

How To Fix B. O. Switch

The cut published herewith appeared in October 26, 1925, issue of Two Bells with full instructions regarding action to be taken by crews in case of defective electric switches.

Entirely too much trouble is being experienced at the present time with such switches. Therefore, we are re-publishing the cut with the following instructions:

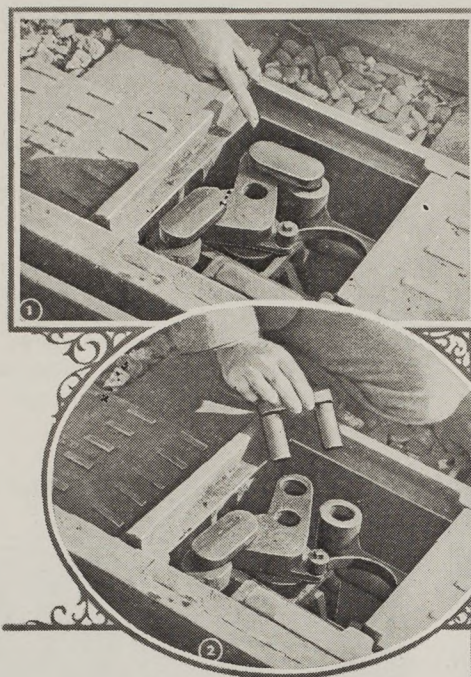
While it is true that electric switch apparatus will, occasionally, get out of order, the great majority of cases, wherein electric switches fail to operate properly, are due to the operation of cars, under switch pan, at too high rate of speed. The electric contact in this switch pan is only eighteen inches long, and if a car is operated under pan too fast the electric contact is not maintained long enough for the switch magnets to become saturated and properly operate the switch point. This applies not only when the switch is set for the straight line and power is being used to throw the switch, but, also, when the switch is set for the curve and the car coasts down to the point expecting the switch to throw back for the main line.

In order to contribute to safety, more tension is being placed in the spring which holds the switch point in place, and this makes it necessary to increase the power of the magnets, rendering it difficult for trainmen to pry the switch point over, if, on account of excessive speed, the point fails to operate properly, even though there is no electrical or mechanical defect in the apparatus.

For the above reason switch irons will be placed at each electric switch. The iron will be dropped into the pull-chain hole in the switch box, and these irons will afford sufficient leverage and strength to enable the switch to be pried over properly.

The following points must be carefully observed, and trainmen will be checked regarding their compliance with same in the future:

Car must be operated under switch pan slowly. If switch fails to operate, use the switch iron provided to pry the point over. This switch iron must, in every case, be returned to its former position in the pull-chain hole after using. When the switch cannot be pried over with this switch iron, the cover plate, shown in the cut, may be removed, and the one link, indicated, taken out and placed in the box, as illustrated in cut No. 3. Only one link is to be removed at any time. When it is found nec-



essary to remove this link and leave it in the position as shown in cut No. 3, the snap switch in the box on pole must be turned off in every case, as a switch must never be disconnected without turning off the snap switch.

Remember, use at least two seconds in passing trolley when under switch pan.

If switch cannot be pried over remove only one link and place as shown in cut No. 3.

Always replace cover and switch iron in proper places. Always turn snap switch off when disconnecting switch.

Report action to Dispatcher as soon as possible, in order that repairs may be made promptly.

To Visit the "Ould Sod"

Just so there will not be too many good Irishmen away from Ireland at any one time with the arrival of the airplane Bremen on American shores, Pat Fitzgerald, Flagman, is leaving Los Angeles on the "twentieth" for New York and his destination will be Limerick, Ireland. Pat, however, is going by steamer from New York.

This will be his first visit in forty-five years, and he is going to make it a real celebration by taking a five months' leave of absence. Pat has a brother in Limerick who runs a farm and he is hoping to put in quite a little time with him.

Pat also expects to wet his tonsils with the native beverage and will take one each for his many friends here and there. And five months to do it in—oh, hum!

John Collins Acts As Demonstrator



It Won't Be Long Now!

As we have a line-up of who's who in the pinochle tournament, preparations are being made to draw up a set of rules that must be adhered to. As nearly as possible, these rules will be according to Hoyle, and doubledeck, cutthroat and other dissipation will be entirely eliminated and barred.

