

TWO BELLS



LOS ANGELES IN FESTIVE MOOD



Our Birthday

ANOTHER milestone in the history of this publication was passed on June 7th, marking the ninth year of its existence. We believe, on entering the tenth year of publication, that Two Bells is fulfilling, and will continue to fulfill, its mission in spreading the gospel of good cheer and cooperation, striving always for a better mutual understanding between all employes. If it accomplishes this, its aims and purposes are justified. We believe that Two Bells is affording the opportunity to all to gain a clearer mutual conception of the problems that are incidental to the character of service we are rendering, and with this belief in mind, we are spurred on to accomplish the tasks the future holds for us.

The Glorious Fourth

ON THE Fourth of July, 1929, every loyal American will celebrate the one hundred and fifty-third anniversary of the signing of the Declaration of Independence.

It was on July 4, 1775, that our Revolutionary patriots met in that famous hall in Philadelphia to take final action on the most remarkable document in American history.

While we are rejoicing on this day, giving free reign to the spirit of independence, let us give a thought to our obligations of citizenship to our country. If we are to hold our place as one of the leading nations of the world, it behooves us all to be thoroughly conscious of our obligations to community, state and nation, setting a worthy example of patriotism for future generations that this day may be sacredly observed for all time.

Homage Paid Our Conductor Poet

WALTER STANLEY CULVER, our Conductor-Poet of Division One, has admirably expressed his thoughts in a poem "Carry On" contained in his booklet of poems "Nil Desperandum" which he has permitted us to publish:

When the blows come thick and fast,
And each moment seems your last,
When your heart comes near to breaking,
As the fight, its toll is taking,
Then's the time to show your spirit.

As the days seem dark and drear,
And you see but little cheer,
When life seems all full of troubles,
Know full well that friendship doubles,
As your striving proves your worth.

Life holds lots of things worth while,
Which develop as you smile,
But, of this fact, you'll surely learn,
That things of value you must earn.
So carry on, carry on.

It is also interesting to know that Mr. Culver received the thanks of the President of France for writing the poem, "Verdun."

Two Bells

A Herald of good Cheer and Cooperation.

Vol. X.

JUNE, 1929

No. 6

Published Monthly by and for Employes of the Los Angeles Railway

JANET CONVERSE
W. T. SHELFORD

Publicity Manager
Editor

Annual Outing at Brookside Park Proves Big Success



The beautiful setting of Brookside Park, Pasadena, under a clear sky and warm California sunshine, contributed greatly to the success of the annual picnic sponsored by the Auditing Department on Sunday, May 5th.

Employes of several other departments, together with their families and friends, were among the gathering and this helped to make the occasion the biggest and best ever held. If you don't believe it—take a look at the photograph.

The first order of the day was the men's baseball game, which was staged between Grimm's Tigers and Miller's Wildcats, with the jungle kitties piling up an 18 to 8 victory in a five-inning tilt.

Jack Fishenden, who studied the art of baseball through a correspondence school, was elected umpire. Although

he had left his glasses at home he had a general idea of the location of the home plate. According to Al Reid, star player for the Wildcats, Fishenden must have lost several lessons in the mail, as many of the decisions rendered were faulty.

The girls' game followed, between Mim's Midgets and Cleaver's Calculators. Umpire Fishenden won the game for Mim's Midgets with an 11 to 6 score. The spectacular play in this game was Mrs. Mim's slide for home in the first inning. When the dust had settled it was discovered that she was safe at the plate. Erma Watkins' heavy hitting was an outstanding feat and her fast pitching and base playing proved too much for the Midgets.

Then someone mentioned "eats" and a general stampede for the tables followed, and an attack made on the

lunch baskets. After the repast, Frank Matheny, assisted by Al Reid, conducted the community singing and songs were rendered by the Auditing Department chorus. On request, Bill Taylor sang a tenor solo which was well received.

The next order of the day was the racing events, which resulted as follows: 50-yard dash, boys under twelve years, won by Kenneth Grimm; 50-yard dash, girls under twelve years, Patricia Burke; 50-yard dash, twelve to twenty-eight years, girls, Elizabeth Goss; 50-yard dash, twenty-eight to ninety-six years, girls, Mae Bass (Note—It was almost impossible to find contestants for this race until some of the ladies' friends admitted knowing the entrants for over thirty years); 50-yard dash, men, Jesse Yarbrough; peanut race, women, Erma

Watkins; broad jump, men, William Guyer; potato race, girls twelve years and under, Harriet Adams; potato race, boys twelve years and under, Herbert Brooks; three-legged race, women, Pearl Gorsline, Margaret Gorsline; three-legged race, men, Stanley Underwood, George MacDonald; thread the needle race, girls twelve to twenty-eight years, Elizabeth Goss, Edith Brumpton; thread the needle race, girls twenty-eight to ninety-six years, Nelle Cleaver, Mae Bass; backward race, Fred Sherwood.

Suitable prizes were awarded the winners of each contest.

The last event on the program was a tug-of-war, which was won by Don Grant's Giants.

By this time the day was pretty well spent and everyone who attended the picnic was tired but happy and hopeful that it would not be so many moons before another such picnic could be arranged.

What...! Again?

Just to show that they can do it more than once in a year, the boys of Division One established another "No Accident Day" on Sunday, May 19th.

On that day they operated their cars 8,774.45 miles without a scratch, scrape, mark or blemish to any portion of the rolling stock.

Their first record of the year was established on Saint Patrick's Day, Sunday, March 17th, when the men operated their cars safely for 8,851.01 miles.

A big hand is in order for the boys of this Division, and may we soon be printing like reports from some of the other divisions.

Improved Service

On May 7th, improved service was inaugurated on Lines "2 and 3" with all cars operating through to Alsace and West Adams, and the elimination of turnback service at Second Avenue. The daily service is improved, with no change in the Sunday frequencies of cars.

On May 19th, new time tables were put into effect on Line "C," which provide better service in the afternoons of week days.

Sister of A. J. Bodley Passes

The entire personnel of the Transportation and Mechanical Departments take this opportunity to extend to Chief Dispatcher J. A. Bodley their sincere sympathy on the loss of his sister, who recently passed away in St. Louis, Mo.

Witness Report For May Suffers Biggest Slump in Year

The stock market is not the only place for slumps. We have 'em right here in our own reports. All divisions, with the exception of Division One, had a "bearish" time of it, and this is no "bull."

For the first time during the year 1929, Division Four did not reach the seven mark in the witness race. The report for May gives them 6.94, just a shade below. In January they led with 7.58, February with 7.07, March with 7.84, and April with 7.20.

Division Three evidently figures that two months are enough for Division Five to assume second place, so for May they dislodged the seagulls to third place.

Division Two established the unprecedented and unenviable record of dropping into oblivion with 4.91, while Division One came out of the cellar for the convention.

The following is a comparison of relative standings for the months of April and May:

	April		May
Div. 4.....	7.20	Div. 4.....	6.94
Div. 5.....	6.57	Div. 3.....	6.12
Div. 3.....	6.20	Div. 5.....	5.76
Div. 2.....	5.46	Div. 1.....	5.05
Div. 1.....	5.01	Div. 2.....	4.91

The total average for all divisions for May was 5.61 and for April 5.97. The figure 5.61 is the lowest point reached for the year 1929.

Hoo's Hoo at Night



Standing, left to right: Supervisors C. H. Conrad, L. T. Staten, L. Scott, T. C. Clarke, J. F. Carlin, H. A. Redmond, J. P. Fleming. Kneeling: F. Westcott, H. E. Patten, G. W. Hargrove, A. H. Warren, Chief District Supervisor; E. F. Mojonier, J. W. Tuberdyck and O. D. Sutton.

When this photograph was taken we were enjoying unusual weather and therefore no one wore overcoats, but when they do wear overcoats, we button 'em up because these fellows belong to us.

So we introduce, if at all necessary, the night and "owl" supervisors, who are responsible for the headways of street cars at night so that you don't have to ride home with the milkman.

Maintaining service in the day time under heavy traffic conditions is a job in itself, but the job is not lessened at night, as things are known to go wrong in the wee sma' hours and it

falls to the lot of these fellows to try to keep things running smoothly.

A. H. Warren is chief of the night crew. He started with the Company as Motorman in Division Five in October, 1920. In March, 1923, he was made Supervisor and later Chief District Supervisor.

The youngest man in length of service is J. P. Fleming, who was appointed Supervisor on April 1, 1929.

All these men have proven themselves qualified trainmen, and are now admirably performing their supervisory duties.

Wot a Wallop!

Did the trainmen get together to give the complaints for May a setback? We'll say they did, and they made the April report look sick. For May there were 170 complaints against 207 for April, or a decrease of 37.

Discourtesy, the main classification, decreased from 54 in April to 43 in May; Carrying Passengers Past Stop from 20 to 4; Dangerous Operation from one to zero; Short Change from 20 to 10, and Miscellaneous from 32 to 29.

Only two classifications showed increases: Starting Too Soon from 15 in April to 21 in May, and Passing Up Passengers from 4 in April to 10 in May. With a little more carefulness and vigilance on the part of trainmen, we expect to report all classifications on the decline next month. We've got the right start now, fellows, so let's whoop it up!

