

FOUR SMASHES OWN RECORD

April Report Averages 10.48 Witnesses Per Accident

The men of Division Four were determined it could be done and now they have accomplished the unprecedented record in the annals of the Los Angeles Railway in reaching the high mark of 10.48 witnesses per accident for the month of April. The men of this division had set the ten mark as their goal several months ago, and came very nearly reaching that point during the month of March when their record was 9.37.

The daily report posted at the division was the center of attraction for the men who watched it as eagerly as though it were some baseball score. A magnificent spirit of co-operation has always been manifested throughout the division, and particularly during the month of April. The determination of the trainmen to surpass the March high figure has brought its reward and they are to be congratulated.

Although it is believed by some trainmen of the other divisions that the Birney cars are greatly responsible for the high witness record, such is not the case. To the contrary, Superintendent Wimberly on carefully checking up, reports that the operators on these cars only averaged 5.35 witnesses per accident.

Division Three cops second place with the high figure of 7.96, and Division Five is third with 7.75.

Division One climbed out of the cellar position and nearly scored a seven point—taking its place in the sun and leaving Division Two to grope around in the cellar.

The following is how the report looks and how the divisions stand for April:

Division	Witnesses per Accident
Division Four	10.48
Division Three	7.96
Division Five	7.75
Division One	6.99
Division Two	6.56

All divisions made a better showing and increased the average from 7.27 in March to 7.64 for April.

After 48 Years

For the first time in forty-eight years, D. S. Wildermuth, well-known old timer, is on his way to visit his home in Pennsylvania.

With his wife and stepson and his brand new Essex Coach, all preparations have been made for a real vacation.

Wildermuth, who is now on the retired list, was formerly a motorman out of Division Four. He was employed by the Company way back in August, 1892, and has been a resident of California for the past fifty-three years.

Division Meetings

There will be a series of meetings for the week of May 21st. Watch for later announcement.

Extra Cars for Boys

To accommodate the boys who participated in the parade yesterday, in connection with "International Boys' Week," the Company provided one hundred and twenty-two extra cars and transported over eleven thousand boys.

Radical Changes In Motor Coach Operation

An important change in coach service was effective May 4th, when the operation of the Wilshire Boulevard and La Brea Avenue Motor Lines was taken over by the Los Angeles Motor Coach Company in which Los Angeles Railway and Pacific Electric Railway are each a one-half owner, and at the same time the Wilshire line was extended from Fairfax Avenue along Wilshire Boulevard to Santa Monica Boulevard, in Beverly Hills.

New Double Deckers

Eight new double deck coaches, costing approximately \$100,000.00, are being provided by Pacific Electric Railway and Los Angeles Railway to take care of the additional service. All of the Los Angeles Railway double deck coaches will be used on the Wilshire Line.

The Los Angeles Motor Coach Company standard colors have been changed to the general yellow and brown color scheme used on Los Angeles Railway coaches, except there will be a wide green stripe around the coach, just under the windows, and the top of the hood will also be the standard green.

Division Four Scores Another

The trainmen of Division Four can do other things besides secure witnesses and establish the U. S. record, according to Superintendent Wimberly, and one of those items is to run up a record on the number of miles operated during any one month without an accident.

On Sunday, April 8th, the cars of this Division were operated 10,499.39 miles; Sunday, April 15th, 10,176.76 miles; Thursday, April 26th (the day of the parade for the dedication of the new City Hall) 14,006.68 miles, and Sunday, April 29th, 10,270.58, a total of 44,953.41 miles without an accident of any sort—nearly twice the distance of the circumference of the earth!

Other items of some importance are: less accidents, less trip sheet errors and six days without a missout!

April Makes Good Showing

Discourtesy took a drop during the month of April, as only 39 complaints were turned in against 47 for March, or a decrease of 8.

Other classifications to show a decrease were: Passing up passengers, 3; Carrying Passengers Past Stop, 1; and Miscellaneous, 2.

Those to show an increase were: Fare and Transfer Trouble, 10; Starting Too Soon, 6; Dangerous Operation, 5 and Short Change, 3.