In the next issue of Two Bells a concise resume of these rules will be printed, and at that time a schedule of the tournament dates will be published for all those interested. The games, in all probability, will commence on the last Wednesday in May and will be played in the evening.

It is proposed to play a series of five games each Wednesday evening; fifty games in all throughout the tournament.

A handsome silver cup will be presented to the winning division, and just how long that division holds the trophy is to be decided by the other divisions.

Watch for the next issue.

Van Volkenburgh In Room 305

Now that they are all straightened out in their new location and one to take care of all customers, W. H. Van Volkenburgh, Chief Special Agent, announces that access to his offices can be gained through Room 305.

Promotions

The news came from the Motor Coach Division just a little too late for last week's publication, but better late than never.

On Friday, May 4th, L. Nowak was appointed Regular Supervisor and H. E. Sweet, Extra Supervisor.

Division Meetings

Arrangements are being made for an interesting series of meetings to be held at the various divisions during the week of May 21st. These meetings will, in all probability, be presided over by the Claim Department, and further information regarding them will be published in the next issue of Two Bells.

The following is the schedule of meetings and where they will be held: Monday, May 21st, Division Three. Tuesday, May 22nd, Division One. Wednesday, May 23rd, Division Two. Thursday, May 24th, Division Five. Friday, May 25th, Division Four.

Three meetings will be held daily, one at 10 A.M., one at 2 P.M., and one at 8 P.M., and, as in the past, no trainman will find it impossible to attend one of these meetings.

As an added attraction, the Los Angeles Railway Orchestra will furnish the music.

Square and Compass

It's to be an evening chuck full of good entertainment, according to P. T. Klingel Smith, President of the Square and Compass Club, referring to the next meeting of the Club to be held in the Masonic Temple on Saturday, May 19th.

There will be refreshments after the entertainment, and members are asked to govern themselves accordingly.

They Say It With Smokes

Traffic Man H. J. Burke, is becoming very popular—so much so, that pretty soon he will have to open a cigar store to dispose of the cigars as he does not smoke. The cigars are being presented to him by the mothers of some one hundred and fifty small children.

Burke is loader at 54th and Vermont and every morning he does his daily dozen good turns, cheerfully putting the kiddies on the cars and sending them on their way to school. His kindly manner has attracted the attention of many of the mothers of the children and they are loading him down with cigars to show their appreciation.

Burke started with the Company in 1920 as Motorman at Division Five, and later was transferred to Division Four and then again to Division One as Conductor. He was appointed Regular Traffic Man in February, 1927.

~ 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

A Boy's Mother

My mother she's so good to me,
Ef I was good as I could be,
I couldn't be as good—no sir.
Can't any boy be good as her.

I don't like her to punish me;
That don't hurt, but it hurts to see
Her cryin'. Nen I cry; an' nen
We both cry an' be good again.

She loves me when I'm glad er sad;
She loves me when I'm good er bad;
And, what's a funniest thing, she says
She loves me when she punishes.

She loves me when she cuts an' sews
My little cloak an' Sund'y clothes;
An' when my Pa comes home to tea,
She loves him 'most as much as me.

She laughs an' tells him all I said,
An' grabs me up an' pats my head;
An' I hug her, an' hug my Pa.
An' love him purt' nigh as much as Ma.

—James Whitcomb Riley.



BOUQUETS



Left to right: Motorman J. H. Gorby, Conductors C. S. Grigory, O. N. Haggard, Conductor-Line Instructor C. O. Boyd, Conductor L. H. Walton, Motorman W. D. Everett, Conductor R. W. Brigham.

For Motorman J. H. Gorby of Division Five from Harry Sulbin for his courtesy in waiting for a woman to board his car, even though he had the "Go" signal.

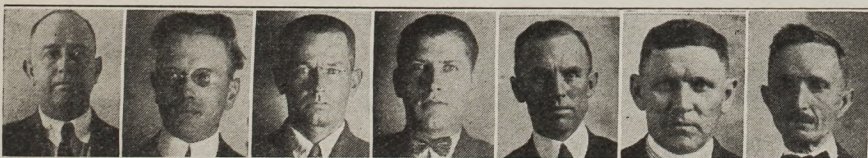
For Conductor C. S. Grigory of Division Two and Conductor O. N. Haggard of Division One from Miss Frances Stearns for the explicit directions given her and also for their courteous manner.

