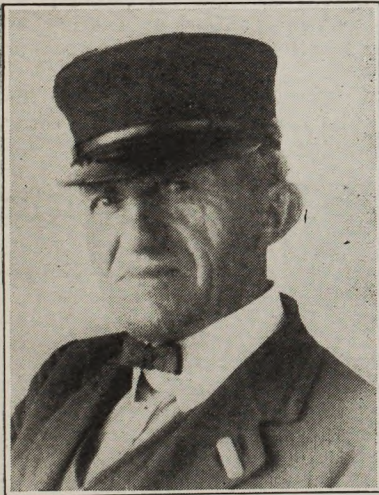
Pass No. 1445 issued to L. Hakanson, Lineman, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

*R. B. Hill*

## Waiter Westenburg

The new coffee dispenser at Harry's cabaret is Carl Westenburg, son of Motorman C. L. Westenburg of Division Three. Carl hails from Dayton, Ohio. Harry Tuttle is teaching Carl how to play appropriate music on the Jewish piano, the cash register.

## Fred Weseloh

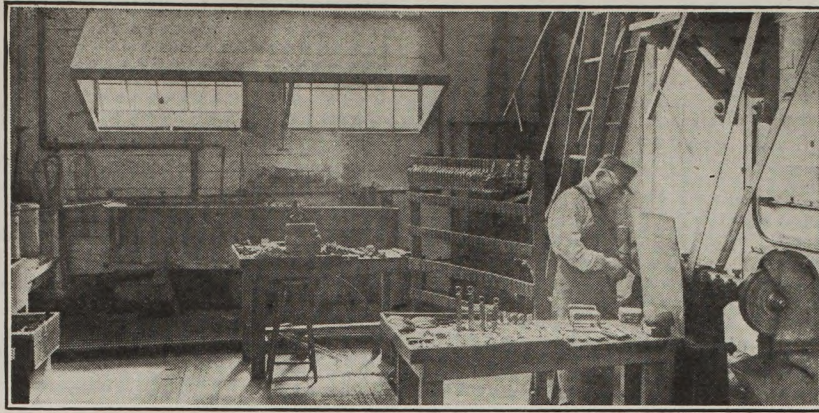


This week we are reproducing the likeness of Motorman Fred Weseloh, of Division Two, who has been here so long his record can hardly be traced back to the beginning. Anyway it dates back to August 29th, 1899, when Weseloh piloted cars out of Division One and later was assigned to Division Two when the latter Division opened in February 1904.

He was appointed temporary Flagman in March, 1926 and returned to the platform service in June, of the same year.

Fred has worn out a lot of rails running cars over them, and to see him step around, he looks good enough to wear out a lot more. He has established a splendid record during his lengthy service and it won't be long now before he will be entering on his twenty-eighth year with the company.

## Polishing 'Em Up



Here is a corner of the South Park Shops that is accountable for the bright look of the trimmings of street cars. By trimmings is meant all the small metal parts such as signal bells, seat handles, door handles, bell cord holders, etc. In the picture is Robert Adams, better known as "Bob" who takes care of the cleansing and polishing of the articles mentioned above.

In the background are jars of acid solution, hot and cold water for cleansing the old brass, and a varied assortment of brushes on a high speed motor does the polishing.

Bob has been on the job now for a great many years and the manner in which he transforms old, dirty brass into a clean shining article to look like new, proves that he knows his liquids. This is one department of the Shops that is allowed to use rouge. Bob uses it, but on the brushes for polishing.

## Wedding Bells

Division Two news was clipped for the following article: "This is pretty old news now, but we knew nothing about it last week. Motorman B. Rodefer slipped away and was married about two weeks ago. He tried his best to keep it quiet, but that is impossible, so he owned up to it and passed around the cigars."

## Deep Sea Fishermen Wanted

Here is a call paging all the Isaac Waltons of the Los Angeles Railway. Who is interested in deep sea fishing? That's what Conductor E. R. Leggett of Division Two wants to know.

A series of deep sea fishing excursions is being organized for the coming season, for barracuda, yellowtail, bass, bonita, albacore. Fishing experts say this has pier and barge fishing beat a mile.

If you are interested write to Conductor Leggett and he will gladly furnish you with the details.

## Smallidge Is Ill

F. M. Smallidge, Flagman, is reported as suffering from heart trouble. He is at present confined to his home.

## For Sale

Three Sanford and Son's Axminster Rugs, 6 ft. 7 ins. by 4 ft. 5 ins., also one smaller rug to match. Arthur Orton, 151 West 58th Street.