The total number of complaints for April were 121, and for March 111, or an increase of 10.

Commendations Increase

A big increase in the number of commendations is reported for April, which is given as 75. For March there were 40, so this gives April a pretty big jump of 35 commendations over the March report.

Wedding Bells

Motorman A. Argue of Division Four, has deserted the ranks of the bachelors and has taken unto himself a wife. He was married last Monday and honeymooned to Catalina Island for the rest of the day. We are sorry that the name of the bride is not available at this time. Thanks for the smokes.

Wedding bells rang merrily for Miss Lauretta Mayhew and Conductor D. J. Records of the Motor Coach Division, May 3d. Santa Monica was the scene of the big event. A small reception was given at the Santa Monica Athletic Club.

We extend our wishes for a long, happy life together to the bride and groom.

Stork Activities

A baby girl was born to the wife of Conductor R. C. Hawkins of Division Three on April 27th. Mother and baby are doing nicely. ALSO HAWKINS.

An eight-pound baby boy was born to the wife of P. J. Bosanco, Special Mechanic at the Garage, April 29th. Mother and baby are doing nicely. We extend our regettings to the proud parents.

Newcomer

Introducing Howard L. Prudhon, Clerk, in the Engineering Department.

TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

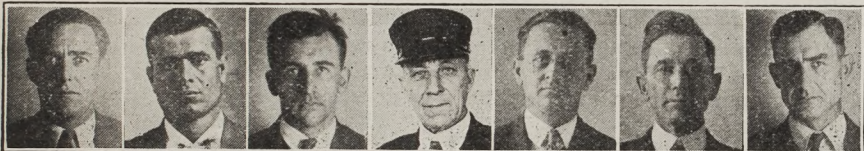
April Flowers

Spring flowers apparently await April weather as the bouquets for April show a material gain over the number for March. Division Three heads the list with twenty-five bouquets, an average of over three to one, and Divisions One, Two and Four tie with seven bouquets each. The total figures are tabulated below.

March	April
Division Three 14	Division Three 25
Division Two 12	Division One 7)
Division One 6	Division Two 7) 21
Division Five 3	Division Four 7)
Division Four 2	Division Five 3
Motor Coach 2	Motor Coach 2
39	51

Our Mistake

The pictures of the men below are the correct ones for the bouquets published in last week's Two Bells. Through an error, the wrong strip of pictures was published with the bouquets.



Left to right: Motorman H. L. Taylor, Conductors I. Gasparro, T. G. Cumberland, J. C. Phillips, K. Wright, J. W. Martin, Motorman H. C. Dreyer.



LARY LAFFS

(Jokes Are Clipped)



Little Willie had gone to bring the new kittens in. His mother, hearing a shrill meowing, called out "Don't hurt the kittens, Willie." "Oh no," said Willie, "I'm carrying them very carefully by the stems."

When you notice the first symptoms of swell-head, the easy way to save yourself is to think how many men could take your place.

"I'm going home to Mother," she sobbed, "and I never want to see you again." "Too late," he said, "your mother went home to grandmother last night."

Every day is just another night to a blind man.

Sam (on outside, looking in)—Look heah, niggah, are ya in fer life?
Rastus (on inside, looking out)—Not me, I ain't; jes' fum now on.

You say one drink usually makes you dizzy?
Yes—usually the seventh.

We thought that Ford jokes were all obsolete but walking along Brooklyn avenue we see:
Cars greased and oiled 75c, Fords 50c.

Boston Blackie: "Where d'ye get de swell outfit o' clothes?"
Chicago Slim: "At de store."
"How much?"
"Aw, I dunno. De boss had gone home for de night."

Customer (at grocery store, very much in a hurry)—Quickly, please—give me a large mouse trap. I want to catch a street car.

"Have you much room in your new flat?"
"Mercy, no! My kitchen and dining room are so small, I have to use condensed milk."

Two North Carolina darkeys were discussing the local banker.
"Dey say he's kindah tight," said one.