Commendations Less

Although the above report looks considerably better than did the one for last month, the commendations dropped in May. Commendations received in April amounted to 58, and for May only 30, a decrease of 28.

Toppers of Division Two



Standing, left to right: Motormen W. E. Hancock, E. W. Lyon, F. Weseloh, J. A. Defty, W. T. McLean. Seated: G. B. Lindesmith, F. W. Fox, H. H. Markhage, W. W. Reutter and H. F. Henley.

Approximately 280 years of service in platform work is represented by Division Two's ten top men, who are shown in the accompanying photograph.

According to Superintendent Dickey, these men are topnotchers in every sense of the word. They all have exceptionally fine records and because

of this and the efficient manner in which they do their work, they seldom, if ever, have to report to the Superintendent's Office. Mr. Dickey says he will have to refer to the photograph as a reminder of their likenesses.

Motorman Hancock is the oldest man in years of service who is still actively engaged in platform work. November 9th of this year will mark the thirty-eighth consecutive year of service as Motorman, and he probably has the longest unbroken service record of any motorman in the United States.

Lyon commenced with the Company in June, 1899; Weseloh in August, 1899; Defty in October, 1901, and McLean in February, 1903.

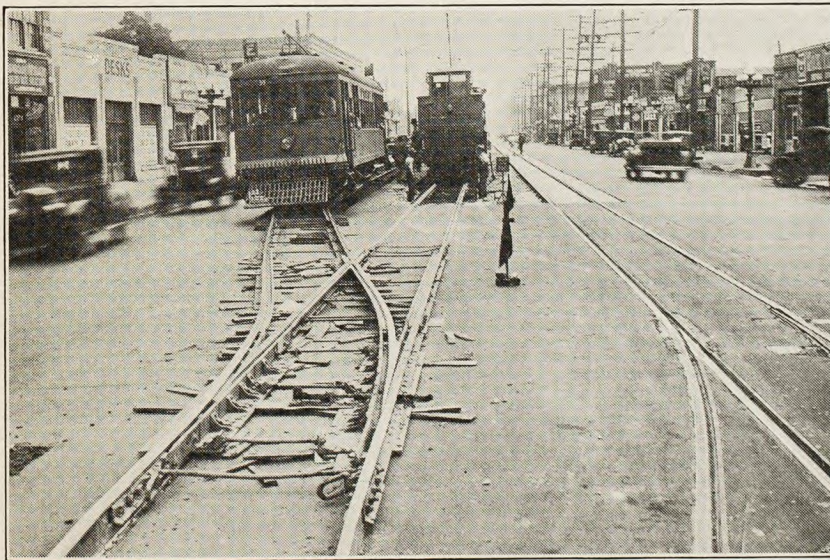
In the Conductors' group we have Lindesmith, who started in January, 1903; Fox in July, 1903; Markhage in August, 1903; Reutter in April, 1904, and Henley in September, 1904.

Please notify immediately your Department Head when you change your address. This is important to you as well as to the Company.

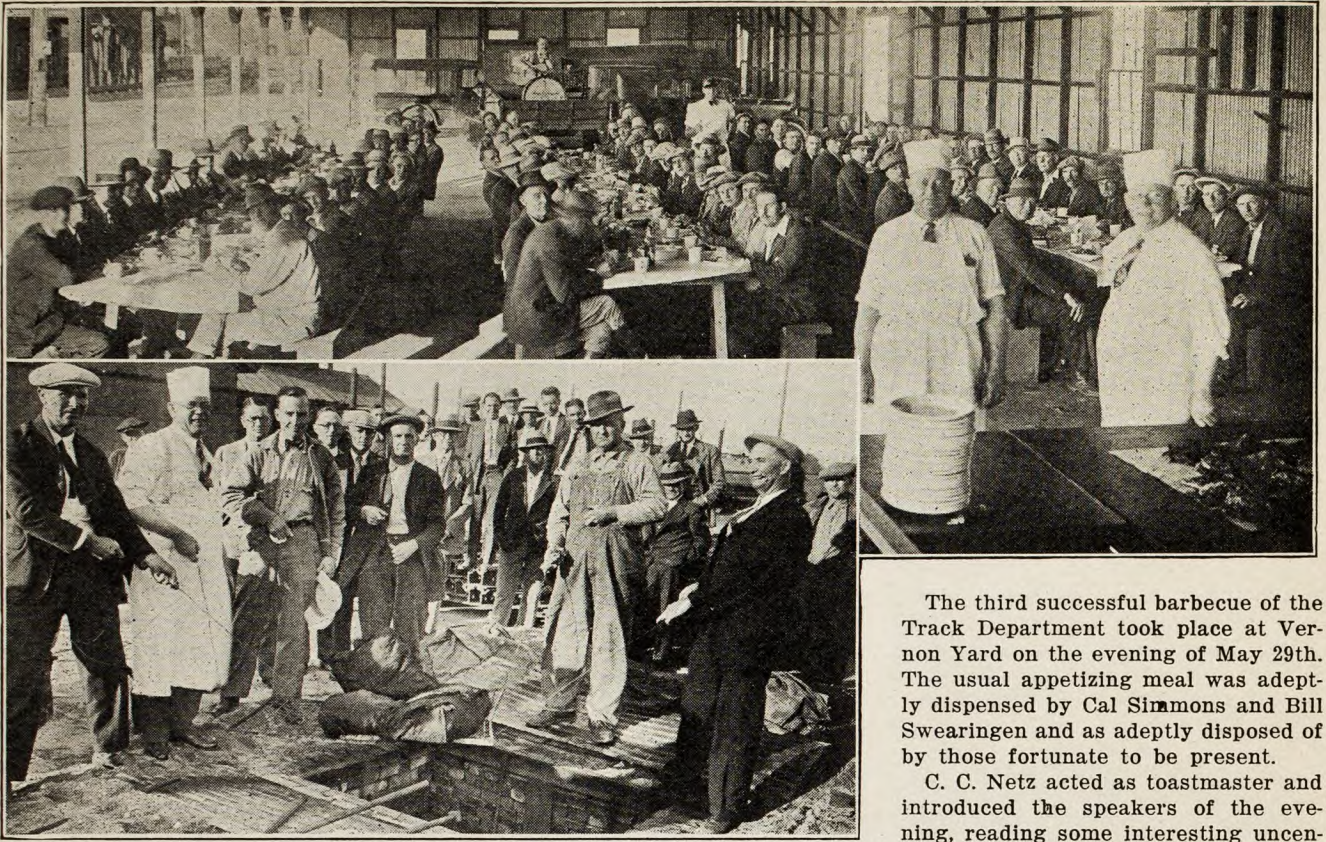
Driving East

Motorman H. Gorton, Division Five, is driving to New York, Toronto, Canada, and all points east on July 16th. He will have plenty of room and anyone desiring to take advantage of this offer may get in touch with him at Division Five.

Portable Track on Main Street



Rapid progress is being made on the Main Street track job from Pico to Jefferson Streets with the use of the portable track and electric shovel. This is the first time these engineering units have been used on a main line together, and the combination is proving successful. Photograph shows the newly constructed portable turnout, which is so devised that it can be moved in one section at the same time the portable track is moved.



The third successful barbecue of the Track Department took place at Vernon Yard on the evening of May 29th. The usual appetizing meal was adeptly dispensed by Cal Simmons and Bill Swearingen and as adeptly disposed of by those fortunate to be present.

C. C. Netz acted as toastmaster and introduced the speakers of the evening, reading some interesting uncensored articles which were to be submitted for the next issue of Two Bells.

R. O. Crowe very democratically renewed old acquaintances while munching on a man's size sandwich of barbecued meat, and R. B. Hill, after overcoming his confusion, due to the florid presentation speech of Toastmaster Netz, made a highly interesting talk to the boys, giving them a brief synopsis of the more important events during his recent trip through the east with P. B. Harris.

A one-man orchestra, in the person of Mr. Baxter from South Park Shops, furnished some highly appreciated music during the taking of soup and coffee. Mr. Baxter accompanied H. L. Snow, who gave a creditable rendition of the Scotch fandango.

Lower photograph shows W. P. Capps, Bill Swearingen, Chef; Warren Beck, Dick Weston and Elmer Mitchell bringing up the cooked bovine, while the hungry spectators looked on.

Larys Win Three Straight Ball Games



All sporting employees who want to see a real good ball game on Saturday afternoons are reminded that the Lary team is still on the job and is playing a better brand of ball.

On May 19th the Lary nine set the Roberti squad

back to the tune of 15 to 1. The feature of this game was Manager Tex Bourland's playing at first base, and how!

On Sunday, May 26th, at Sunland, the Larys mixed dough with the Webber Baking Company with a fling of defeat for the Bakers with a 9 to 1 score. It is unofficially reported that 8,000 fans saw this game—ask "Tex" how he got them out.

The Lary's third successive victory came in a clash with the Wilshire Christian Church aggregation at Vernon Yard on Saturday, June 1st. This game resulted in a 22 to 4 victory for the Larys.

