

Vernon Yards' League of Nations



Front row, left to right: Jake Zuber, James J. Lavin, James Flavin, Sam Bevilacqua, John Dempsey, James Handley, Patrick Connolly.

Back row: Herman Leibelt, Patrick Jinks, Al J. Carter, James McArdle, G. T. Fulkerson, Chas. Kincaid, Patrick Rooney.

Using a green parrot for a "dickey bird" just see what the camera man got out at Vernon Yards last payday—eight Irishmen, bedad, and they are grouped with representatives of other nations so as to prevent a peaceful outbreak.

Starting with the front row of these men in the Way and Structures Department, we have Jake Zuber (not Irish) who hails from Evansville, Indiana. Jake is Assistant Supervisor, and has been in the employ of the Company since 1902.

James Joseph Lavin who is known as "Comptroller of the Reclamation Department" is the next dignitary. Although you would not suspect it, Jimmy is Irish. With tears in his eyes he will tell you of his undying loyalty to the late Queen Victoria, and how painful it was for him to take out his papers for naturalization in Chicago in the eighties. Jimmie has been with the Company since 1896.

Next representative from Ireland is James Flavin, Sanitary Inspector, who has been with the Company since 1889.

The next is Sam Bevilacqua (Drinkwater, or what have you), Italy's representative. Sam is now Foreman of the extra gang, working his way up from laborer. He has been with the Company since 1902.

John Dempsey, next in line, hails from Ireland. He started with the Company in 1901 and is at present Gateman at the Yards.

James Handley, Foreman in the Yards, has been with the Company since 1893, coming over from the Los Angeles-Redondo Line where he had worked for seventeen years. Yes, he's from Ireland.

Patrick Connolly, Track Foreman, is next. He has been with the Company since 1891, coming over from the Los Angeles-Redondo Line where he

put in twenty years. Patrick put on his fighting togs—his G. A. R. pants and wore them for this occasion. Yes, you guessed right—he's from Ireland.

Now, in the back row we have Foreman Herman Leibelt, who has been in the employ of the Company since 1902. He is Austria's representative. Herman knows his horse-racing and has uncanny luck in betting on losers.

Pat Jinks, Foreman on Special Work, knows his diamonds. He has been with the Company since 1903, and he's from Ireland.

Al J. Carter, Paving Inspector, has been in the employ of the Company since 1887. Al comes from England.

James McArdle, Assistant Supervisor, has been in the employ of the Railway since 1903, and he is from Ireland.

Green T. Fulkerson, Chief Oiler, hails from Tennessee, and he is responsible for the squeakless curves. His service with the Company dates back to 1896.

Chas. Kincaid, Foreman Switch Repairers and youngest man of the group, has been in the service since 1902. Charles comes from Kentucky.

Last, but not least, is Patrick Rooney, Truck Driver. You guessed again,—he's from Ireland. Pat has been in the Company's service since 1902.

Enock Mackie, whose picture does not appear, is the last man of this group who has seen twenty-five continuous years or more of service in the Los Angeles Railway.

Square and Compass

Members of the Square and Compass Club are reminded of the evening of entertainment to be given in the Masonic Temple at Pico and Figueroa Streets tonight at 8:00 p.m. A delightful vaudeville bill is scheduled after which refreshments will be served.

Greatest Week For Bouquets In History Of Company

For the week of May 6th to May 12th, 114 bouquets for trainmen have been received in the office of Two Bells. Never before in the history of the Los Angeles Railway has there been a week that could compare with this for commendations to trainmen. The men have been so on their toes, have made it such a point to give the most courteous, efficient and safe operation possible, that the result has been a truly inspiring demonstration of cause and effect. The trainmen put it across, and now comes the reward.

For the past several weeks there has been a regular epidemic of record-breaking. First one division made a safety record, then another showed what could be done with witness records, and so on down the line, but this week all the divisions share honors and Bob Pierson is wearing a smile that is in the way of being a record-breaker itself.

The office has been deluged with bouquets. In fact, it is impossible to publish the bouquets themselves, and only the pictures of the trainmen, their names and the names of those commending them are published.

In a recent issue of *Azuride* a little article was published, "Bouquets Gladly Received," and since that time bouquet letters have been coming in thick and fast. These letters come from men and women not only in Los Angeles, but San Jose, Laguna Beach, Huntington Park, Maywood, Long Beach, and other towns. Through all these letters runs the same thought, of pleasure in commending kindly acts, exceptional courtesy and efficient and safe operation by trainmen, and pleasure also in being able to pass along a pleasant word and strengthen the friendly feeling between trainmen and passengers. A great many letters give general commendation to all trainmen for consideration and make a particular point of specific instances and men.