For Conductor-Line Instructor C. O. Boyd of Division Two from Baden Backhouse for his thoughtfulness in calling all streets and transfer points in a clear and understandable manner, and for his consideration to elderly people.

For Conductor L. H. Walton of Division Three from E. R. MacGlashon, whose letter is quoted, in part: "He called the streets clearly, which means so much to most passengers at night, especially strangers to the city."

For Motorman W. D. Everett of Division One from Willard U. Carter for giving him the use of his stool from Huntington Park to Seventh and Main Streets.

For Conductor R. W. Brigham of Division One from M. L. Brennan for returning a package which he had left on the car and for his alertness and attention to duty and also his courteous manner to all who ride his car.



Left to right: Conductors W. Jennings, G. C. Parson, Motorman J. A. Martin, Conductors O. M. Stuart, D. R. Jaynes, Motorman G. Rupp, Conductor H. J. Osborne.

For Conductors W. Jennings and G. C. Parson, both of Division Three from Miss M. Helmar for their kindly courtesy to her and their thoughtfulness in helping her on and off the cars. Miss Helmar was suffering from a sprain and so appreciated doubly the courtesy extended her.

For Motorman J. A. Martin and Conductor O. M. Stuart, both of Division Three from Harry H. Cates for their unfailing courtesy to patrons. Mr. Cates concludes: "I take my hat off to this Motorman and this Conductor."

For Conductor D. R. Jaynes of Division Three from Tom P. Robertson for his thoughtfulness in helping a mother with two babies off the car, during the evening rush hour, and also for his calling all streets distinctly.

For Motorman G. Rupp and Conductor H. J. Osborne, both of Division Five from Mrs. Lillian Maxwell for their consideration in holding their car to wait for passengers to make connection from the bus, even when the signal is in their favor.



LARY LAFFS



"You just keep on pesticatin' around wid me," declared Rastus "an you is gwine be able to settle a mighty big question for de sciuntifix folks."

"What question dat?" asked Mose. "Kin the dead speak?"

"Do you drink?" "No."

"Then hold this quart while I tie my shoe lace."

"Ten men stood under an umbrella and not one got wet."

"How's that?"

"It wasn't raining!"

(Ad. in the Colorado Springs, Colo. Sunday Gazette and Telegraph) B-FLAT cornet, sale or trade; want shotgun.

An old Chinaman, delivering laundry in a mining camp, heard a noise and espied a huge brown bear sniffing his tracks in the newly fallen snow.

"Huh!" he gasped. "You likee my tacks, I makee some more."

Mistress (to departing maid who has asked for reference)—Of course Mary, I shall have to tell Mrs. Brown of your uncontrollable temper.

Mary—Thank ye very much, mum. It'll p'raphs make 'er mind 'er P's and Q's.

Teacher—"How many sexes are there?"

Little Boy—"Three."

Teacher—"Three! What are they?"

Little Boy—"The male sex, the female sex, and the insects."

This little "AD" appeared recently in a local paper:

"For Rent—Lovely Furnished Room in private Family, with bath on CAR LINE."

"Is this the hosiery department?" asked the voice over the telephone.

"Yes."

"Well, have you any flesh-colored stockings?"

"Plenty of them," answered the weary saleswoman; "whaddya want—pink, yellow or black?"

Bouquet's Continued



Left to right: Conductors R. C. Norman, B. O. Wood, Motorman J. D. Fenwick, Conductors V. E. Davis, R. C. Hawkins, E. H. Hatchett, E. C. Croughan.

For Motorman R. C. Norman, Conductor B. O. Wood, Motorman J. D. Fenwick, Conductors V. E. Davis and R. C. Hawkins, all of Division Three from Mrs. S. V. Wolverton for their never-failing courtesy, their cheerful manner under trying conditions, and their all round efficiency in the discharge of their duties.

For Conductor E. H. Hatchett of Division One from Miss Harriett Morgan, Laguna Beach, California, for his kindness in helping an elderly woman off the car and safely to the sidewalk.