At the time of going to press, it is expected that the Saturday Afternoon League will commence June 8th. Manager Bourland has been untiring in his

efforts to put a creditable team in the field. He deserves a big hand and a little more support from additional fans.



Top, Betty Ann, three months daughter of Conductor D. MacTaggart, Division Two. Note the proud smile of Conductor Mac. Middle, E. S. Dick, Junior, one year, the son of Mechanic Dick of the Garage, and lower, Helen Jeanette, five months daughter of Conductor G. J. Harrison, Division Four.

Square and Compass

The next stated meeting of the Square and Compass Club will be held on Saturday, June 15th, at 7:30 P. M. in the Masonic Temple.

According to D. H. Johnston, Recording Secretary, the evening will be one of entertainment and refreshment. Several good turns of vaudeville from leading theaters will be presented and refreshments will add considerably to the evening.

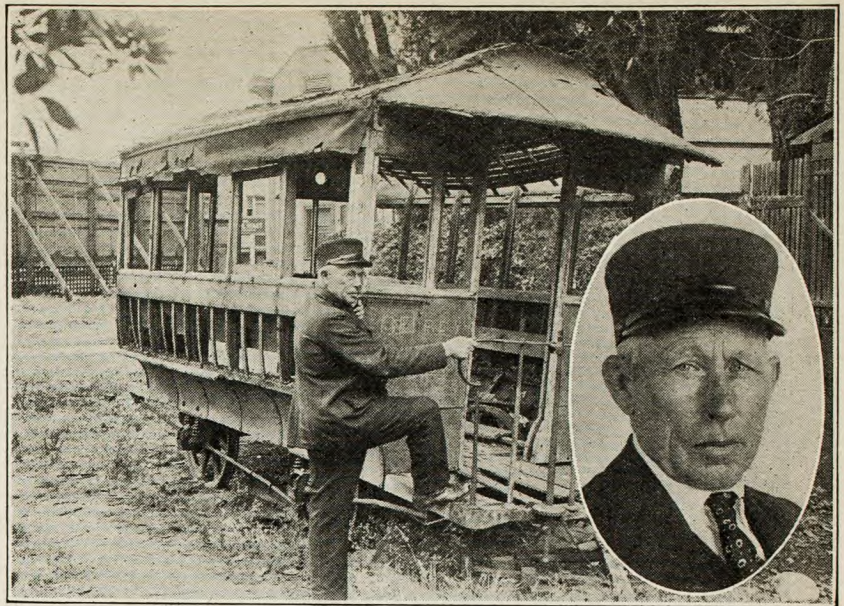
Pioneer of Rails Discovered on Pico

When Noah first sighted land after forty days and nights of "unusual weather" he took an inventory of all the animals on board ship. After performing that task, he took a street car and one of his two horses and set forth to get the lay of the land. That was many, many years ago.

In May, 1929, archaeologists and engineers of the Company, while touring the wilds of West Pico Street, discovered the relic of an old horse car reposing very inauspiciously among the weeds and rubbish, with its wheels intact, but the body somewhat the worse for exposure to the elements.

The gentleman in the photograph and inset is Flagman William Schultz who went out to investigate and identify the mystery of the age.

Upon close scrutiny of the hieroglyphics it appears to be one of the three original horse cars which operated in the city about the year 1887 on Main Street from Temple to Washington, which at that time was the short line of the Main Street and Agricultural Park Railway. On the ex-



tension of the line from Washington to Figueroa, Jefferson, Wesley Avenue to Agricultural Park (now Exposition Park), the open type cars with cross section seats were used. These later replaced the old closed type on the short run.

Schultz went to work on the horse cars on July 10, 1887. About eight

years later the Main Street and Agricultural Park Railway electrified its line and Schultz then worked on the rear end as conductor. In the year 1898, when the Los Angeles Railway took over the line, he stayed right on with the Company and put in thirty years in platform service. He is now flagging at the Central Avenue Air Line crossing.

This gray-haired veteran of the rails was born in Blissfield, Michigan, where he spent his younger years on the farm of his father. When but a young man he ventured to the coast. Driving a horse car appealed to him, even though he had a twelve-hour run, but he found that driving was only one of the tasks in the early days of transportation. It was necessary that the driver oil and grease the car, fill the floor of the car with straw on wet, muddy days, keep the harness bright and shiny and occupy the position as nurse maid to the horse. Aside from this, all he had to do was to eat and sleep.

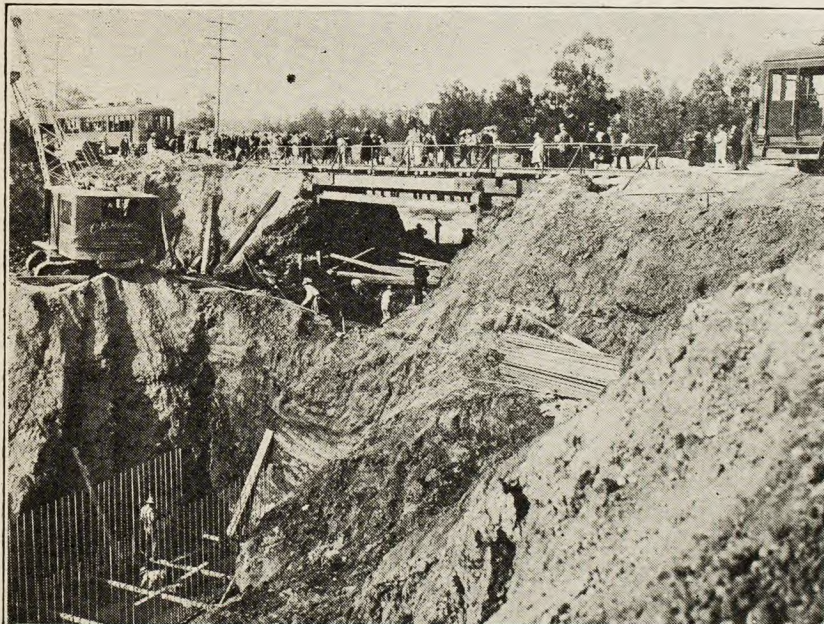
Schultz took advantage of some real estate buys in the early days and today has a nice little nest egg. He does not smoke, nor does he indulge in strong beverages, as Congress says it is not good for him. He is still quite active and looks good for many more years of service.

Mrs. Galloupe's Father Passes

The many friends and co-workers of Mrs. M. G. Galloupe of the Complaint Department extend their heartfelt sympathy to her on the death of her father, J. S. Hankinson, who passed away on May 31st.

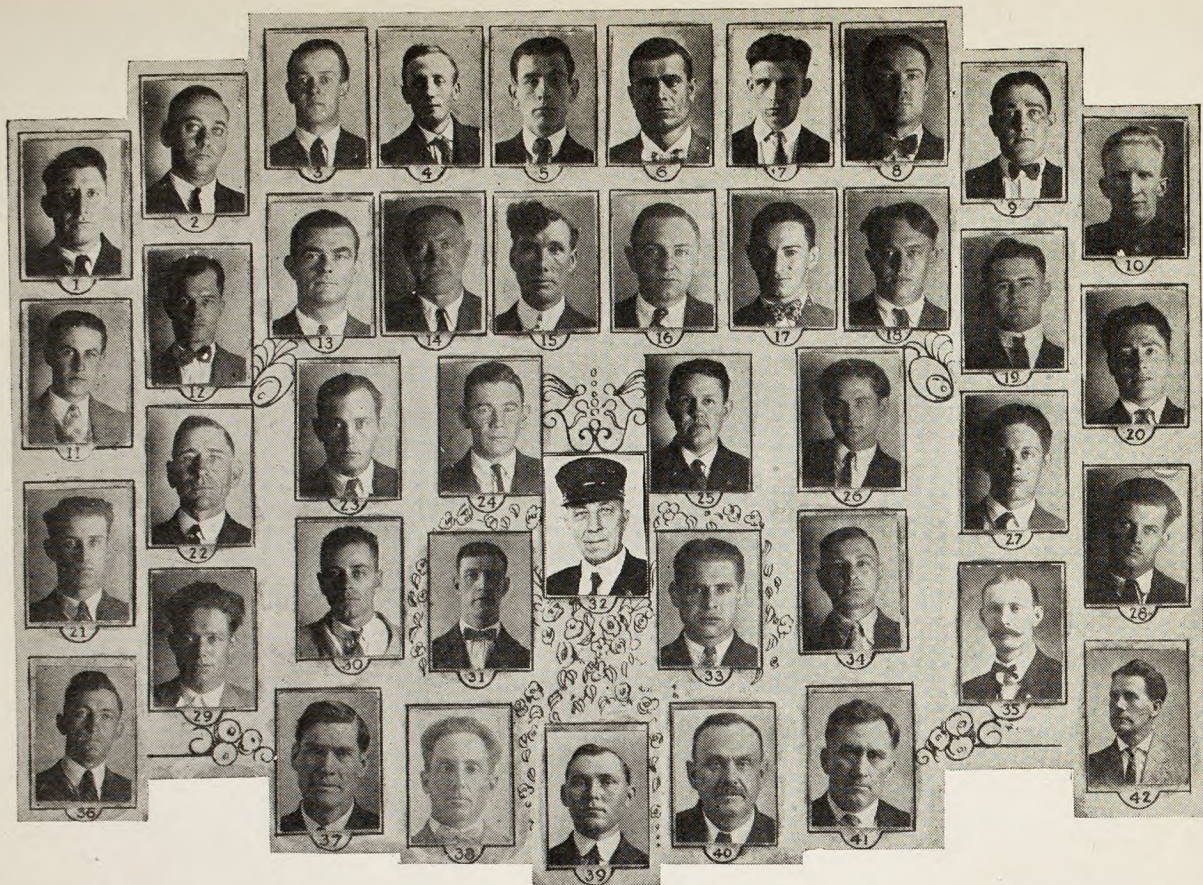
Mr. Hankinson had been enjoying good health up to a short time ago. He was ninety-one years of age and a respected citizen of his community.