Figures To Be Featured

Figures as a general rule are dry, but the figures to be used by the Claim Department in connection with expenditures in claims during the year 1927 will be interesting and far from being dry.

C. M. McRoberts, General Claim Agent, will open the meetings and later during the week, R. H. Hillf will preside.

Make a note of the line-up and the meeting you are to attend:

Division Three, Monday, May 21st.
Division One, Tuesday, May 22nd.
Division Two, Wednesday, May 23rd.

Division Five, Thursday, May 24th.
Division Four, Friday, May 25th.
There will be three meetings daily, 10 a.m., 2 p.m., and 8 p.m.

The musical strains will be furnished by the famous Railway Orchestra.

Auditor in Room 906

R. O. Crowe, Auditor, has moved to a new location and his address is now Room 906.

Second Vermont Track Job

The Engineering Department has just commenced a job of large proportions on Vermont Avenue from Manchester to 116th Street.

This job calls for the cutting down of the grade for a distance of over two miles to conform with the city and county grades.

The present rails will be relaid and rock ballasted. Cement curbs and landings will be installed as this stretch of track is to remain as a private right of way. The right of way will be paved at street intersections.

Timekeeper Moves

As Pat warned Mike not to come down the ladder as he had taken it away, so trainmen are requested not to try to open the door to Room 921 as it has been taken away in the remodeling of the ninth floor of the general offices.

In other words, Chief Timekeeper Stanley Underwood's new address is Room 920. Trainmen as well as motor coach employees of the Los Angeles Railway and Los Angeles Motor Coach Companies are requested to note this change when they have to see the timekeeper.

Now Supervisor

H. E. Patton, formerly Motorman-Line Instructor of Division Two, was appointed Permanent Supervisor, effective May 10th.

~ TWO BELLS ~

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

A Herald of Good Cheer and Cooperation

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

Forget It

INJUSTICE in any form can not hurt you. If you are over-sensitive, an act of injustice directed at you may embarrass you for the moment, but it can do no permanent injury.

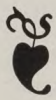
You are what you are—what you know yourself to be—not what somebody else may think you to be.

Calling you a mean fellow does not make you a mean fellow. Neither does calling you a prince of a fellow make you a prince.

The only man who is hurt by an unjust attack is the man who makes it. If anybody applies to you an epithet that is a misfit, just forget it. Also, if anybody praises you for something you have not done, or for some quality you do not possess, you might as well either forget it or try to measure up to his estimate of you.



BOUQUETS



Since receiving a commendation from Miss Fannie Stein, Motorman H. C. Fricke, Division Two, has left the service.

Just as Two Bells was on the point of going to press, eight more bouquets were received. These will be published in next week's issue.



Top row: Conductor C. C. Coates, Div. 3, from F. M. Hutzel; Conductor H. E. Tetreault, Div. 5, from Rev. John P. Morrow, and Mrs. Iva Stockman; Conductor A. C. Ragle, Motormen C. M. Detrick and H. G. Rolph; Conductor P. L. Laurene, Motorman M. E. Tobin, all of Div. 5, from F. E. Thomas.

Middle: Conductors T. T. Leech and H. F. Henney, Motorman W. C. Calloway, Conductor W. P. Durbin, Motorman H. L. Horton, Conductor H. Tinney, Motorman E. M. Austin, all of Div. 5, from F. E. Thomas.

Lower: Conductor H. Russell, Motorman L. Schoffner, Conductors A. J. Maryhew and V. R. L. Brown, all of Div. 5, Conductor J. L. Davis, Div. 2, Conductor L. B. Blackmer, Motorman G. Cook, both of Div. 5, all from F. E. Thomas.



Top row: Conductor H. A. Glenn and Motorman W. R. Elsmore, Div. 2, from Miss Minnette Lea McCamant; Motorman B. P. Parker, Div. 1, from Willard U. Carter; Conductors I. Gasparro, M. C. Latham, G. R. Perdew, Motorman D. E. Greaves, all of Div. 3, from Miss Ella M. Kennedy.