"Tight nothin'," said the other. "Dat man's as lib'l as dey makes 'em. He loan me five dollahs two yeahs ago and he ain' nevah ast fo' it yet. Eb'ry Sat'day I goes 'round an' pays him two bits intrust and he says foh me not to worry 'bout dat principal. Dat banker shuah am white!"

The small boy was lamenting the loss of his pal, Fido.
"Why don't you put a want ad in the paper?" he was asked.
"Want ad? Shucks! Fido can't read."



BOUQUETS



Left to right: Conductor A. C. Kingsbury, Motorman H. E. Neal, Conductors S. R. Leckey, E. V. Athenous, J. M. Strickfaden, F. R. Conkling, V. Z. Watson.

For Conductor A. C. Kingsbury and Motorman H. E. Neal, both of Division Three from Miss Kathryn Tautfest and Mrs. P. J. Mittlestadt, two teachers living in Los Angeles and teaching in Hawthorne. Their letter says: "We wish to tell you that we appreciate all the courtesy and kindness shown us by this motorman and conductor."

For Conductor S. R. Leckey of Division Three from Allan C. Lucius who says: "He is the most efficient, pleasant and polite conductor I ever saw. He is extremely neat in his clothes. He calls every street, and clearly enough to be heard, and has a smile and 'thank you' for everyone."

For Conductor E. V. Athenous of Division Two and Conductor J. M. Strickfaden of Division One from Miss Mary F. Parker for their never-failing courtesy and attention to duty.

For Conductor F. R. Conkling of Division Four from Mrs. G. M. Beamish for his kindness in paying her fare. Mrs. Beamish says: "If all the employes of the LARY would follow his example, it would be much pleasanter to use the trolleys."

For Conductor V. Z. Watson of Division Five from Mrs. M. Catherine Van Vleet for his courtesy in calling her street and also for his courteous manner toward an elderly woman who was carried past her destination by mistake.



Left to right: Conductors W. M. Murane, B. W. Koerner, X. Bryan, Motorman J. Gillespie, Conductors R. Gilbert, J. R. Dean, Y. W. Waldrop.

For Conductor W. M. Murane of Division Two from Mrs. Thomas McCarley whose letter is quoted, in part: "I noticed that he is very thoughtful and polite regarding little children, and I wish the LARY had a few more street car men like him. Here's wishing him luck."

For Conductor B. W. Koerner of Division Five from Mrs. Scott for his courtesy to her regarding a transfer. Mrs. Scott concludes: "He looked so cheerful and was so kind to all passengers, it was a pleasure to ride in his car."

For Conductor X. Bryan of Division Two from M. A. Voisinet for his fine sense of courtesy to all passengers. Mr. Voisinet says: "As one goes through life he comes in contact with various types of men, but those of courteous treatment are few and far between."

For Motorman J. Gillespie of Division Five from G. R. Young for his courtesy and all-round ability. Mr. Young writes: "He has no favorites, but is courteous to everyone, ever watchful and careful, looking out for the comfort of the public in general—never a grouch, but just smiling, always on the job."

For Conductors R. Gilbert, J. R. Dean and Y. W. Waldrop, all of Division Five from Mrs. Mary Gustine for their efficiency and attention to passengers.



Left to right: Motorman C. W. Thornbury, Conductors J. B. Lovelace, R. L. Wolfe, J. Pewitt, J. D. Robertson, Motor Coach Operator H. H. Houseworth, Motor Coach Conductor L. A. Martin.

For Motorman C. W. Thornbury of Division Four, Conductor J. B. Lovelace of Division Three and Conductor R. L. Wolfe of Division Two from C. H. Johnson for their courtesy to all patrons riding their cars.

For Conductor J. Pewitt of Division Three from Mrs. A. K. Beltzhoover, who writes: "I wish to commend Conductor No. 874 for courtesy toward his passengers, particularly in assisting elderly people, and in calling the names of streets in an understandable manner."

For Conductor J. D. Robertson of Division Two from Mrs. Lillian L. Andrus for his kindly courtesy in helping a blind man who rode his car. Conductor Robertson secured a seat for him and when he left the car escorted him safely to the curb.