~ A Real "Hole in The Line" ~



The Sacatella storm drain at 4th and Vermont turned out to be quite a bore, particularly when service on the "V" and "S" Lines had to be cut.

The Company, in cooperation with the city, had just completed the biggest and most expensive fill ever made in its history. When the Company found that this drainage project was being put through and endangering the safety of operation over its tracks, cars were stopped on each side of the excavation, platforms were quickly built and every possible measure taken to give service and protect street car passengers.



BENEFICIARIES

For (1) Conductor W. R. Nichols of Division Five from Henry J. Nord who states in part: "I consider it a privilege to commend Conductor Nichols for his efficiency in an emergency and his kindness and interest in his passengers. He merits all I say—and more—only words are futile in expressions of this kind."

For (2) Motorman W. O. Fowler of Division Five from Mrs. E. Kiesshauer for his honesty in returning a five dollar bill that she had dropped.

For (3) Conductor D. J. Haverstick of Division Five from Thomas Cass, who highly commends him for courtesy and pleasant friendliness.

For (4) Conductor H. F. Hames of Division Four from Mrs. Irene Hanson, who commends him for being very obliging to everyone.

For (5) Conductor T. T. Leach of Division Five and (12) Conductor S. H. Corbin of Division Four from Mrs. I. May Throop for their kindly and pleasant manner in helping elderly ladies on and off the car.

For (6) Conductor I. Gasparro of Division Three from Mrs. L. Wickens

for his kindness to mothers with children, and universal courtesy to all patrons.

For (7) Conductors T. D. Hall, (32) J. C. Phillips, (24) M. C. Latham and (39) G. C. Rowe, all of Division Three, from Ella M. Kennedy, who states: "They are all uniformly kind, courteous and helpful to me in my daily trips back and forth on their line."

For (8) Conductor F. W. Greene of Division Two from M. Elaine Anderson for his courtesy and the patience shown during an altercation with a passenger.

For (9) Conductor L. F. Buchanan of Division Three from Mrs. Emma R. Neidig for his kindness to older people and woman with children. Mrs. Neidig also highly commends (19) Conductor C. S. Murphy of Division Two for helping a blind man off his car and assisting him to the curb.

For (10) Conductor E. C. Croughan of Division Three from Mrs. Ellen Wilde for his kindness in giving her his stool to sit on.

For (11) Conductor O. T. Durr and (26) Conductor M. L. Davis of Division

Two and (27) Conductor E. W. Deane of Division Three from H. B. Gooden for being attentive about calling streets, courteous and polite in giving information and nice to old ladies. Conductor Durr is also highly commended by Miss Elva Hayes for being a fine, courteous young man.

For (13) Conductor L. I. Callahan of Division One from Miss G. H. Finn for his kindness in assisting a blind man to board his car.

For (14) Conductor P. Kelley of Division One from N. L. Williams for his kindness to an elderly crippled woman.

For (15) Motorman J. E. Lewellen of Division Three from Mrs. Jack F. Otis in appreciation of his kindness in returning her purse.

For (16) Conductor G. D. White of Division Two from a patron who compliments him for being courteous during an unpleasant altercation with a passenger.

For (17) Conductor J. L. Donnelly of Division Two who is commended by Mrs. Grace J. Thomson for his courtesy in writing a note explaining that the car had been delayed, which was

the reason for the tardiness of her students.

For (18) Conductor H. F. Erdman of Division Two from W. Dwight Woodworth, who states in part: "When one goes home at three o'clock in the morning, alone, tired, and sometimes discouraged, it is gratifying to know a real human-sort of person who can smile, say 'Good morning!' and MEAN IT. But it goes further, this rarity also remembers one's stop and discharges him with a pleasant, 'Good-bye. See you tomorrow!'"

For (20) Conductor D. S. Timmons of Division Two from W. R. Scott for his kindness in lending him fare when he found he was without money.

For (21) Conductor H. H. Lindop of Division Two from I. Winder for his thoughtful, courteous and efficient service.

For (22) Conductor W. D. Blades of Division Four from Mrs. C. B. Western who commends him for his neat and tidy appearance and his cheerful manner.

For (23) Conductor G. W. Rawley and (30) Motorman H. C. Fowler, both of Division One, from T. D. Beaumont, who states in part: "The motorman co-worked with the conductor to such an extent that the team couldn't have been better had they been twin brothers."

For (25) Conductor E. E. Fogle of Division Three from Bessie Dial who highly commends him for his courtesy in helping a poor woman with a child onto the car and to a seat.

For (28) Motorman W. L. Montgomery of Division Three from Alfred S. Holmgren for his honesty in returning a purse containing three endorsed checks.

For (29) Motorman L. O. Poteet of Division Four from W. R. Gregory who appreciates his thoughtfulness in holding his car so that he could board it.

For (31) Conductor D. McTaggart of Division Two from Anna McLain for his interest in all patrons and his thoughtfulness in helping them make correct transfer points.

For (33) Conductor W. C. Pendleton of Division Five from Nurse Miriam Jean Rollins for his kindness and courtesy in helping her on the car when she was laden with bundles.

For (34) Conductor Charles Shatz of Division Four from Miss Charliene Spencer for his kindness to a negro cripple.

For (35) Motorman E. C. Secrist of Division Two from C. J. Banning for the skillful manner in which he operates his car and his genial disposition.

For (36) Conductor W. T. Crowder of Division Three from Mrs. Ella Searle who was very grateful to him for stopping the car, thereby enabling her to board it.

For (37) Conductor W. E. Holland of Division One from Mrs. M. E. Boyce for his courteous manner and the clear and distinct way in which he calls streets.

For (38) Conductor J. P. Martin of Division Three from Bessie Dial who highly commends him for his courtesy in helping a poor woman with a child onto the car and to a seat.

For (40) Conductor W. S. Rice of Division Three from Seneca C. Beach for his gracious, kindly and unselfish effort in assisting a feeble old lady.

For (41) Conductor A. O. Johnson of Division Two from Myra I. Stearns for his universal courtesy to all.

For (42) Conductor G. R. Perdew of Division Three who is commended by Mrs. T. B. Cannon for his kindness in getting off the car in order to assist an old lady in alighting.

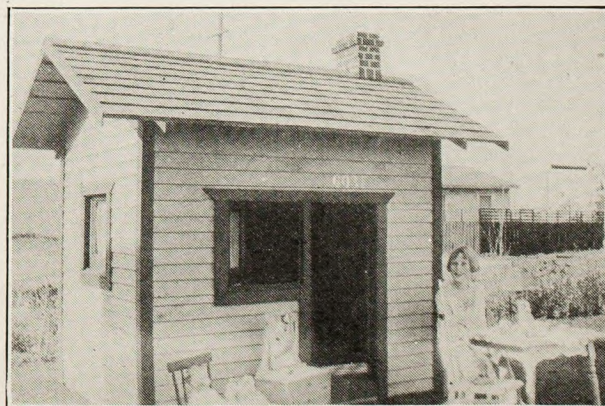
Our Guests

Now that we are through making whoopee with the thousands of nobles of the Mystic Shrine who visited our city, we are to be the host to thousands of Elks at their convention during the week of July 7th.

Personal appearance of trainmen is important at any time, and particularly so when we have thousands of visitors who will be "looking us over."

If you have any wrinkles—let them be smile wrinkles and not the kind that come in carelessly kept uniforms.

Have you notified your department head of your new address? You should do so as soon as change is made. Your address is kept on file for your benefit as well as that of the Company.



Janet Helene, eight-year-old daughter of Clerk H. F. Nelson of Division Two, and her little house that daddy built.

Municipal Camps For Vacationists

With vacation time at hand, employes' attention is called to the three municipal camps operated by the city: Camp Seeley, Camp Radford and Camp High Sierra, located in the most popular vacation areas of the state for those who wish to take advantage of their multiple attractions at a very low cost.

Camp Seeley, in the Lake Arrowhead region of the San Bernardino Mountains, seventy-five miles from Los Angeles, will be the first of these three camps to begin its regular summer outing season, with June 10th set as the opening date. Outings will be continued throughout June, July and August, until the middle of September, vacationists being allowed to choose a regular outing of either one or two weeks.