For Conductor E. C. Croughan of Division Three from Mrs. W. M. Owen, who says: "I wish to commend Conductor No. 986 on the "L" car. He helped a partially crippled, elderly woman on and off the car, and did it with a smile."



Left to right: Conductor C. D. Sayers, Motormen G. L. Backstrom, C. Larson, Conductor O. S. Briley, Motorman J. F. Kirk, Conductors M. Woodrome, W. H. Moore.

For Conductor C. D. Sayers of Division Four from Herman E. Abrahamson, whose letter is quoted: "Although his car was packed with people and conditions were unusually trying, he had time to smile and answer questions, and he called every street distinctly."

For Motorman G. L. Beckstrom of Division Four from Mrs. Ida Thompson for his never-failing courtesy and good nature.

For Motorman C. Larson of Division Four from A. Wolochow, whose letter is quoted: "He kindly assists women and children to board and alight, besides rendering service to passengers in various other ways."

For Conductor O. S. Briley of Division Five from George L. Davenport, Jr., for his thoughtful courtesy in not only helping a woman with a child in her arms board the car, but going into the center section and asking a child to move so that she might have a seat.

For Motorman J. F. Kirk of Division Two from Joe Ramirez for his quick thought and action in getting off his car and helping a blind man to board his car, taking his transfer back to the conductor and later helping him to alight and delivering him safely to the sidewalk.

For Conductor M. Woodrome of Division Three and Conductor W. H. Moore of Division Five from William E. Keith, M.D., of San Jose, California, for their courteous kindness to him. Doctor Keith is an elderly man and quite deaf and so appreciated their thoughtfulness doubly.

Bulletins

ISSUED MAY 12, 1928

Street Car

NO. 65—NOTICE TO TRAINMEN

Effective at once. Trolleys must be pulled down and securely hooked by trainmen, in every case, when car is pulled into car house. Trolleys must not be left on the wire at the request of any one other than division switchmen, and switchmen must not request that trolley be left on wire except when they intend to move the car within a few minutes.

Trainmen, before leaving the car, after placing same in car house or yards, must remove controller handles (except stationary ones) and place same on top of controller.

Division Superintendents will see that the above rules are strictly enforced.

NO. 66—NOTICE TO TRAINMEN

Complaint is made that some crews on on Line "W" are directing passengers to Sycamore Grove by way of the stop at GlenMary. This must be discontinued, and passengers directed to use the stop at Avenue 46 for the purpose of reaching Sycamore Grove.

Should any passengers, northbound, be inadvertently carried past the stop at Avenue 46, car should be stopped, as soon as possible at a safe point, and passengers permitted to alight without being carried to the stop at GlenMary.

NO. 67—NOTICE TO CONDUCTORS

The following passes are reported lost: Pass No. 3353 issued to Helen E. Haag, wife of H. S. Haag, Motorman, Division No. 1.

Pass No. 3467 issued to Mrs. H. F. Swabby, wife of H. F. Swabby, Motorman, Division No. 2.

Pass No. 6117 issued to A. R. Phillips, Motorman, Division No. 3.

Pass No. 6155 issued to E. A. Radford, Conductor, Division No. 1.

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

NO. 68—NOTICE TO CONDUCTORS

Pass No. 6496 issued to M. O. Swaim, Motorman, Division No. 2, which was reported lost in Bulletin No. 56, has been recovered.

NO. 69—NOTICE TO CONDUCTORS

Pass No. 4973 issued to A. L. DaQuin, Conductor, Division No. 4, which was reported lost in Bulletin No. 59, has been recovered.

P. B. Hill

Motor Coach

Effective May 4, 1928, Los Angeles Railway Motor Coach Division passes for the year 1928, are not good for transportation on the Wilshire Boulevard Motor Coach Line as it is now operated by the Los Angeles Motor Coach Company.

Los Angeles Motor Coach Company passes will be issued to cover the Wilshire Line to those whose duties make it necessary for them to ride the line, pending the time that other garage facilities than at 16th and San Pedro Streets are available.