Lower: Conductor O. W. Nyhart, Div. 5, Conductors C. S. Grigory and M. F. Nar, Div. 2, Conductor H. J. Shields, Div. 5, all from Mrs. M. Cutbirth; Conductor X. Bryan, Div. 2, from Miss Fannie Stein; Conductor H. J. McDonald, Div. 5, from L. A. Parker; Motor Coach Operator S. D. Hubbell from G. E. Abbott.



Top row: Motormen W. E. Chilcoat, C. R. Smith, B. R. Cox, Div. 5, Conductor S. E. Merriweather, Div. 2, Motorman L. O. Larson, Conductors E. J. Marceau, C. A. Placial, Div. 5, all from F. E. Thomas.

Middle: Conductors G. W. Dilts, K. F. Wright, Div. 3, Motorman J. Williams, Conductor F. Weir, Motorman L. V. Carothers, Conductor D. L. Gragg, Div. 5, Motorman T. W. Spurgeon, Div. 1, all from F. E. Thomas.

Lower: Conductor H. Hazen, Div. 5, Motorman M. J. Thomason, Div. 1, Conductors H. E. Estep and H. J. McDonald, Motormen R. H. Hutchinson and J. T. Nusko, Conductor F. Clavin, Div. 5, all from F. E. Thomas.



Top row: Motorman J. W. Nester and Conductor F. E. Rainey, Div. 5, Motorman G. H. Slatford, Div. 4, Conductor W. R. Nichols, Div. 5, Conductor E. C. Bradley, Div. 3, Motorman H. D. Gordon, Div. 5, Conductor J. W. Justis, Div. 3, all from F. E. Thomas.

Middle: Conductor B. R. Bettell, Div. 4, from Miss Marie E. Levitt; Motorman C. M. Evans, Div. 3, from Israel Labovitz; Conductor L. Klaris, Div. 2, from Mrs. F. C. Lee; Motorman L. H. Stephens, Div. 4, from T. C. Morris, D. O.; Conductor R. C. Young, Div. 5, from I. Newton Richer; Conductor D. W. Gibbs, Div. 4, from R. A. Rollins; Motorman J. L. Penny, Div. 1, from George S. Underhill.

Lower: Conductor J. R. Sproule, Div. 1, from Miss Annie B. Furlonge; Motorman H. Snyderstricker, Div. 4, Motorman G. C. Hanson, Div. 1, Conductor R. P. Messersmith, Div. 5, Motorman R. Gholson, Div. 3, all from Dr. Charlotte Escude; Conductor C. E. French, Div. 2, from C. J. Goldsmith; Motorman E. W. McCabe, Div. 2, from Miss Minnette Lea McCamant.



Top row: Conductor H. L. Emmert, Div. 1, from Mrs. Edith V. Simoneau; Conductor W. J. Weese, Div. 3, from Dr. T. U. Stokes; Conductors F. J. Nimz, A. F. Crosby, H. H. Markhage, W. W. Lambert, D. B. Keers, all of Div. 2, from Miss Fannie Stein.

Middle: Conductors E. L. Corwin, E. E. Sanders, E. L. Wilson, F. McInturff, Motorman H. Gant, Div. 2, from Miss Fannie Stein; Conductor H. Boyett, Div. 2, from Miss Fannie Stein, and Edward Klueter; Conductor W. M. Weller, Div. 2, from Miss Fannie Stein.

Lower: Motorman J. T. Velarde, Div. 2, from Miss Fannie Stein; Motorman C. E. Yocum, Div. 1, and Conductor H. Howard, Div. 4, both from F. A. Wallace; Conductor A. B. Peterson, Div. 3, from Miss Bertha Rawser; Motorman J. B. Hall, Div. 2, from Mrs. Urban Martz; Conductor C. O. Boyd, Div. 2, from Miss Georgia I. Lefmann, and Miss Sarah E. Bastajian; Conductor H. F. Hames, Div. 4, from M. Garvez.

Bulletins

ISSUED MAY 19, 1928

Street Car

NO. 70—NOTICE TO CONDUCTORS
Pass No. 3353 issued to Helen E. Haag, wife of H. S. Haag, motorman, Division One, which was reported lost in Bulletin No. 67, has been recovered.

P. B. Hill

Motor Coach

NO. 31

Pacific Electric Railway Bus-6 punched "1-Inner"—Good only within Hollywood—No. Western Ave. district will not be honored on the Melrose Ave. or Beverly Blvd. Lines.