Camp Radford, which is situated in the Big Bear Lake section of the San Bernardinos, ninety-five miles from Los Angeles, and at an altitude of 6000 feet, will open for the summer season on June 17th. It will remain open until September 7th, an ideal spot for a vacation, involving home comforts in the midst of the more rugged ranges of the San Bernardino Mountains.

Camp High Sierra, the picturesque municipal camp in the heart of the High Sierras, sixty miles north of Bishop, California, again bids fair to become a mecca for those who love the majestic scenery of this portion of the state. For one who likes a long hike through rugged mountain country, or who enjoys a horseback trip over steep trails, or likes to fish or camp out, this resort is perfectly adapted.

For further particulars regarding these camps, write Miss Alma Wilson, Supervisor of Camps, Room 305, City Hall, Los Angeles.



Larry Lawler's



Lady (in a pet store): "I like this dog, but his legs are too short."

Salesman: "Too short! Why, Madame, they all four reach the floor."

"Now, son, you might go over and dig some potatoes."

"Let the fellow dig 'em that planted 'em; he knows more about where they are."

The Boss: "What—you a college graduate and you can't get tickets for the big game? Say, what do you think you're in this firm for?"

Cook: Ah want a recommendation, ma'am.

Mrs. Jay: But you're not leaving me now, Mandy. Why not wait until then?

Cook: Yes, ma'am, but maybe you won't want to give me one den.

"Now, Bishop, how old do you think I am?" coyly asked a literary spinster of a man whose unfailing courtesy was supplemented by his wit on many occasions.

"My dear lady, that is a hard question for a man who can scarcely remember his own age," said the bishop, cautiously, "and in your case it is peculiarly difficult, for you look five years younger than it seems possible you can be, when I consider what a wonderful amount you have accomplished."

Judge Landis was a much-feared questioner when he sat on the Federal bench at Chicago and began to "look through" a witness' mind. One day there appeared before him a man who was involved in the burning of his store.

"What time did you take our your insurance papers?" asked the Judge.

"At nine o'clock, Your Honor," was the response.

"What time did the fire start?" demanded the Judge.

"Twelve o'clock," faltered the nervous witness.

"Why the unnecessary delay?" thundered Landis; and in the confusion the witness faltered, "Our fire sale 'ads' were not done."

A school teacher had found one boy backward in writing compositions. At last she had a bright idea. She would have him write an account of a football game.

It seemed that she was successful, for the paper was handed in promptly. It read: "Rain—no game."

"I say! That horse you sold me has dropped down dead.

"Can't 'elp it, sir. 'E never did that while I 'ad 'im!"

"For two cents, Sandy," said a well-known Scotsman, "I'd throw this penny away."

No. 16754 (jumping up in rage after the prison movie show): "Darn it, a serial, and I'm to be hanged next week."

Chief Petty Officer: "The enemy are as thick as peas. What shall we do?"

Officer of the Deck: "Shell them, you idiot; shell them!"

Mose: "Dey tells me you sho' did get skert last night when yo' was trying to get to dat hen roost."

Geo. Washington: "Skert; yo' all jes' don't kno' nuthing about skert. My ole woman says dat my false teeth jest kept on poppin together after I had laid them on de table and gone to bed."



One example of eternal love is the Irishman who wrote home from Scotland to his sweetheart, "Yours till I get a raise."

"How far is it to the railroad station?"
"Two minutes' walk if you run."

Sammy: "Boy, you is so thin you could close one eye and pass for a needle."

Rastus: "Don't talk, big boy, 'cause yo' is so thin if you ma'd feed yo' on grape juice you'd look like a tho-mometer."

If you don't like these jokes,
And their dryness makes you groan,
Just stroll around occasionally
With some good ones of your own.

It was the morning after the night before, and the young clerk, having met too many friends, rang up his chief at home and apologized for his inability to get to the office that day.

"I appreciate your frankness," said the chief, "but don't you know you're off today? This is Sunday."

Printer: I'd like a suit of underwear.
Haberdasher: Union?
Printer: Sure, Typographical No. 15.
Do I hafta show my card?

A group of traveling men were swapping lies about their radios in a Smith Center drug store. An old man had been listening silently.

"Got a radio, old man?" asked one of the drummers.

"Yeah," replied the old fellow. "I got a little two-tube affair. It's a pretty good one, though."

"Can you tune out these little stations with it?"

"Well, I was listening to a quartet the other night, an' I didn't like the tenor, so I just turned him out and listened to the three of 'em."

An irritable old sportsman was aroused from his bed at 3 o'clock in the morning by the insistent ringing of his doorbell. On answering he found a seedy drunkard struggling hard to maintain his equilibrium.

"What do you mean by waking me up at this hour?"

"Ish you Mr. Smithers?"

"Yes, yes. What of it?"

"Ish you the gent what advertised for a partner to go lion huntin' in Africa?"

"Yes, I'm the gentleman. What do you want to know about it?"

"Nothin, 'ceptin' I just wanted to tell you that on no condishuns whatever will I go with you."

Patient: I'm dreadfully nervous. I've never had an operation before.

Nurse (reassuringly): You needn't feel frightened, ma'am. Neither has the doctor.

Does your watch keep the correct time, old man?

Well, it did until I began to compare it with the radio broadcasts!

While a surgeon was finishing an operation on a patient, a fire started in a warehouse across the street, illuminating the whole operating room.

"You had better pull down the shade," said the doctor to the nurse as the patient began to come to, "I don't want him to think that the operation hasn't been a success."

"What are you doing now?"

"I have found a new circus turn—the friendship of a lion and a goat."

"But aren't there quarrels between them?"

"Oh, yes, they have their little quarrels, but then we buy a new goat."

The Romance of The Rails

By E. L. Lewis
(Third Installment)

The birth of the first real effort to furnish railway transportation to the people of Los Angeles was on July 2, 1873. David V. Waldron applied for a franchise for a line from Main and Alameda Streets (now North Spring and Alameda) south on Main Street to Washington Street. For some unknown reason this franchise was never used, and so Waldron and his associates lost the distinction of building the first street railway in Los Angeles.

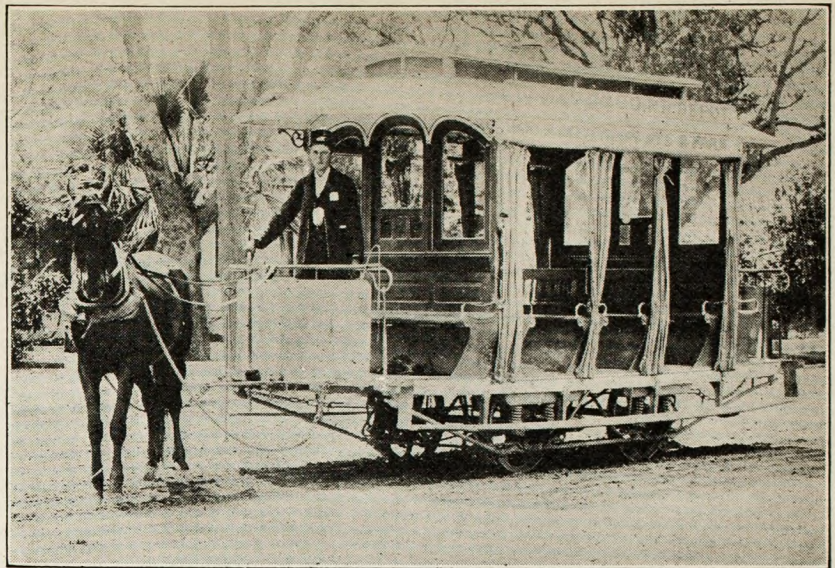
After the West Sixth Street Line was built in 1874, and news of the great profits was broadcast in the community, Waldron, W. J. Broderick, Governor John G. Downey, and others, were stimulated to renewed action and again applied for a franchise. This time they applied for one from Temple and Main Streets, south on Main Street to Washington Street. Operation on this line was started on July 1, 1875. It was a single track line from end to end, with necessary sidings for passing. Two cars were used. The south terminus was at Washington and Main Streets until September, 1876. Shortly after the line was extended via Washington, Figueroa, Jefferson and University Avenue to Agricultural Park (now Exposition Park), and terminated at a point on the north side of 39th Street at the east front of the Museum Building.

In January, 1887, operation was started on Main Street south of Washington, to Jefferson and west on Jefferson to Figueroa; half of the service going via Main and Jefferson, and the other via Washington and Figueroa.

Washington Gardens, at the southwest corner of Washington and Main Streets, furnished the only permanent travel stimulus on the line. Agricultural Park at that time consisted of a race track and also a place where annual fairs were held, and was probably not used more than two weeks in a year. However, by careful management and the fact that it was in this section of the city that real estate was first divided into city lots, the line was supplied with travel of sufficient volume to keep it going.

This line had the distinction of being the first in the city that the original owners did not have to part with on account of financial stringency.