Drop head Singer Sewing Machine, new, walnut finish, cost \$112, will sell for \$50. R. L. Tobin, Conductor, Division Two.

## Doc Stork Has Busy Week

A big, bouncing baby girl arrived at the home of Conductor O. L. Dunn of Division One last Sunday night, and if the smile Dunn is carrying around is a sign, he is as happy as can be to be called a daddy.

The reason for the cigars around Division Three is that Conductor C. Voss has a baby girl at his house. She arrived on the 23rd and weighs eight pounds. Congratulations.

Operator J. C. Meyers of the Motor Coach Division announces the arrival of an eight and one-quarter pound girl March 12th. Mother and daughter are doing splendidly. What could be sweeter? The boys of the Division extend their congratulations to the proud mother and father.

## Hello, Garage!



Isn't it a fact that you often wonder who is responsible for the smiling voice at the other end of the telephone, particularly when you may happen to call the same place day after day in your regular routine? You bet you do, so in case you don't happen to know this young lady, we wish to introduce Mrs. Dorothea Rankin, who presides at the switchboard at the office of the Garage.

Mrs. Rankin started with the Company on July 18th, 1927, shortly after the installation of the switchboard at the Motor Coach Division. This switchboard serves all telephones in the Garage, Motor Coach Division and Line Department. There is a connecting line with the Central Substation.

There is also an auto-call system at the Garage, located on the ground floor, and the operator of this apparatus receives calls from the switchboard to locate the person wanted on the telephone.

## Legal Questions

Q. When will specific performance of a contract not be enforced against a party? H. W. P.

A. (a) If he has not received an adequate consideration; (b) if the contract is not just and reasonable as to him; (c) if his consent was obtained by fraud or mistake; (d) if the other party has not performed the conditions precedent on his part; (e) against the buyer if the seller of the property cannot give title free from reasonable doubt.

Q. Mr. H. executed a note for his principal (H's brother-in-law) and the only signature appearing on the note was H's. Who is liable thereon, the agent or the principal? L. B.

A. The agent, H, for the reason that the agent should show that the note was executed on behalf of his principal, as per example—"H, agent of.....," would have been sufficient to bind the principal. However, a signature by H with a prefix ".....'s agent" is held by the court to be nothing more than descriptive and therefore not binding upon the principal.

Q. What will destroy an estate in joint tenancy? What is meant by an estate in fee? M. G.

A. (a) Joint tenancy is dissolved by destroying any one of its constituent unities, viz: Unity of time, title, interest or possession.

(b) An estate in fee is an estate which one has where lands are given to him and to his heirs absolutely without any end or limit to his estate. It is the greatest estate known to the law and out of which all others are carved.

Q. Can a homestead be carved out of property held in joint tenancy or tenancy in common? L. E.

A. No, unless the tenancy be between husband and wife.

Q. If a landlord lets a room as a dwelling to more than one family, which one has the prior right. G. McK.

A. The first one, and every tenant in the building under the same landlord is relieved from all obligations to pay rent while the double letting continues.

## Lease Hotel

Motorman H. Gorton of Division Five, together with Mrs. Gorton have leased the Angeles Mesa Hotel at the corner of 54th Street and 6th Avenue.

Special rates will be given to employees of the Railway and if you are interested, get in touch with Gorton and he will fix you up.

## Appreciation

We gratefully acknowledge with sincere thanks the kind expression of your sympathy.

Thomas J. Dessert,  
J. A. Porter and Family.

We wish to express our sincere thanks for the many kind expressions of sympathy and help received, and also for the beautiful flowers sent during our recent bereavement.

Mr. and Mrs. R. C. Hoyle.

This is to acknowledge with sincere thanks the kind expression of your sympathy.

Mr. Hoffmeister and Family.



### Division Four

E. E. JOHNSON

Conductor W. W. Fast sure likes his siesta. Making relief at Fifth and Flower, Fast lay down on the lawn of a house down there waiting for his car and fell asleep. Said car came and Fast made no move to get it. The relief crew had to wake him up.

Night Switchman Frank Ervin has been bothered with insomnia more or less. One morning last week after a hard night in the yard Mr. Ervin took an early morning drive down Figueroa Street. He became drowsy and pulled over to the curb and soon was in the arms of Morpheus. All at once a heavy arm fell on our victim telling him to come out of it and come along. Frank, unsuspecting, wondered what it was all about but discovered the officer meant business. Another car pulled up to find what was wrong and when told looked Frank over and knowing him gave him the well known horse laugh and told his captor he was O. K. and no "Vag."