In the opposite direction the Pacific Electric Railway will not honor Los Angeles Railway Motor Coach Division ticket S Bu. 11, issued by Melrose Ave. Line 7 or Beverly Blvd. Line 3 to any point within their inner fare zone No. 1, east of Bonnie Brae Street.

Be governed accordingly.

Wauhankew

Dave Rogers



Motorman D. Rogers, of Division One, better known as "Dave," is a native son, plays a wicked game of pinochle, smokes good cigars and has a run on the "N" Line. He was born in Grass Valley, near Nevada City, California, and moved to Westminster at the early age of three years. Later he engaged in out door sports such as raising stock and grain.

In 1906 he renounced his early calling and came to Los Angeles and worked as grocery clerk for five years. In 1912 he was employed by the Los Angeles Railway, working out of Division Two, and later was made a Supervisor. When Division Five came into existence he went back on the front end and a little later he traded for a berth at Division One. Rogers is still a farmer at heart and spends all his spare time on his two acre ranch at Monterey Park where he raises chickens and ducks—mostly ducks.

For Rent

Three Rooms and Private Bath. Close to Division Four, "L" and "N" Lines. Glenn Granger, 1016 Overton Street.

Eight Room House, including bath, kitchen and screen porch. Nicely decorated inside and out. Very conveniently located near car line and close to city. Rent reasonable to steady tenants. S. Edwards, 1009 South Alma Street.

Tournament Rules And Schedule

Pinochle players and fans, lend your ears!

Your attention is directed to the following rules of the game which have been drawn up to govern the series of games to be played among the divisions commencing on Monday evening, May 28th, at 8:00 p.m., when Division One is scheduled to play Division Five at Division Five.

Single deck pinochle ONLY will be played.

- Melds: Nine of trumps (referred to as "dece") 1
(A marriage) King and Queen of any suit except trumps 2
(A marriage) King and Queen of trumps 4
(Single Pinochle) Queen of Spades and Jack of Diamonds (Double Pinochle) Both Queens of Spades and both Jacks of Diamonds 30
(Forty Jacks) Four Jacks each of a different suit 4
(Sixty Queens) Four Queens each of a different suit 6
(Eighty Kings) Four Kings each of a different suit 8
(One Hundred Aces) Four Aces each of a different suit 10
(A Run) Ace, King, Queen, Jack, Ten, Nine 16
Without the Nine 15
With an extra King and Queen 20
Without the Nine 19
(Four Hundred Jacks) All the Jacks in the deck 40
(Six Hundred Queens) All the Queens in the deck 60
(Eight Hundred Kings) All the Kings in the deck 80
(One Thousand Aces) All the Aces in the deck 100

Roundhouse marriage in all suits 24
The man on left of dealer begins the bid, the lowest bid being 15. The man making the highest bid makes the trumps. Partners will then lay down their meld and if failing to make their bid, will be penalized the amount of their bid—in other words, go set.

The game score will be 120, and five games will be played in one evening. There will be two contests a week and the series will last ten weeks, making a total of one hundred games and, if the proposed schedule as shown above is carried, will end on August 1st.

Here is an explanation of the schedule chart: Reading across gives the games each division plays away, and reading down the games to be played at home, which is similar to a baseball chart. For instance, Division One plays Division Five on May 28th, at Division Five, and Division One's next game is with Division Three at Division One, on June 4th, and so on. The chart is subject to change but due notice will be given.

Elimination contests are to be played off at each division and the names of the two players and two substitutes to represent the division should be given to the Division Superintendent not later than Wednesday noon, May 23rd. This information will be given to Two Bells and will be published in the next issue.

Appreciation

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

Mrs. Emma Fisher

DIV. TO PLAY	AT DIV. No 1	AT DIV. No 2	AT DIV. No 3	AT DIV. No 4	AT DIV. No 5
DIVISION ONE		JULY 25	JULY 9	JULY 18	MAY 28
DIVISION TWO	JUNE 20		JUNE 11	JULY 5	AUG 1
DIVISION THREE	JUNE 4	JULY 16		JUNE 25	JUNE 18
DIVISION FOUR	JUNE 13	MAY 31	JULY 30		JUNE 6
DIVISION FIVE	JULY 2	JUNE 27	JULY 23	JULY 11	

Company Dance Next Saturday

The regular monthly entertainment and dance for employes of the Company and their families will be given on next Saturday evening, May 26th, at the Foresters Hall, 955 So. Olive Street.