In 1890 a move was started to pave Figueroa between Washington and Jefferson Streets. The requirements in the street railway franchise compelling the railway to pave between



This type of car was used on Main Street for twenty-two years. The driver is J. C. Ralls, who is no longer with the Company, but who is still living in Los Angeles.

the tracks and two feet at the sides caused the Company to abandon operation and remove the tracks on that portion of the route between Washington and Main Streets west to Figueroa and to Jefferson. The income was sufficient to operate the road, but not to pave, and tracks have never been relaid over that portion of the route to this day.

This line was sold to a committee of the bond holders of the Consolidated Electric Railway Company in 1895, and started operating as an electric road in March, 1897. In 1898 it was purchased by Mr. H. E. Huntington, and consolidated with the Los Angeles Railway line, and thenceforth ceased to operate as an independent line.

(To be continued in next issue)

The Human Auto

Some persons look like this year's models and some old second-hand cars because they do not know the new laws for drivers of human motor-vehicles. These laws which hold in every state, as given by Miss Coon, a Boys' and Girls' Club leader, are:

Use High-Test Fuels

"Pull your machine up alongside of a filling station regularly three times a day and put into it high-test fuel such as leafy green vegetables, fresh fruit, milk, dark bread and real butter. Do not use substitutes—you wouldn't do it with a limousine. This high-test fuel is remarkable in that it builds your automobile as well as puts pep in your motor.

"Run your human automobile into

the garage each night for nine hours of rest. Remember to turn on the fan by opening windows and getting plenty of free air. This will prevent flat tires.

"Run your automobile body onto the wash rack daily.

"Keep the chewing apparatus clean. Brush it morning and night.

"Give your human car plenty of water to prevent a dry radiator.

"Visit expert mechanics regularly, and the dentist at least twice a year. They can help you overhaul your machine and discover a little knock in the engine before you even hear it.

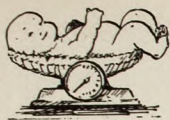
"Put a self-starter on your flesh-and-blood vehicle. That is, remember the main facts about putting pep in your motor every day."

By following the rules any one can take out a license for the most beautiful custom-built chariot or any of the most elaborate sport models with power and speed. The "time-payments" are easily met, and years of constant wear will keep the old machine "just as good as the day it was taken out."

Old Timer III

A. W. McBain, who has been a familiar figure at the reception desk in Room 710 for some considerable time, is on the sick list. About a month ago, Mac found that his health did not permit him to carry on his duties. He is at present at his home, 1330 South Mariposa Avenue, and he would appreciate visits.

The man who halted on third base to congratulate himself failed to make a home run.



Births

Motorman J. F. Kirk of Division Two reports the arrival of a nine and a half pound girl on the 5th of May. J. F. passed the cigars and was quite elated over the new addition to his family.

* * *

Motorman C. J. Hard of Division Five was the first smiling papa during the month of May. It was a baby girl and both mother and baby are doing fine.

* * *

Conductor D. A. Buzzell, also of Division Five, was the second. He also is the proud papa of a baby girl, weighing just under eight pounds, and all concerned are doing splendidly. Congratulations, boys.

* * *

A. H. Wutherick of Division One is the proud father of an eight-pound baby boy. Congratulations, Al, and thanks for the cigars.

* * *

H. W. Lund of Division Five Mechanical is now the proud father of another daughter, which his wife presented to him on May 24th. Congratulations, Bill.

* * *

Division Two Mechanical has the honor, distinction and the right to announce to the whole wide world that there was born on the tenth day of May, to one Mrs. Ben Kutsunai, an eight and one-half pound baby boy, who we predict will some day take his father's place as Foreman of Car Cleaners. Did we smoke cigars? We did!

* * *

With his chest extended, his face wreathed in smiles, and everything else that goes with such an important occasion, Motorman S. H. Brody of Division One announced the arrival on Saturday, 25th, of a fine nine and a quarter pound bouncing baby boy. All concerned doing well, and thanks for the cigars.

* * * *

An eight and one-half pound bundle of goodies arrived at the home of Substation Operator H. L. Jones of the Huron Substation, the 22nd of May. The young lady has been named Virginia Lorraine and she and her mother are doing nicely. Congratulations.

Have you or any of your dependents changed addresses, and have you failed to notify your department head of this? It is of importance to you that addresses given on your record be correct.

Appreciation

Mere words cannot express my appreciation of your great kindness during the illness and death of my late husband, George M. Brassington. Your frequent visits, kind words, cheery smiles and beautiful flowers gave him much pleasure and will always be held in grateful remembrance by myself to cheer me in my great sorrow.

My heartfelt thanks to all, Officials and Employees. I can wish the Company nothing better than that they shall ever be upheld by men with the unwavering loyalty to the Company which was one of the outstanding traits of character of G. M. Brassington.

Caroline Brassington.

* * *

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

Mrs. E. A. Cook.

* * *

Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated.

Mrs. Samuel T. Nichols,
Mrs. Frank M. Head.

* * *

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

Leo N. Morris.

* * *

Gratefully acknowledging and thanking you for your kind expressions of sympathy upon the death of Harold S. Wing.

E. E. Wing and Family.



Another batch of good smokes was passed out on May 11th, the date of the marriage of one of Division One's popular conductors, L. C. Davidson. The name of the bride was not obtained, but we wish them a long life of happiness.

* * *

Motorman J. R. Davidson of Division Two was tired of living alone, so on the 25th of last month he took unto himself a wife. He just passed the smokes and said, "I'm married." And that's all the information we could obtain. Here's wishing him all kinds of luck.

* * *

A brazen attempt was made by J. P. Stone of the Coach Division to let no one but Cupid in on his little secret. However, we are broadcasting the fact that he is no longer a bachelor. One of those week-ends when no one missed him, he persuaded his girl to meet the parson. He can't escape our congratulations, anyway.

* * *

When Conductor Tommy Dessert of Division Five took a week off recently, he gave as his reason, "going to decorate the house." He did—with a wife. This is Tommy's second trip to the plate and we all wish him the best of luck.

* * *

Division Three's popular little Stenographer, Miss Haytack, was married on May 11th at the home of her parents to Mr. Henry F. Ruhlin. The trainmen presented her with a set of silverware, and in return are going to be invited to a dinner at her new home, Gretna Green Court, on West 31st Street—MAYBE!

* * *

A very pretty wedding was solemnized on June 3rd at the Garvanza Methodist Church, Highland Park, when George E. Link, youngest son of George M. Link, Chief Clerk of the Engineering Department, was married to Miss Ruth Viola Biddick.

Mr. Link is an employe of the Southern California Edison Company. About five hundred friends and co-workers attended the ceremony.

For Sale

1923 Ford Coupe, in good running order, \$50; also furniture, cheap, at 807 West 62nd Place. Act quickly. George H. Woolley, Room 704, L. A. Railway Building.

1924 Ford four-door Sedan, good running condition. Ruckstell axle, seats cut for sleeping and other extras. Will sell for \$90. L. K. White, Traffic Man, 1416 West 57th Street.

For Rent

Five-Room House, unfurnished, double garage, \$25 per month. Located at 1302 West 94th Street. Apply F. T. Burchett, Chief Clerk, Master Mechanic's Office, South Park Shops.

Six-Room House, furnished, \$35 per month. 371 East 57th Street. Joe Palmer, Air Department, South Park Shops.

For Sale or Trade

Ten-Acre Income Ranch, five-room house and sleeping porch, water, electricity and underground irrigation system, rabbit and chicken equipment, four acres apricots and family orchard. Ben Gardner, Conductor, Division Five, or call VERmont 1665.

Division Assignments

The following men have qualified and were sent to their various divisions during the month of May, 1929:

To Division One: Motormen H. M. Feezell, P. R. Ferris, H. S. Hope, F. T. Atkinson, Conductors H. F. Keiser, G. G. Kellner, H. A. Brady, B. J. Haskins, T. E. Duran, D. A. Hinds, H. Shorrock. To Division Two: Motormen G. B. Smith, O. H. Stiebler, R. V. McKnight, Conductors E. W. Park, S. A. Lee, W. Faul, F. M. Wilkins, W. O. Dulin, J. H. McLeod, J. L. Williams, K. E. Funk, G. E. Atkins, F. M. Riley, T. O. Latham, E. G. Conrad, W. B. Herman. To Division Three: Motormen P. Mitchell, E. L. Anderson, W. J. Diercks, V. C. Mack, D. A. Morehouse, W. R. Simpson, M. N. Dean, W. M. Unruh, J. F. Leonard, J. A. Stocking, W. P. C. Greendale, Conductors E. R. Waas, O. F. Brown, J. A. Banas, J. C. Coughenour, C. W. McVay, J. K. Waner, C. R. Hasemeyer, V. E. R. Nordquist. To Division Four: Motormen M. C. Cook, F. L. Easley, E. W. Keating, H. E. Adams, J. L. Ehlinger, G. C. Elliott, F. A. Smith, Conductors W. T. Gunn, H. L. Holman, F. L. Davis, H. H. Hendrick. To Division Five: Conductors C. Blankenship, F. E. Morrison, C. F. Smith, P. J. Riley, J. M. Bean, G. W. Dow, F. W. Stebner.



Division One

H. N. COLE

Register Clerk T. D. Noteman is sporting a new Ford Coupe and it is a swell looking job if anyone should ask you.