Motor Coach

For Operator H. H. Houseworth of the Motor Coach Division from Mrs. E. M. Hoffman, part of whose letter is quoted: "I have never seen him discourteous or disagreeable to anyone. He is uniformly kind and courteous to everyone, young and old alike, and when spoken to, always has a pleasant answer."

For Conductor L. A. Martin of the Motor Coach Division from Mary F. Chaney (Mrs. J. Henry) for his courtesy, neat appearance, calling of all streets, and helping women on and off the coach.

Bulletins

ISSUED MAY 5, 1928

Street Car

NO. 62—NOTICE TO CONDUCTORS

Effective Tuesday, May 1st, an interchange of transportation will be made between Manchester Avenue Coach Line No. 15 of the Los Angeles Railway and the Western Avenue Line of the Los Angeles Motor Coach Company at Manchester and Western Avenue.

On account of this the Manchester Avenue Coach Line will issue the regular form of Motor Coach ticket, S-BU-7, punched Line No. 15. But this ticket will be honored on the Western Avenue Motor Coach Line only, and under no circumstances is ticket Form S-BU-7, when punched as issued by Line No. 15, to be honored on cars of the Los Angeles Railway Corporation.

NO. 63—NOTICE TO CONDUCTORS

Effective May 4, 1928, the Los Angeles Motor Coach Company will take over the operation of the La Brea Shuttle Coach Line No. 19 and the Wilshire Boulevard Coach Line No. 3, and these two coach lines will cease to be operated as a part of the Los Angeles Railway Coach Division.

Los Angeles Railway forms of coach tickets Nos. S-BU-7, 8 and 11 will be honored on the Wilshire Boulevard line at direct transfer points, or on "walk-over" from North or Southbound cars on Broadway, Spring or Main streets, as heretofore. Present form of Wilshire Boulevard Coach ticket No. S-BU-9 will be discontinued, and this line will issue coach ticket Form T-14 and coach exchange ticket Form T-14-A, which will be honored on connecting lines of the Los Angeles Railway Corporation.

Note sample of new ticket forms in transportation case at your Division. Note restrictions shown on reverse of these tickets.

For the information of patrons, Los Angeles Railway Coach tickets will be honored on the Wilshire Boulevard Coach Line to Fairfax Avenue, after passing which point additional fare will be required.

NO. 64—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 3288 issued to Mrs. Melva B. Haldeman, wife of C. S. Haldeman, Flagman.

Pass No. 3393 issued to Miss May Geel, daughter of F. A. Geel, Conductor, Division No. 2.

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

P. B. Hill

Motor Coach

ATTENTION OF

Operators and Conductors operating on Wilshire Line is directed to Los Angeles Motor Coach Company's Bulletins Nos. 16 and 18.

NO. 25

Effective Tuesday, May 1, 1928, transfer will be allowed between Manchester Ave. Line No. 15 and Western Ave. Line of Los Angeles Motor Coach Company under the following conditions:

FARES: Ten (10) cents one way between Vermont Ave. and Market and Queen Sts. (Inglewood) with transfer to or from 54th St. and Western Ave. on Western Ave. Line.

TICKETS: Operators on Manchester Ave. Line will carry a supply of coach tickets Form S-BU-7 to be issued on ten (10) cent fare punched Line No. 15 "IN" or "OUT." This ticket will be honored at Manchester and Western on Western Ave. Line only. No further transfer allowed. L. A. Motor Coach Co. (blue) Motor Coach Ticket Form T-7 punched southbound from Wilshire Blvd. must be honored at Manchester and Western Ave.

Motor Coach Tickets issued on above fare will be honored at Manchester and

Western Aves. only, and must not be issued at points east of Vermont Ave.

NO. 26

Effective May 1st, the turn around at south terminal of Figueroa Street Motor Coach Line will be made:

East on 84th Place,
South on Flower Street,
West on Manchester Avenue to
Figueroa,
Thence over the regular route.

NO. 27

On Friday, May 4, 1928, La Brea Ave. Line No. 19 will be transferred from Los Angeles Railway (Motor Coach Division) to Los Angeles Motor Coach Company, and be operated out of Virgil Street garage.