According to word from C. V. Means, Traffic Manager, an exceptionally good vaudeville bill has been arranged and after the entertainment dancing will be the order of the evening for young and old alike.

Don't forget that all you need is your pass for admission, and identification cards for members of your family if you cannot attend with them. So get out and shake a wicked knee—you'll certainly enjoy the evening.

Personal Mention

From the Auditing Department, S. Underwood, Chief Timekeeper, is on his vacation. He intends to tour the Yosemite Valley.

Miss Margaret Jensen of the Auditing Department, is taking a trip back East.

J. J. Stirling is vacationing in and about Los Angeles.

Gladstone MacDonald has just returned from his vacation with a sprained ankle. The first week he swung on his golf sticks, and the second week he swung on crutches. He says he did not get the sprained ankle in the hazards.

Mrs. Marion Castor is back in the Register Department after an absence of about six months.

T. T. Fletcher Passes

We regret to announce the death of T. T. Fletcher, Flagman, who passed away on May 17th.

Fletcher started with the Company in January, 1906, as motorman at Division One. He resigned, but in September, 1913, returned to Division One on the front end. In June, 1918, he transferred to Division Three and in June, 1924, was appointed Regular Flagman, which position he held up to the time of his death.

For Sale

One Lot at Washington and Adams, just off Adams for \$800. \$20 per month. Motorman B. H. Hellman, Division Four. Phone AT. 7422.

For Sale or Trade

One Portable Victor Victrola, with about fifty records, like new, cost \$50 for \$25, or will trade for a good bicycle. S. D. Hubbell, Motor Coach Division or 113 East 75th Street.

Aloha

Honolulu beckons, so A. O. Adams, Tax Agent for the Huntington Land Company, packs his grip and sails today for the land of the hula hula for a five weeks' stay.

Also F. J. Donnelly, Conductor-Line Instructor of Division Two, is answering the call and sails today for the same destination. Donnelly is spending three weeks and will not only take in the scenery but sketch it as well.

Legal Questions

The Legal Question Box has an accumulation of a number of questions ready for answer, but due to so much other timely news, there has not been sufficient space in Two Bells for them. The answers will appear in an issue of early date.

Pierson's Father Passes

The news of the passing of Robert M. Pierson, the father of R. A. Pierson, Supervisor of the Merit System, came too late last week for publication.

Mr. Pierson's many friends in the Company are cognizant of his devotion to his father and offer their condolences.

Mr. Pierson's father, though in his eighty-eighth year, was an active factor in the life of his community and was beloved by everyone who knew him. The town where he lived and died, Pulaski, Iowa, paid him an unusual tribute. On the day of his funeral the schools and all places of business were closed.

Division Assignments

To Division One: Motormen D. D. Hoy, G. C. Roraback; Conductors G. A. Carter, O. H. Lewis, D. H. McKenna. To Division Two: Motormen F. T. Spees, A. J. Poirier; Conductors H. E. Gregory, S. J. Skryszak, L. M. Heft. To Division Three: Motormen F. X. Donnelly, W. C. Reeder, T. L. Knoblauch, E. J. Baltzell, S. V. McCarthy, R. W. Tripp, C. C. Grant; Conductors H. F. Hill, A. F. Comstock, R. D. Arnold, W. F. Swan, M. H. Tripp, J. B. Wintermute. To Division Four: Motormen F. P. Leach, O. E. Reed, L. O. Poteet, L. F. Dalby, A. C. Givan, E. B. Bowlin; Conductors W. R. Ward, L. Hansen, J. A. Douglas, J. G. Russell, H. A. Stuart, G. G. Simpson. To Division Five: Motormen J. L. Campbell, H. H. Hunt, T. Weir, J. D. Roberts, E. W. Davis, H. C. Hubbart.



Division Two

E. A. MOXLEY

Foreman J. A. Madigan, Conductor D. MacTaggart and better halves made a trip to San Diego Saturday morning and returned Sunday night. They spent Sunday giving Balboa Park the once-over, they say they will have to go down again to see the rest of it.

Mr. and Mrs. A. A. Shewmaker spent three days in San Diego visiting with relatives.

Word was received Saturday morning by Clerk J. A. Wear that his father had passed away in Pomona and he immediately left for that city. The boys of the Division wish to express their sympathy.

Conductor O. A. Palmer returned to the old job Monday after an absence of over three months, which was spent on sick report. He is feeling fine now and rarin' to go.