We are all glad to see Motorman-Line Instructor L. G. Nethersole back on the job after a siege of illness covering a period of nearly six months. He looks well and says he feels fine and rarin' to go.

Conductor O. Arguella recently spent several days south of San Diego, near the border, looking after some property interests there.

T. E. Duran, who left the service as motorman about a year ago, has returned, but this time he is located on the back end, passing out refund checks.

Conductor C. W. Robinson works the "D" Line, where they have center entrance cars. He says that one of the temptations of his life is to drop the chain, when pulling a switch, and grab the door as it passes, but so far he hasn't split a single switch.

Our sympathies to Motorman J. Roberts on account of the death of his wife on April 30th.

On account of illness in his family, Conductor R. S. Davis has been off duty for several weeks.

Conductor F. J. Canning is being detained at home on account of injuries sustained by his wife in an automobile accident.

It is reported on good authority that a radical change may be expected in the countenance of Conductor E. D. Avila some time this summer. He has made a declaration of intention to part with his mustache for the summer months. Motorman John Henschall is seriously contemplating the same step.

Motorman E. Braun spent several days at Kingman, Ariz., this month looking after some business.

Motorman-Line Instructor F. H. Barry has been promoted to the rough-edge car.

The Mail and Register car is now being piloted by Motorman J. F. McCormick. Motorman Bill Lambertson is still on his vacation.

Motorman George Elder came around sporting a new piece of summer head gear, which Clerk Roy Ruggles immediately identified as being the well-known "Hollywood hat."

After all the conventions are over, Conductor George Evans expects to return to his native state for a month or two. He is a son of Pennsylvania, but has been away for twenty-five years. He says there is no danger of his remaining there, as California is good enough for him.

It is reported that Motorman H. L. Glass is slowly improving at the Good Samaritan Hospital. Glass was painfully injured several weeks ago when he was struck by an auto as he was alighting from a car.

After several weeks of illness, Conductor H. Van Doorne has returned to work much improved, but not entirely well.



Division Two

H. F. NELSON

Conductor J. L. Decker, upon returning from a ninety-day leave, received word that his father had become very sick, so he cranked up the Dodge and started back again.

Motorman L. D. Lofton resigned a few weeks ago and left for Texas, where he expects to remain indefinitely.

Conductors J. H. Schauer and C. P. Moran have resigned to take up other work.

W. B. Herman, formerly a motorman, has finished breaking in on the back end and is now a full-fledged conductor.

Conductor A. B. Dial was granted a ten-day leave to go to Fresno, where his father is very ill.

Conductor H. M. Jones, who has been on sick report for several weeks, has gone to San Fernando to recuperate.

We regret very much to report the death of the daughter of Motorman F. J. DeMott. The boys of the Division extend their heartfelt sympathy.

Motorman J. A. Bell is back on the job once more and is feeling fine. He had been on sick report since the first part of November.

Conductor F. W. Baker started flagging the first of the month. He had been on sick report with rheumatism and tooth trouble since the middle of September.

Motorman R. S. Blackmer and his family drove into Los Angeles in the old uncovered wagon about the 15th of last month. They report a fine trip through Colorado and Utah.

Conductors J. W. Hinkle and A. W. Nelson, who have been on leave for about two months, sent in their resignations and are taking up other work.

Mrs. Finley, our stenographer, spent the 19th of last month visiting friends.

Conductor F. B. Slaughter has been kidding some of the boys about living out in the country. We have just learned that he now lives on West 112th Street. Better be quiet now, Francis, as you are a long way out.

Motorman J. P. Miller decided the ranch would be a success so came in and resigned. J. P. invites any of the boys who are in his vicinity to drop in and say hello.

Motorman D. Hudson resigned on account of a nervous breakdown.

Foreman J. A. Madigan, Clerk H. F. Nelson and Conductor R. J. Crothers returned to work on the 27th. They spent a week at Goodsprings, Nev., making side trips to Las Vegas and the Boulder Dam site, also visited several of the mines in the Yellow Pine Mining District, where Nelson spent five years before coming to Los Angeles. They report a good trip, also found out what it is to be out on the desert without water, and how nice a sand storm can be. They are all glad to be back on the job again.

Conductor J. T. Little is taking his yearly vacation. This year he is spending it at Fresno with relatives.



Division Three

L. VOLNER

Miss Edna Yester will be the new stenographer at Division Three. She has been studying diligently during the past several weeks, coached by Mrs. Ruhlin.

Conductor C. D. Johnson, wife and children had a very pleasant time fishing at Hermosa Beach. Eight mackerel were caught and lots of sunburn.

After being told by the clerk on duty that he was off, account of being sick, Conductor Harry Beals came back to the window and gave the clerk a cigar. Now the clerk does not know what to think of it and is keeping the cigar as a souvenir, as he says he knows it is loaded.

A Jap and his wife boarded Conductor E. C. Croughan's car, which was crowded. The woman was standing holding a baby, so Croughan gave her his stool. On leaving the car, to show his appreciation, the man dropped ten cents in the fare box.

At last! Conductors M. S. Fury and Ira Gott had a very successful fishing trip. They went to Lyttle Creek, back of Mt. Baldy, where they caught all the trout they could eat and brought a big mess home. Fury caught four of them.

Conductor J. E. Bohler's little son, age four, is a regular attendant at Sunday School. One Sunday a man asked him what his father did. The boy answered, "Works on the street car." "And what does he do on the street car?" asked the man. After thinking awhile the lad replied, "Why he takes up the offering."

Motorman T. B. McBride is seen around on crutches on account of an injured foot, caused by an auto accident.

Wanting to help beautify our yard, Switchman Charlie Merrill planted five thousand dahlia seeds—about sixteen have shown up so far. Charlie is busier than a hen with a brood of chickens trying to supply Division Three with a flower garden.



Introducing Motorman P. M. Allen of Division Three who entered the employ of the Company in September, 1927.

Allen hails from Maine where he was employed for eight years with the A. & K. Railway of Lewiston. He has made several trips to the Coast but believes that this last one will stick, and therefore has joined the ranks of the adopted native sons. (Lewiston papers please note).

There is a great deal of rivalry between Motorman William "Mike" Pearson and J. D. Messick over which one is president of Brooklyn Avenue. Mike says Messick is because he can read the language, as he saw him get a Yiddish paper through the mail, and Messick says Mike is, by seniority. We may have to leave it to a vote of the boys on the "B" Line.

Motorman R. Barnett liked the car of his Conductor so well he bought one just like it. One of the new Whippet Sixes. As he was driving it home an auto passed through the mud in front of the company restaurant, splashing mud all over the new car.

A trainman asked if the wooden box sitting in the office window was the one to deposit bidding cards in. When informed by the clerk that it was, said: "Well, I have been putting bids in it for a long time, but haven't gotten a run yet."

Being fleet of foot saved Motorman L.

Rosa from missing his run. When he reported at the window the clerk asked him where his collar was. Feeling at his neck he discovered he had forgotten it, and without a second's pause turned and ran home. By living close to the Division he was able to return in time to claim his run. Rosa says he won't be caught that way again, as hereafter he is going to sleep in his collar.

At this writing Switchman Walker is planning a big fishing trip to Twin Lakes. We look for a big story of his trip in the next issue.



Division Four

C. J. KNITTLE

Hello, gang! I'm quite sure many more things happened over here during the past month than you will read about, but from casual observation and a few submitted facts here is the lineup of news.

The first noticeable feature about the trainmen's room was the number of new men, platform men, a few still on the student list. Young and handsome. They'll feel at home over here.

Conductor McFarlane, exwaiter and past commander of the Order of Roast Pork and Apple Sauce, wanted to know why so many men have the same name. "What name?" asked an old-timer, to which Mac replied, "Al Malaikah."

Frank Ervin, Night Yardmaster, is driving a party of friends to Missouri. If not, he's on the way back.

Conductor M. W. A. Berg took ten days' vacation, starting May 24th, to rest up for the Shrine Convention.

Conductor J. F. Lowe opened up a sleight-of-hand show at Venice May 19th. This could hardly be called a speculation. J. F. is not a novice in this line and combines a clever gift of gab with his performances.

Safety Operator R. A. Fuller took two weeks off recently to irrigate his lemon orchard in San Diego County.

News of the death of Motorman J. J. Morgan's father, April 7th, came in too late for last issue. Mr. Morgan passed away at his home in Seattle. Our sincere regrets are offered to J. J.

We are also sorry to state Mrs. J. B. Keller, wife of Motorman Keller, passed away May 9th, following an illness of several weeks. Mr. Keller was granted a ninety-day leave to accompany the body east for burial.

Conductor G. F. Young wins the pastry for selling tokens. He sold over twenty-five rolls May 11th.

Traveling Instructor I. C. Acuff took one week of his vacation, starting May 20th, and built an addition to his home.

The following men were on the sick list at the time of this writing: Conductors Farr and J. M. Johnson, Motormen A. H. Montrose, C. R. Deane, Frank Hommel, H. G. Wade, W. J. Forester and Safety Operator E. C. Blodgett.

That's all, but don't go 'way, folks. Freddy Mason is taking the "mike."