Conductor Duke Lowen had a one cent shortage one morning. Being informed of the fact he said he wouldn't pay it. His Motorman, H. DeJager being a generous fellow paid it for him, at the same time telling Duke he now owed him two cents. He handed Duke three cents and called for a nickel. Duke told him to get out but offered to cancel the debt by giving Dutch a drag on his cigarette.



### Division Two

E. A. MOXLEY

Motorman T. O. Moore has been granted sixty days in which to rest up and do some work around home.

Motorman L. J. Hoffarth has been granted sixty days in which to make a trip to Dallas, Texas. He was all primed to start out in the "old flivver" Thursday morning. We have not seen him since so presume he is there by now.

Conductor C. E. Burrus dropped in at the Division Tuesday afternoon to say hello. He is getting along pretty good, but is too weak to move around very fast.

Motorman W. E. Hancock is back home from the hospital, but is still in bed. He is getting anxious to get well so he can get back into the harness.

Cash Receiver Jack Williams is back on the job, after spending a couple of weeks nursing bruises, etc.

Motorman F. W. Bishop who left Division Two about two years ago for Arizona is getting along fine, weighs about one hundred and sixty pounds and at present is twisting hand brakes in Phoenix.

Conductor W. A. Colwell resigned and moved to Tulare where he intends to try ranching for a while.

Motorman O. Wilson decided life was too short to buck traffic here in Los Angeles so resigned in order to try some other line of work.

Motorman J. E. Norton has traded divisions with A. L. Goodrich of Division One. They are breaking in on their new lines and should be ready to take over their runs by the first.



### Division One

H. N. COLE

Conductor E. D. Avila who works a "J" run with Motorman R. E. Burrow came in last Monday morning after a strenuous Sunday, with his left ankle slightly B. O. He asked off in order to have it repaired, but met with some opposition in his effort, so he smilingly turned away and took out his run. This is just to show that some people are able to smile no matter what the circumstances may be, and Avila is one of them. Wherever you see Avila you see a smile.

We welcome to our midst Motorman J. E. Norton, formerly of Division Two, who traded with Motorman A. L. Goodrich. Motorman-Line Instructor Scott is showing him over the lines. Conductor Lee Adkins hopes he is a chess player but a majority of the boys are trusting that he is a pinchle shark.

Conductor A. B. Stewart who has been working a night run on the "J" Line has bid in a day run on the same line.

Conductor H. VanDoorne said he was tired of getting up so early in the morning, so he bid in an early night run on the "J" Line. He is now with Motorman C. N. McMullin.

Motorman A. A. Whittaker is reported on the sick list. Also Motormen D. J. Smith, C. Culver and T. C. Jones.

There seems to be a lot of excitement in store for the boys during the next week or ten days. For instance, the National Game will soon start at Wrigley's Field; no school for a week, and then comes Easter Sunday with its dress parade and last but not least a big circus will be here pretty soon, so look out for the elephants.



### Motor Coach Division

ELMER WOOD

Now that the quarterly shake up (held last Tuesday) is over and all the boys are happy with their new runs? (We hope). There will be lots of comical experiences occurring to you in your daily travels and if you will contribute some of these personal happenings to Ye Scribe this column will become more interesting to everyone. The "Two Bells" box is still on the wall in the rear of the Division so let's keep the spiders from closing the slot, what do you say?

Operator (will be Officer tomorrow) T. R. Hamilton has resigned to accept an assignment on the motorcycle squad of South Gate. But he will not be the Chief of Police for awhile and if you receive a tag don't expect him to "fix" it for you until he receives that appointment. However if you are ever in that neighborhood "T. R." says don't make him work just say "hello" because he needs rest and more than that your friendship.

Operators L. L. Kidder and W. H. Coffman O.K'd from the sick list last week after doctoring the gripe for about ten days.

Operator L. L. Bandle was also laid up for seven days with blood poisoning but is back feeling fine again.

Operator J. S. Thornton reports a very pleasant and successful trip to



### Division Three

L. VOLNER

Needing a little exercise after working traffic for a week at his station at First and Main, last Sunday "Hiking Mike" Pearson, accompanied by a friend, drove to Sierra Madre, parked their car and took to the mountains on foot. They walked forty miles on this little hike. In twenty-six miles they did not see a person but sighted five deer and one bob cat. Mike's greatest pleasure is walking but he always has a job which keeps him on the spot.