Conductor J. Hollingsworth, who has been off about two months due to injuries received in an accident, returned to work Monday morning.

Conductor D. D. McClurg's ankle is now O.K. and he is back to work.

Conductor D. E. Bradshaw is spending a vacation at the General Hospital with the measles.

Division Two has lost another good motorman. H. E. Patten was appointed a regular Supervisor on the 10th.

Another motorman stricken with Trafficitis! D. Overton is now breaking in on the back end. He was a good motorman and should make an A-1 conductor.

If Mr. Patrick could have seen Tex Bourland at the game last Saturday he would surely have taken up Tex's pass. Tex had a very bad cold and could hardly whisper. He was given the pass for making noise and he had better get busy if he intends to land one next year.

Each month there are slips coming in showing where several men failed to have their watches inspected. Now is the time to have it done. Let's get a clear month on something.



Division Three

L. VOLNER

Cash Receiver Sutherland is now on his vacation. When asked where same was to be spent, he said "Pershing Square - Plaza - Eagle Rock - the beaches and L. A. a la street car."

Motorman F. Sims has been granted a thirty days' vacation which he will spend in San Francisco.

Motorman N. B. Stiles is getting along nicely after an operation on his eye.

Conductor C. R. Meeds has been off duty for some time on the sick list, but he is much improved and expects to return to work soon.

During the past week Conductor P. H. Powers received notice from Uncle Sam that he had been allowed a liberal pension for services in the Phillipine Islands, when a boy. As this was unexpected and was accompanied by a check for many months' back pension, P. H. allows that there is some "balm in Gilead" after all.

Will see you at the next meetings Monday, May 21st, at either 10:00 a.m., 2:00 or 8:00 p.m. Don't forget to sign a card.



Division One

H. N. COLE

Motorman L. G. Nethersole and his Conductor-Line Instructor, G. J. Thorndson, deserve credit for working out a scheme to cut the cost of smoking good cigars. This is the way it is done. No more five centers for this crew. Nethersole will buy a ten cent cigar and smoke half of it and sell the half that is left to Thorndson for five cents, and then Thorndson takes his turn at buying and selling. In this way both are enabled to smoke good cigars at a minimum cost.

Motorman C. W. McKellip came in puffing and all out of breath last Wednesday morning and no wonder as he had to walk from Fourth and Boyle, and there was a reason for that also. It seems that his machine had some trouble with a couple of trucks and when the dust cleared away one of his front wheels wanted to go back home and the other was inclined to go straight up, so he compromised by leaving his machine and walking to work.

Line Instructor R. I. Woodson of the "D" Line, has taken thirty days off, and while he neglected to inform any one where he was going and what for, we plucked a little news item from one of the daily papers, which informs us that he and Miss Blanche C. Mortensen have declared

their intention to marry. So that is that.

Conductor J. M. Strickfadden has fallen heir to a night run on the "D" Line after bucking the extra list for many moons.

Motorman F. V. Bauer has taken ten days off and will go to San Francisco on a visit.

Motorman T. O. Knoff is treating himself to a well-earned leave of absence for ten days.

Conductor D. R. Coody is off on a sixty days' vacation and has gone to Little Rock.

Motorman W. E. McCurdie is vacationing at Great Falls. He will be away for sixty days and expects to have the time of his young life.

Motorman P. J. Kuchesky has shaken the shackles of work off for sixty days and will spend his time in Seelyville, Indiana.

Conductor P. E. Holt, whose health has been failing lately, has left these parts for Urbana, Missouri, where he will spend ninety days.

The following are reported on the sick list:

Conductors W. E. Holland, C. K. Hewett, H. Emmert, O. W. O'Neil and C. H. Thompson.

Motormen J. J. Hillis, F. E. Simmons, A. J. Stilo, H. W. Brown and M. R. Klein.



Division Four

E. E. JOHNSON

W. L. Greenwood batting for E. E. Johnson

It is with regret that we announce the death of Mrs. E. E. Johnson, wife of our genial Stenographer and Scribe, on May 15th. The men of Division Four extend their deepest sympathy.

Motorman A. Argue, who abandoned bachelorhood last week, has been honeymooning all week at Catalina Island.

Motorman J. M. Hoffman has been keeping a secret from us for some time. The fact that he was married sometime in January became known one morning the past week when he missed out and said something about his wife. The lady's name has not been learned.