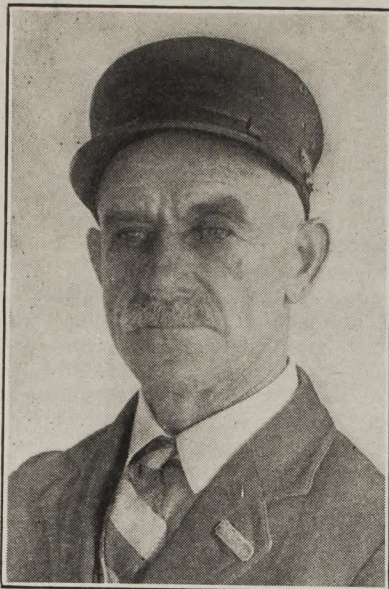
Stan Hanken

For Sale

Studio Upright Kimball Piano, good condition, price reasonable. Dan Hanley, 2674 Carleton Avenue.

Three Room Cabin, and Two Lots, water piped, fireplace, screen porch, Santa Susanna Mountains near Chatsworth. \$500 full price, clear title. C. L. Hatch, M. E. Office, South Park Shops.

Twenty-Eight Years Of Service



Introducing, ladies and gentlemen, Motorman Frank J. Miller of Division Five. Born in Chilton, Wisconsin, he followed a plow up until 1893 when he decided that the West looked best and that Los Angeles looked to be the best of the West. His first four years in Los Angeles he drove a team and for the two years following that farmed

at a place just one mile east of Norwalk.

On September 5th, 1900, he started in with the Los Angeles Railway at Division One under "Daddy" Burr, who at that time was Foreman. When Division Two opened up he transferred to that division and in 1921 traded seniority with Motorman Frank Lloyd of Division Five.

Frank used to have a run on the West First Street Line, which line he always referred to as "Over The Hill to The Poorhouse" and one night on that line he particularly remembers. He was coming down the Belmont hill, lickity-split, when he noticed a broken span wire dangling just ahead of him. He threw the big old hand brake handle around but saw that he wasn't going to stop in time. He did a quick duck behind the dash board. He had no sooner gotten behind the dash board when —ZOWIE!—sparks flew in all directions. When the fireworks were all shot off and everything had cooled down, they backed up and Frank's conductor took off his coat, climbed on top of the car, repaired the broken span wire and pulled into the car house. Frank's conductor was E. R. Dye, now Superintendent of Division Five.



This is Clyde Howard Earl, four and one-half months' old, son of H. Earl, Assistant Foreman of the Mechanical Department, Division Three.

For Rent

Nicely Furnished Modern Nine Room House and Double Garage, 1547 West 51st Place, near Denker Avenue. Water paid. R. L. Wallace, Truck Repair Shop, South Park Shops or at above address.

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

Two Story House, of ten rooms, five rooms down and five up, upper flat partly furnished, and separate entrance. Address 551 Stanford Avenue. Rent \$30 per month each, will rent all to one party for \$55 per month and give lease. J. J. Griffin, 1242 West 55th St. Phone UNIVERSITY 5391.

Wedding Bells

Conductor J. M. Bunch of Division Two and Miss Bernice Bott were married at Catalina on Monday, the seventh. They returned to Los Angeles Wednesday evening, and were surprised with a shower at the home of his brother, J. A. Bunch. Here's wishing them luck.

Stork Travels By Motor Coach

Old Doc Stork's mode of transportation must have been by motor coach last week, as the following activities have been reported at the Motor Coach Division:

J. F. Keller, Mechanic on the First Shift, in the Garage, wishes to broadcast the arrival of a native son weighing eight and one-quarter pounds. With mother and baby doing nicely we extend our congratulations to the Kellers and thanks for the good cigars.

Operator L. E. Cook also wishes to thank the stork for past and present favors—this time an eleven and one-half pound boy who was welcomed in the usual manner with motherly and fatherly love. Mother and child are O.K.M.N.X. Congratulations from all of us are extended to Mr. and Mrs. Cook.

Again the Stork is blamed for having left an eight-pound girl at the home of Operator A. Erskin. May 2, 1929, will be her first birthday. Mother and daughter are doing fine—daddy reports. We also extend our congratulations to these proud parents.

Personal Mention

M. W. Ramsey, Dispatcher, who has been confined to his bed for the past month with rheumatism, is showing signs of improvement and hopes to be able to return to work shortly.