Chas. Merrill spent last Saturday and Sunday with Mr. A. P. Keran on his ranch at Carlsbad. Mr. Keran is doing nicely raising chickens and rabbits.

While his wife was gone from home, a burglar entered Motorman J. Cason's home and carried off a few articles.

Something went wrong with Motorman L. Rosa's alarm several mornings ago. Rosa was in Harry's cafe getting his coffee. Some of the boys on late night runs came in for lunch, and asked why he was up so late. He worked an early run. "Why, I am out at five o'clock," said Rosa, looking at his watch which showed one A. M. Rosa slipped back home to get a few more winks.

Conductor C. Shatz has traded seniority with Conductor G. Mayhew of Division Four. Mr. Mayhew has been broken in for office work and will work extra in that capacity.

Conductor J. Antista has resigned to try some other line of work.

While Motorman H. E. Crooks was on his way to Dixon's Ranch, near Hemet, a woman driver ran into his car, putting it out of commission and injuring Mrs. Crooks.

Newark, New Jersey where he was called to appear as a witness in a law suit against his former employer. Only twenty-one days were required to make the round trip.

Operator C. Lyles is back on the job again after visiting friends and relatives in Florida for sixty days.

Operator G. H. Delk was taken ill very suddenly last Tuesday about five P. M. at the Fairfax terminal of the Wilshire Line. Delk became so sick that he was rushed to a hospital in an ambulance. At this writing he is getting along very nicely and we hope he will recover soon.

Conductor E. W. (silent) Tompson has had a terrible time lately with extra operators, his regular one being sick. According to the latest reports he had them all broken in nicely. (Then his regular operator came back.)

### Garage News

We are very glad to see Jack Savage, Mechanic on the First Shift back in the fold again after carrying a plaster cast on his ankle for the past six weeks. As you remember Jack broke his ankle while sleigh riding up in Big Bear district.

Harold Lamb, Carburetor Expert on the First Shift has also returned to his duties after spending a short leave of absence in San Bernardino.



### Shops

JACK BAILEY

J. T. Stocks, Machinist, leaves the service today, Saturday, March 31st. He and wife are returning to their home in Australia, a little place called Townsville, North Queensland. They are booked out of San Francisco on the S. S. Makura on April 18th a pleasant route via Tahiti, Cook Island and a short cut to Sidney, New South Wales. Stocks has been with the Company six years and has made many friends who are sorry to see him leave. All join in wishing him success. T. Aday, Machinist, has been advanced to fill the vacancy.

On the B. O. list, Electrician A. Gollmer, Millman G. Neuschwanger and Carpenter H. Landin.

If current reports are true, Electrician Frank Hume, has in reserve three watches at home. Just the same Frank has a problem keeping time for his time cards and has recently acquired the name, "What time is it, Frank?"

Electrician R. L. Sloan, motored to San Luis Obispo over the weekend.

Our Machine Shop horse trader, H. Briggs, made another swap. The Ford for an Overland. He was late Saturday morning. Blind horse.

S. A. Ackerman, Carpenter, took his family to North Whittier for a Sunday outing. A rattle snake that shook to the tune of ten rattlers prolonged Sam's stay as he had to return to the car and get his horse shoes to ring its neck. He brought the rattlers home to show the boys.

We have it from a reliable source that Truckman W. E. Leisure has a wife that is equaled by none. Bill came in last week and handed us his would-be pass which he said had been sent through the laundry with his trousers. Show us another wife that won't go through her husband's pockets.

D. Webber of Truck Repair Shop left the service March 26th, returning to his home in Kansas.



### Division Five

FRED MASON

Tomorrow is April the first, boys. You fellows with no Sunday time don't get foolish and report for your run and you fellows with Sunday time don't get foolish and think you are off.

Motorman F. P. McMurphy who has been on the sick list for over a month, dropped in to see us last Monday. He says he's feeling O. K. again now and expects to be on the job Monday.

With the flivver all polished up and the family packed comfortably in, Conductor W. H. Morgan started out today for a little trip to Nilan in the Imperial Valley.

Motorman A. L. Jefferys has heard a lot about Washington, D. C., and has decided to go and look it over. He'll be gone for a couple of months.

It was a little murky overhead when Motorman Jack York was having his breakfast. His wife, placing a cup of coffee in front of him, remarked, "It looks like rain." Jack replied "That's all right, it smells like coffee."

Take a look at the big sheet on the bulletin board showing the accidents by lines and notice just how many clear days we had on Lines "E" and "F." How about slipping in two or three like that on "M"?