Joe Federbush, who took a sixty days' leave to try out in the Sheriff's office, has been assigned to assist former Safety Operator Stewart, who has been on the Sheriff's staff for a few years and who is now in full charge of the Sheriff's substation at Newhall.

Duke Lowen has given up his Pico Owl to work a day run on the same line. Now he will have a chance to burn up the roads in his new Nash.

The following have added their names to Division Four's large sick list: Conductors H. B. Sonnenberg, J. Bassett, B. R. Bettell, Motormen G. G. Heiser and C. H. Thomas.

Conductor C. E. Robinson has returned from a sixty days' trip through Colorado, Utah, Arizona and other western states. He reports a very fine trip with weather ranging from snow and rain to wind and sand. He says that he is back in California to stay this time.



Shops

JACK BAILEY

A seven and one-half pound baby girl arrived at the home of Electrician R. Frampton. Mother and daughter are doing fine and Mr. Frampton is on his two weeks' vacation, celebrating. Thanks for the smokes.

If you had seen the motor caravan that left for San Jacinto Hot Springs, you could not help being envious of H. Kadow and family who will represent our Winding Room there for two weeks' vacation.

Electrician A. Gerritson is taking off to visit friends in Porterville for a week, and one week at home.

Electrician F. Ardern was painfully injured last week when a block of wood fell from a scaffold. We hope for a quick recovery.

Rub-a-dub-dub, three men went fishing from the Winding Room. Joe Schnell got no fish. R. Sloan got two and M. Weller got the limit. No one sick, a good time, at Santa Monica.

Those answering on the Truck Shop sick list this week are: Frank Goodman, O. Pontious, E. McClenathan and N. Winston, Jr.

Introducing Harry M. Benzel, new man in the Truck Shop.

M. Furnare, of the Carpenter Department, left the service.

Carpenter H. Landin left the service the 15th, and plans on taking things easy for awhile. Fishing and everything.

Another employee to leave our ranks this week was Carpenter-helper Arvie Latva. He qualified in the Civil Service examination for a position with the Post office Department. We all wish you success, Arvie.

Vick Lee, Store Department, is taking a week's rest following Armstrong's return. Army wishes him a rainy week.



Division Five

FRED MASON

Well boys, we got our "Two Bells" early last Saturday, but you don't know how nearly we came not getting them at all. And this is how it happened. The driver had just thrown our supply of "Two Bells" over the counter and returning immediately to his truck he found it going up in smoke. It had caught fire in the vicinity of the gas tank. Our impromptu fire department headed by Foreman Grant, worked on the fire with Pyrene fire extinguishers and held it in check until the Fire Department arrived and they put the final K.O. to the fire. It was a hot session while it lasted but our "Two Bells" were safe.

Conductor Ed Marceau took his second trip to the plate last Wednesday and won't need to go to the fights any more. He got quietly married and we all hope it will continue that way. Good luck to you, Ed, old boy.

Conductor L. B. Blackmer is back on the job again after a couple of weeks' vacation in Phoenix, Arizona.

We were glad to see Motorman L. L. Blackburn drop around here last Wednesday after having been operated on for appendicitis. He says he's feeling a little weak yet but hopes to be on the job again pretty soon.

Sixty days' leave of absence and back to Dallas, Texas. That's Motorman George Churchwell.

Motorman H. C. Dreyer is off for sixty days.



Motor Coach Division

ELMER WOOD

It is rumored that Operator C. W. Shelton is slipping into the state of matrimony.

Operator O. O. Obenshain is spending ten days on his ranch in Fresno.

We are glad to see Operator R. O. Clark from the sick leave of absence that has kept him away from his duties for the past two weeks.

Operator J. C. Simmons and Conductor O. H. Frost have left for their home town in South Dakota. Frost has resigned so it looks like he will stay there, but Simmons secured a thirty days' leave of absence, which assures us that he is a California Booster.

The Garage and Coach Division were very well represented at the Second Division feed and entertainment given by the A. E. F. at the Los Angeles Breakfast Club last Wednesday.

Garage News

E. A. Thurston, Chief Electrician on the First Shift, has resigned and taken his family back to the town from which they came, in Ohio. Dean Ovard will assume Thurston's duties. J. E. Summers has willed over the battery work to D. H. McCarthy. He will then assist Dean in the Electrical Department.

R. L. Crawford, "Scotty" married? Can it was? We thought he was only kidding when he acknowledged it so easy. But it has become more serious since he left a box of cigars the day he departed for his supposed two weeks' vacation.