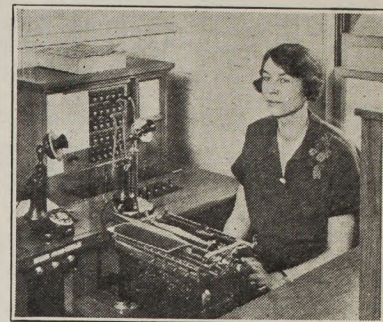
G. H. Campbell, of the Schedule Department, is taking a leave of absence on account of ill health.

W. C. Bourland, Checker, Schedule Department, who was forced to take a leave of absence due to ill health over two months ago, is still confined to his home.

Earl Wilson, Auditing Department, is taking one week's vacation in and around the territory known as Los Angeles.

A June Bride

If we let you in on a secret—don't tell anyone will you? Fine. Well, this young lady, Miss Myrtle M. Rohlff, Telephone Operator-Stenographer-Typist-Information Girl, and Greeter of the Master Mechanic's Office at the Shops, is to be married in June, and the date—well, that's a secret on us.



Miss Rohlff started with the Company on November 4, 1924, and has served faithfully in the above capacities. She keeps a complete file of employes of all the mechanical departments of the entire system, and incidentally operates the auto call system and in emergencies is Fire-Chief-In-Charge of the fire alarm.

This switchboard is operated by dispatcher lines and all outside calls have to be relayed. The relaying of calls is one of the many duties of this young lady.

The fortunate man is Richard F. Dwyer, Assistant Foreman in the Winding Room. We don't now when or where the romance started, but we know it won't be long now before the nuptial knot is tied and Mrs. Dwyer will be a June bride. Ain't love grand?

Rail Pioneer Passes

With the recent passing of Samuel B. McLenegan in Berkeley, Cal., many old timers will recall the man who was for years Superintendent of the old Traction Company which was located where Division Four now stands.

Mrs. C. A. Morrison, widow of the late Superintendent of Division Five, sent a newspaper clipping to Mr. Dye, recalling the fact that it might also be interesting to many of the old timers to know that Mr. Morrison worked under the Supervision of Mr. McLenegan in three different cities.

Division Assignments

The following men have been assigned to their divisions during the week ending Wednesday, May 9th:

To Division One: Motormen A. P. Wilson, R. K. Evans, Conductor G. A. Rogers.

To Division Two: Motorman C. R. Baldwin, Conductors A. B. Dial, A. R. Brown, S. B. Warren, H. R. Sincock, H. R. Buzzell.

To Division Three: Motormen W. R. Saunders, F. R. Stotts, Conductor T. A. Plummer.

To Division Four: Motormen A. Seibert, M. Langager, Conductors J. F. Hay, C. C. Ditter, C. L. McCormick, Safety Operators R. M. Hudson, R. A. Fuller.

To Division Five: Motormen G. H. Bailey, W. W. Faust, Conductors H. W. Winegarner, O. R. Winjum, C. L. Thompson, R. H. Peirce.



Shops

JACK BAILEY

B. E. Timbs Sub-Scribe-ing this week in absence of Jack Bailey.

F. T. Burchett, Chief Clerk in the Master Mechanic's Office, has been confined to his home for the past few days with a touch of the grippe.

John Schneider, veteran of the Paint Shop, is reported to be slowly improving, but not yet able to be on duty. Here's hoping to see him on the job soon.

A. E. Berg, Painter, who left us about a year ago was around to see the boys the other day. He had been back to Norway on an extended vacation.

Any of the boys who are interested in horseshoe pitching and like to hear loud but polite language, may get in touch with Carpenter Moise "We" Bessette, President of the Ladies' Horseshoe Guild. Failing him, Geo. Hoffman, pleasant and sarcastic secretary to Moise, will answer all questions.

Army Armstrong, Store Department, Sherman Kriewald, Machinist, and Jack Bailey, are away early this year and plan to rest up at Deep Creek, on the homestead of friend Kriewald near the Mojave Desert. Fish and jack rabbit will be the principal diet, (?) but you should have seen the emergency rations they packed.

Ed H. Caswell, of the Carpenter Shop, has been trading around, and is now the proud possessor of a Chevrolet Coupe. Look her over, Boys! Some nifty bus.