For fares and transfer rules see Los Angeles Motor Coach Company Bulletin No. 16.

NO. 28

Effective Friday, May 4, 1928, Wilshire Boulevard Coach Line will be extended from Fairfax Avenue to intersection of Santa Monica Boulevard and Wilshire Boulevard and will be operated by the Los Angeles Motor Coach Company.

Until new garage facilities can be secured, coaches of the Wilshire Line will be operated from 16th Street Garage, as at present.

Full data will be posted regarding details of operation later.

NO. 29

Effective Friday, May 4, 1928, Wilshire Blvd. Line No. 3, will be transferred to Los Angeles Motor Coach Company. After completing run on Thursday, May 3rd, all conductors will turn in to the Receiving Cashier at 16th Street, any supply of Form S-BU-9, Motor Coach tickets, coach transfer and all cash fare receipts Form C.F.R. No. 1, and all operators will turn in whatever supply of Form S-BU-9, motor coach tickets that they may have in their possession.

All conductors and any operators assigned to Wilshire Blvd. Line as conductors on and after the above date, will secure from the Receiving Cashier a supply of Los Angeles Motor Coach Company tickets as follows:

- T.14 10c Ticket
- T.14A Exchange Ticket
- C.F.R. Cash Fare Receipts

It will also be necessary to use Los Angeles Motor Coach Company trip sheets, ticket envelopes and accident reports when working on Wilshire Blvd. Line.

No change will be made in the Los Angeles Railway (Motor Coach Division) Cash Fare Receipts, tickets or transfers on any other line than Wilshire.

In Los Angeles Railway (Motor Coach Division), 1928 instructions to conductors, cancel all reference to fares on the Wilshire Blvd. Line.

For instructions governing the collection of fares and issuing and honoring of tickets, see Los Angeles Motor Coach Company Bulletin No. 18. Study the new instructions carefully. Carry a copy of Bulletin No. 18 with you while on duty.

J. Stankovic

For Sale

Kiddie Kar and Baby Swing, both for \$4. Conductor F. L. Jefferson, Division One.

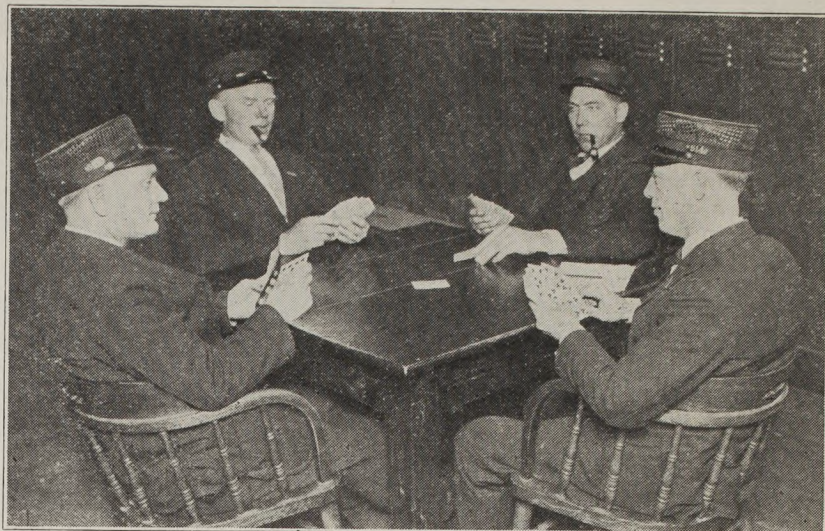
Company House and Lot. House, stucco, three rooms, kitchenette, bathroom, screen porch. Lot 40 x 100 feet on Cypress Avenue two blocks from Division Three. Will take \$750 down, balance \$2650 on easy payments.

Choice Dahlia Bulbs, all colors, 50c and \$1 per clump. Worth as high as \$2.50 per bulb. Also gladiola bulbs, reasonable. O. R. Deam, 644 E. 75th Street.

For Rent

Small house, furnished, situated in rear, one room, kitchen and bath, \$20 per month. F. A. Nordyke, 2923 West Ave 37.

Plotting Pinochle At Two



Left to right: Motorman W. D. Billips, Motorman J. E. "Tex" Bourland, Motorman E. E. Smith, Conductor T. J. Kelley.

Here are Division Two's contenders in the elimination contest for the pinochle derby getting the low down on what's what and why.

Starting with the gentleman on the left, we have, W. D. Billips, who hails from Senath, Missouri, and has worked for the Company four years. Previous to that he was a machinist, and served his time during the World War. He works a run on the "S" Line and is a very good Motorman.

J. E. "Tex" Bourland has been with the Company since 1922, and fills in all around. He is a Motorman but during the forenoon is Switchman at the east end of Car House and works a tripper on the back end in the afternoon. Tex hails from Amory, Mississippi. He worked on the cars in Dallas, Texas, where he picked up the nick name "Tex." Years ago he was an actor of the "Shakespeare" type and is a bad actor when it comes to pinochle, checkers, fights or baseball. Tex can tell you all about 'em.

E. E. Smith started in just a month later than Billips and they can be seen together quite often. Smith works a run on the "S" Line on the front end. He manages to keep a good record all the time, and is not one to make a fuss about anything. He could pull in his run at midnight and if asked to put in another nine or ten hours he would start right out and do it. He put in several years in the army at Honolulu with the Coast Artillery.

T. J. Kelley is a Conductor and is pretty far down on the extra list, but that doesn't mean a thing. He started work back in 1922, worked about four years and thought he'd like to go back to St. Louis, the old home town. He managed to stay there about six months, but found things back there "not so good," so he tried the Railway again for a couple of months, when it was necessary to go to Kansas City to look after some property. He was gone a year and then came back to the old job. He can tell them all about the game and they will all admit that Kelley "knows his stuff."

On Vacation

Vacations now being in order we find that A. A. Tavener and Gladstone MacDonald, of the Auditing Department, are away. Tavener is suburbanizing in Eagle Rock and Gladstone is out on the golf course trying to locate the golf ball he lost last year.

From the Stationer's Department Louis Panner is on vacation. Louis is fixing up his new home.

Wise Cracks Win Pass to Games

"Tex" Bourland, Motorman and part time Switchman at Division Two, did not exactly become famous over night, but he did become famous one afternoon.

On May 1st, at the afternoon ball game, Tex, as usual, just could not button his mouth, and his wise-cracking and heckling of the visiting team caused all eyes to be turned his way.

Among the spectators was none other than J. H. Patrick, General Manager for the Wrigley interests. Mr. Patrick sent a messenger to find out Bourland's name.

During a short period of quiet to catch his breath, Tex was tapped on the shoulder and asked for his name. Somewhat dazed he gave it correctly, and a short time later a card signed by Mr. Patrick himself was handed to him stating plainly that J. E. Bourland can thumb his nose at the gate-man and walk right in any time he feels like it. It was a season's pass! Tex says Mr. Patrick is one good guy.

It is all arranged among the office force that any time Bourland desires to go over and encourage his home team, there is going to be an awful shortage of help at Division Two.

Anyone who can make the Manager's wife laugh wins the ticket.

Greetings!

David Garrett, formerly conductor of Division Three and also dispatcher for a number of years, is now Assistant Manager of the John R. Paul Company, on North Broadway. Dave wishes to be remembered to the old timers and would like to swap the day's worst jokes with any of 'em who may call in on him.

Division Assignments

The following men have been assigned to their various divisions during the week ending Wednesday, May 2nd:

To Division One: Conductor J. C. Selvage.

To Division Two: Conductor C. V. Barnett.

To Division Three: Motormen J. S. Hald, R. D. Bradshaw.

To Division Four: Motormen C. J. Sutter, J. A. Chandler, Conductor R. Stewart.