Speaking of autos, Herman Furrer, Electrical Repair Department, has had his Essex tuned up and is now ready to hit the roaring road for three years more.

Clerk Boyce, of the Master Mechanic's Office, is away on a vacation this week.

Repair Shop reported that Johnny Glynn was home for ten days with an attack of flu. He is now back on the job and the work will go on as usual.

John Gudelman, Machinist, is receiving congratulations this week, being second prize winner in a big newspaper contest. It was not a beauty contest although figures counted when properly arranged.



Division Two

E. A. MOXLEY

Conductor L. E. Winger resigned Monday to take up another line of work.

Motorman L. J. Hoffarth has returned from his leave spent in the old home town in Texas. He has been away so long and things had changed so he did not know the place and came back earlier than he expected.

Among last week's bouquets F. R. Conkling is registered Division Four. Now Division Four had publicity enough without grabbing our little bit. Also Mr. Conkling is not half as mean as his picture looks.

Motorman H. C. Fricke resigned on the ninth to take up a position with a company manufacturing aeroplane engines.

Conductor C. F. Fitzgerald returned to work Saturday morning after an absence of nearly a year, spent on a ranch at Orosi, on account of his



Motor Coach Division

ELMER WOOD

When it comes to tough breaks, Operator Jack Gomes wins the cut glass umbrella. Last Saturday Jack gave Operator L. K. Newton his money to turn in as he had been relieved early. When Jack called for his train run Monday he was asked for Saturday's earnings. Newton was there and upon searching his grip discovered the dough mixed up in some rubbish. From now on Jack won't trust his collections with anyone because a day on the rock pile was a very costly lesson.

Operator J. S. Wicks and Conductor J. D. Smitson surely enjoy making out accident reports. OH YES! After debating one hour over the way it happened they both turned in their reports only to find out that the wrong form was used and the reports would have to be rewritten on a Los Angeles Motor Coach blank. Then Relief Clerk V. G. Smith heard a few things that would burn paper, if printed. However, the reports were finally made out again, after much wailing and gnashing of teeth.

Assistant Foreman Joe Le Prohn can understand how easy it is to forget to set your alarm clock, now.

Operator C. W. Davis was off a few days on account of the death of his father, G. W. Davis. Mr. Davis was a conductor at Division Four about three years ago. He was operating a service station at San Pedro and Florence when attacked with heart failure. We all extend sympathy to the bereaved.

Some of you have already heard about the request of P. F. Murray,



Division Five

FRED MASON

Motorman R. G. Mathias is on a six days' vacation.

After a thirty days' vacation Motorman Sammy Bayliss is back on the job again. He got back a little bit ahead of time but he says he enjoyed himself plenty while it lasted.

We regret to announce the death of the father of Motorman Jesse Laird. Jesse was granted a leave of absence to visit his father while he was ill at Tempe, Arizona, and he passed away while Motorman Laird was with him.

Nothing makes Conductor Fred Buxton more happy than putting up and lowering fenders. He was seen twice last week, after getting all ready to pull into the barns, to put the front fender down. Maybe he figured on his motorman running into a couple of switchmen.

Conductor-Line Instructor O. C. Haynie started out last Thursday for a six weeks' vacation. He's going to Pima, Arizona.

(Division Two Continued)

wife's health.

Conductor A. Reaugh has been granted thirty days, which he will spend out of town looking over part of this large state.

Motorman A. S. Mason reported to the Instruction Department the first of the week to start breaking in on the back end. Trafficitis is getting to be a regular disease at Division Two.

but for the benefit of those who haven't, here is the proposition: Murray wants to go to St. Louis (so do I) and all he has to do is sell one hundred tickets to the Pre-Convention Smoker to be given by the Second Division Association of the A. E. F. at the Breakfast Club, May 16th. Now all he asks of you is to buy your tickets from him. He only has about twenty-five more to go, so fellows let's give the boy a chance to go to his home town. If you haven't already bought your ticket get in touch with Murray or leave your name in the office and he will call on you. Some show, let's go!

Garage News

William Decker, Clarence Marine, of the office and Jesse Doerr, Mechanic on the First Shift, sojourned to Lake Hughes last week-end. They indulged in row-boating, horseback riding and hiking so you can see they made very good use of their time. They enjoyed everything except the after-effects.