Shops

JACK BAILEY

Truck Shop Society: A very enjoyable evening was spent last Saturday at the farewell party given in honor of Mr. and Mrs. Otto F. Boymann, prior to their motor trip back east. Those present were: Mr. and Mrs. Joe Schreiber, Mr. and Mrs. Fred Cummins, Mr. and Mrs. Bob Adams, Mr. and Mrs. Rogers, Mr. and Mrs. Jim Love, Mr. and Mrs. Fred Joyce and Mrs. Carrol and daughter. In the wee small hours refreshments were served by Mr. and Mrs. Boymann.

E. McClenathan, Truck Shop Transfer Table Operator, was taken seriously ill with appendicitis last Saturday evening.

Jack Bickford and Art Leisure, of the Truck Department, almost spent the week-end at Big Bear last week, but after taking a second thought Art remembered an important engagement with his Hollywood movie star. They were back by noon Sunday. Hey! hey!

A. Smith is the latest thing in aviation. Just a few more boys left in the Winding Room who have not been up.

A piece of chalk at the end of a string, thus tied to a Ford belonging to R. Wright, Electrician, might be one way to find the way back from the beach.

Joe Frymote, formerly of the Air Department, left the service to take up the auto business.

The wife of Roy Williams, Truck Shop Welder, is reported recovering nicely after a serious operation at the Suburban Hospital in Huntington Park.

Charles Mathews and George Johnson, of the Electrical Repair Department, spent the week-end at San Juan Capistrano trying their luck catching abalones. Those cuts and bruises on the boys were caused by flocks of abalones trying to escape in the shallow water.



Division Four

E. E. JOHNSON

Operator E. G. Benedict resigned to take a position with Uncle Sam, as Mail Carrier.

R. A. Fuller, who resigned two years ago as Safety Operator, is again breaking in on the Birneys.

Conductor Joe Federbusch has taken a leave to go on the Sheriff's force as Turnkey at the County Jail.

Operator C. B. Crome has left in his Chevie for Salt Lake City, where his wife's brother died last Tuesday, and her mother is very ill.

Fourteen motormen, ten conductors and four operators, have already placed their applications for lay offs for this summer. Line forms to the right and all applications will be filed in order received.

It is not for us to toot our horn, but the month of April, was a banner month at Division Four. Congratulations, and let's keep up the good work and stay on top.



Division Two

E. A. MOXLEY

Motorman E. B. Weaver is not exactly rolling in wealth, but from his actions at times you would think so. Last Thursday he handed his wife the pay check and stub. She, being accustomed to receiving the stub only, looked it over and then threw it in the waste basket, the contents of which she had burned before E. B. returned home from working his first half. He asked for the check and was told that she had not had it at all. Result one good pay check gone up in smoke.

Motorman-Line Instructor M. Morneau is going to take a nice long rest for the next thirty days, and not allow work to enter his mind. He likes to take his days off all in one big bunch. Here's hoping you have a good time and a good rest, Morneau.

Motorman J. T. Velarde and Conductor A. H. Huffmeier have returned from their leaves and are back on their jobs.

Motorman W. E. Hancock returned to work Tuesday, after spending two months in the hospital, in bed at home, and taking life easy. This is the first time in many years that W. E. has been laid up for any length of time, and he doesn't care if it never happens again, and is glad to be back on the job.



Division One

H. N. COLE

Conductor M. S. Hempy took the day off last Sunday, if reports be true, and rode all day on a certain car system that sells a twenty-four hour pass for a dollar. In order to get the full benefit of his money, so the story goes, he started out early in the morning and stuck to it till late at night.

Motorman J. S. Peach, who was badly injured in an automobile accident about two weeks ago, is slightly improved, and is now at his home at 1615 East 52nd St.

Have you noticed that Conductor W. R. Elliott has a new Chevrolet? Well, he has and it is a beauty, too.

And if you happen to see a brand new Durant Coach parked back in the garage, look carefully and you will see it is owned by none other than Conductor E. D. Avila, the small Conductor with the big Motorman (R. E. Burrow). Avila says he has been driving a Ford long enough and decided it was time to make a change.

The following conductors are reported on the sick list: P. A. Beauroy and J. N. Merritt.