Solved! The reason why the time cards on the Third Shift were not stamped "Automotive Equipment!" Steen Parker, whose duty this is, made a break that revealed the mystery. Steen was watching George Borngrebe, Foreman, use the stamp and exclaimed, "Oh, no wonder I couldn't make the d—thing work I was using the other side because I thought those rubber letters were on backwards."

Although we are rather late with this introduction, with apologies for the same, allow me to present our Second Shift Coach Clerk, T. G. Marks.



Division Three

L. VOLNER

Switchman Walker and Carpenter "Bud" Magin, accompanied by members of their families and several friends spent Saturday afternoon and Sunday catching trout on the Santa Ynez, near Santa Barbara. Monday, Superintendent Ferguson and Foreman Owens were notified by Mr. Tuttle, Manager of the Company's Restaurant, to come for a big fish feed. In some way or other the fish disappeared and the dinner was postponed until Manager Tuttle did a little Sherlocking, locating the fish in the ice box. The big feed came off Tuesday and Mr. Ferguson says he hopes that the boys will go again.

Motorman F. R. Martin has been granted ninety days' leave to try out as a mail carrier.

Mike Pearson says in reference to Officer Heddon's assertion that he rides a mule on his hikes, that he will make him a side bet of \$100.00 against \$10.00 that he can give him a race to the top of Mt. Wilson over the trail from Sierra Madre. He will give Heddon one hour's start and beat him to the summit and he can take a mule along because he will need it to bring him back.

Conductor D. R. Jaynes has gone on a sixty days' vacation to Chicago and Newton, Ill.

The new regulation sweater has been on exhibition at the Division for the past several days. Conductor J. M. Scantlen was the first purchaser.



Division One

H. N. COLE

Motorman A. J. Lange who works the "D" Line with Line Instructor R. I. Woodson, has a new Pontiac coupe. These West Sixth fellows are going some when it comes to buying new machines. A few months ago Lange's conductor bought a new one of the expensive type, and Motorman J. H. Johnson of that line has one ordered and is patiently waiting its arrival, and so on down the line.

Switchman Walter Flower, Conductor Ed Urban and Conductor R. W. Brigham, three of the most enthusiastic fish fans of this division, are very quiet these days, nothing to talk about, since they haven't had a chance to try their luck this season. Usually they are on the job at the break of day on May 1st, and they have something to chew the rag about for the rest of the year, but this season for some reason they have been detained in the city thus far and it is surely telling on them.

It is not known whether the tower man at 9th and Spring is sick or on a vacation but we notice that Traffic Man L. R. White has been operating the signals there for the past several days.

Conductor W. R. Cunningham who has been on a ninety days' vacation, returned to work last Thursday. He drove back east with his wife for the benefit of her health.

Conductor P. Kelly who has been working a day run on the "R" Line has bid in a night run on the same line.

On the sick list we have: Conductors, A. Light, R. S. Davis and H. B. Webb. Motormen, Tom Forrester, A. J. Koltenbaugh, F. J. A. Sharon and A. E. Gardner.



Division Four

E. E. JOHNSON

Former Operator C. W. Allen, is now a full-fledged Motorman. He had A. M. MacKenzie as anchor for the rear end, and Allen says Mac is so Scotch that he will not even give bells.

Sneak thieves have taken a liking to Motorman F. Zeiger. His room has been broken into twice within the last month and each time has cleaned him out.

Motorman R. M. Carter has purchased a new Essex coupe with all the trimmings.

Motorman M. H. Steele has returned from a sixty days' leave to Canada and intermediate points.

Motorman F. P. Hommel has returned home from the hospital where he had a major operation, and is improving.

Conductor S. L. Christ has gone home from the hospital, and is convalescing from a serious illness which has confined him since the first week of March.

A few more of the boys who are still on the sick list: Conductors A. A. Goldsmith, G. S. Mattern, W. D. Porter; Motormen, H. Phillips, W. J. Forster, Wm. Doovas, and A. L. Henderson; Operators, Wm. Green, B. W. NaVeaux.

The young lady who consented last week to become Mrs. A. Argue, we have learned was formerly Miss Bertha Berry, sister of Conductor Joe Berry.