The list of motormen is a little longer, perhaps due to the fact that they work so much harded. The list is: A. J. Ecord, J. R. Williams, A. J. Koltenbaugh and F. J. A. Sharon.

Motorman C. Culver, who has been in the hospital for an operation, was around to see the boys one day this week. He is looking fine and hopes to be back with us soon.

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

Bughouse Fable: Clerks C. L. Farrah and Roy Ruggles are continually asking the boys to lay off and they are continually refusing.



Division Three

L. VOLNER

Motorman G. Dahlberg has been granted three months' vacation during which time he is going back to his old home in Sweden.

Some very interesting ball games come over the radio. So interested was our saxophonist, Conductor L. L. Sweet, while listening to a game over the radio at the barn, he went to Division One when he should have gone to Division Four for the last part of his run.

Traffic Officer Hedden, stationed at First and Main, turns in the following. He must know for there is where "Mike" puts in most of his time!

"Mike Pearson, the hiker, is riding on mules now.

Switchman Lantz has been having quite a time with rheumatism, but he is still on top and doing his lap.

Some gardner and landscape artist is our Manager of the Company's Restaurant, Mr. Harry Tuttle. Have you seen what a beautiful place he has made of his back yard?

Conductor W. Joffe is now in the employ of Uncle Sam, as a Mail Carrier.



Motor Coach Division

ELMER WOOD

Operator J. M. Holman is spending thirty days in that wild country called Texas. An automobile will be his means of transportation.

Operator Bryant Kirk is also driving to keep in practice, his destination being Northern Arizona. If the mazuma holds out he will visit New Mexico. Otherwise it may be a case of walking.

The boys of the Division were greatly pleased to see Conductor W. W. Morse back in uniform again. He has been on the sick list for the past fifteen months.

Operator J. D. Smithson is on the sick list as a result of injuries received a few weeks ago in his car and returning to work before fully recovered.

Conductor W. A. Ellis and Ye Scribe opened the fishing season at Morena Dam by catching the limit (15) each in six hours. Everything was so wonderful there that a second day was spent to learn fly fishing just for the sport. And this is not a fish story.

Garage News

P. J. Bosanco, Special Mechanic, and H. Stockman, Draftsman, both stationed at South Park Shops, made a trip to Oakland last Saturday and returned with a new Fageol Double Deck Coach apiece. The boys had a very pleasant trip. Upon arriving home, Bosanco learned that he had an increase in his family during his absence and everything was O.K.

The golf bugs on the Third Shift are practicing up and will soon be in shape to challenge the Schedule or Auditing Department hounds.

Jack Stewart, Mechanic on the Third Shift, is on his way to Canada again, this time to stay.

H. E. Lee has changed over to replace Jack Stewart. Lee was the tire man on the First Shift.



Division Five

FRED MASON

We are all glad to see Motorman Jack Limes back on the job again after being off sick almost four months.

After working nineteen months on the "M" Line, Motorman Earl Downing bid in a run on the "E" Line, and one of his trips up Broadway comes almost at the same time as his old run. Going north one day he had almost got up to First Street when one of his passengers hollered out to him, "Hey, you're going the wrong way." Earl then told him that he was on an "E" car and heading the right way for Eagle Rock City, and then recognized the passenger as one of his old regulars. "By gosh," said the old gentleman, "I never did think of looking at the sign, I just saw you and got on."

"If the cap fits, wear it," is a popular adage, and goes over big with our young Switchman, Bill Stoll. In the morning he can be seen wearing a soft hat, after lunch he sports a cap and after working hours he dons a Panama. Then there's the night cap.

Motorman L. L. Blackburn is getting along nicely after his operation for appendicitis and is now at his home.

Conductor L. B. Blackmer has been granted two weeks' leave of absence to attend to some personal business in Phoenix, Arizona.

We regret to announce that Motorman A. W. Palmer received the sad news of his father's sudden death, necessitating his taking a trip back to Armstrong, Iowa.

After three months' of married life without a miss-out, Conductor A. C. Ragle slipped, and slipped badly enough to get three days on the rocks.