Division Five

FRED MASON

Motorman Ben Tiemeyer and Conductor Merle Chapman took a little jaunt up to Fresno to compete in the State Bowling Tournament. While they didn't come back with all the prize money, they had a very good time and found the head pin once in a while.

The honeymoon is over for Motorman M. E. Dally and he's now back from Dallas, Texas, working every day. Thanks for the cigars, old boy.

Conductor Tommy Carey is back from his ten-day vacation, spent between here and San Francisco underneath his Oakland Coupe. He took a tent along with him and spent part of his time under that. He sure likes Sacramento—ask him why.

Motorman Sammy Bayliss has been off for thirty days, vacationing at San Benito, Texas. He reports a good trip going, a nice time there, and that glad-to-be-back feeling when he's home.

Motorman Johnnie Coward took ten days off to take a trip to San Francisco. He says he had a very good time and can now settle down to work until the next vacation comes around.

Another two who are back from vacationing are Motormen W. C. Burnett and C. W. Bukey. Burnett was off for ten days taking a trip to Calexico and Bukey was off for a week resting up at home.

Last month's fishing party, which included Motorman Homer Cage and Conductor Bill Langdon, was quite a success—for the fish. Out of the party of twelve all but three were sick. They brought back some bass, but couldn't even look them in the gills when they were cooked. When Bill Langdon was feeling at his worst he said, "I'm going to stay with rabbit hunting from now on and I don't care how many shells I use."

We are glad to see Motorman H. Underhill back on the job again after being on the sick list for over three montis.

Conductor R. I. Burton is back working again after being bumped into by an automobile, necessitating his being off for a month.

Clerk "Baldy" DeMuth started off the office vacations and spent his two weeks at Murietta Hot Springs. Charlie Cline is now on his, flivvering hither and yon in his comfortable coupe. "Boston" Safford is next up and is looking forward to a good time at Yosemite. "Dad" Fisher starts his on the 17th and will put his two weeks in at his ranch at Chatsworth. Extra Clerk "Muck" Muckenthaler is doing the pinch hitting during the vacations.

Motorman Arthur Biederman has resigned and has gone to Colorado to farm for himself. We all wish him the best of luck.

Motorman H. A. Biddle has also resigned and is now back home in Boston, Mass.



JACK BAILEY

Vacations for the year 1929 are in full swing in the Shops now.

Word was received from Harold Sheldford at Lake Elsinore, where he is recuperating from a relapse of the flu. He is getting along fine but doesn't want to come home. We do not blame him.

Thomas Maguire of the Curtain Department has been granted a three months' leave of absence and will answer on the sick list. In order to get the desired change in climate advised by the doctors. Tom signed passage on the good ship "Mongolia" of the Panama Pacific Lines which set sail on May 20th. He sails down the coast and through the Panama Canal, up the Eastern coast to New York, takes a train to the Falls, crosses Lake Ontario and then to Toronto, where he will make a short visit with his two sons.

F. W. Cummins of the Truck Shop is away on a three weeks' vacation at San Bernardino.

C. E. Smith of the Truck Shop has been transferred to the 16th Street Garage as Night Watchman. N. Winston of the same department will take up night duties at the Garage as a Coach Cleaner.

Truckman Charles Pointious was granted a two weeks' vacation. He took it.

Filipe Carrillo of the Winding Room was called away to Mexico City due to the serious illness of his mother. He was given a 30-day leave of absence.

Steve Hickson of the Winding Room is spending two weeks at home resting up.

W. H. Travers not only has a new Ford but also a new girl. Some of the boys in the Winding Room have a hard time to even get a Ford.

D. J. Ansted of the Winding Room reported a limit catch of trout in the Upper Sespe River. Always take a camera with you on a fishing trip and there will be no further questions asked.

L. J. Hathaway, Foreman of the Machine Shop, is away on his motor vacation, to be spent to and from Detroit. His main stop will be at Ann Arbor, Mich., where he will visit his only brother.

K. McKenzie of the Machine Shop is also on a vacation trip to the State of Michigan. He and Foreman Hathaway plan to meet in Detroit.

C. Parker of the Store Department enjoyed vacationing the first two weeks of May. Upon his return Receiving Clerk F. L. Randolph went forth to rest up.

A good Scotch story is going its rounds about Bill Wilson of the Upholstering Department, who got a black eye for nothing. It seems that Bill was asked where he had bought the suit he had on that day. Bill answered that it had been sent to him from Scotland. His friend began to laugh and said that could not be true because the suit was too large for him. Thus Bill got his black eye.

Carpenter Charles Piper came to work last Monday morning with a bump on his head and a limp in his walk. He told some of the boys that he had fallen down the steps at the Angelus Temple. ? ? ? ? ?

A few of the boys who took advantage of the invitation for City Employees Picnic at Selig Zoo were: Carpenters A. Prenger and A. M. Nelson. Prenger got back all right, but Nelson did not show up until several days later. We began to think that he had been taken for a permanent occupant of the place.

W. L. Williams, Assistant Foreman of the Mill, who has been on the sick list for some six months, returned May the 28th to the old job.

The sympathy of the entire Los Angeles Railway family is extended to the Pacific Electric Railway family upon the death of Jack Liston, General Foreman of the Mechanical Department. Jack was a familiar person at our Shops, due to his periodical visits.



HARRY NORDMARK

The sewing circle will undoubtedly shudder when they learn how close Conductor M. Emery came to being a hatchet murder victim. Emery came within an ace of losing his scalp when some wildman threatened him with a weapon of that description on a Wilshire coach. Of course Emery's Motor Coach training easily baffled the man into submission.

What an air-minded feeling one must have to be violently propelled out of one's coach against one's will as H. Sawyer was when his coach was struck by a large sedan. The force of the collision knocked him through the door and into the street, but he nevertheless retained that school girl complexion.

Bruce Pentland recalled the charming hospitality of Vancouver, B. C., (you know what I mean) and is now spending his thirty days' leave keeping cool. Vancouver happens to be his home town.

Further south, in a slightly warmer climate that is common around Fresno, we find B. M. Hills spending his leave most freely.

After two years' service with the Division, W. A. Russel left us and is returning east.

E. W. Thompson, who has also seen that length of service, is quitting and going to San Francisco. We are sorry to see both of these men leave and wish them the best of fortune.

The woman's admiration grew as she beheld P. Clausman's athletic figure swing on the coach platform when it started moving. She could not bear to see her dream man leaving and she made a wild leap for the coach. She caught that husky arm and felt quite secure, but Ye Gods, the hold was giving way and she was falling. In fact, Clausman fell hard for her that day, for they both

picked themselves off the street and vowed it was all a large mistake.

J. S. Adams must certainly be a benevolent Elk. He chased a rough person, who had been most violent with him, for two blocks and then let him get away with it. The fellow must have been an insurance agent.

Here is a little rhyme donated by some unsung poet of the division. Anyone know him?

Here lies he who came right on,
Over the railroad track one day.
He's as dead as if he had been wrong,
Though he had the right of way.

GARAGE

Prompt and courageous action on the part of our General Foreman, Doyle Rishel, probably saved his sister's life. A blood transfusion was made from an artery in his arm which gave her the needed strength for recovery. She is now making rapid progress back to health.

As a donation to the Garage's hall of fame we suggest Earl Hansen's bust with a bit of currency dangling from it. We find this modest genius has invented an appliance that makes transmissions interchangeable with different types of equipment, much to the appreciation of the Manager of Engineering, who forwarded him a commending letter. We may expect bigger and better inventions from Earl.

Way out west on a little ranch where the flowers bloom abundantly you will find Bill Decker of the office tending them. He will spend his vacation taking it easy on his place near Wineville.

Garbed in their roles of adventuresome seamen, Jack Savage and Ray Anderson put to sea for the Catalina fishing grounds in Bud Eaton's yacht. Excitement reigned throughout the trip, during which a monstrous sunfish weighing 150 pounds was battled to death by our chivalrous sportsmen. During the height of the conflict Jack "faw down and go splash in the pretty big blue ocean."

It seems that Jim Hiestand often breaks into print. He has been suffering from lapses of memory on several occasions and has given wrong addresses to obliging traffic cops. One day a kindly gentleman with a police badge came down and persuaded him to look over the new City Hall. Then Jim paid and paid and paid for his sins.

The two new faces we see on the third shift are O. Miller and T. Van Arsdale. We are sure the boys have hung out the welcome sign and are making them feel right at home.

The familiar figure of J. H. Jones is again evident on the second shift after his three weeks of absence due to an operation. He has acquired new pep and the bolts sure go in now.

I don't exactly know what should cause the grand rush to Catalina this last week end but such notables as T. Casey, W. Nolf, M. Gentry and J. Savage are all driving over. They will probably snub each other more or less should they meet.

A few days ago, as our friend the Scribe, Harry Nordmark, was patiently

waiting at the corner for the "Go" signal, a Packard Sedan came to a stop beside his classy Oakland Sport Roadster, and the prosperous looking man at the wheel turned to the lady, evidently his wife, and said: "Honey, if I didn't have you I'd trade cars with that young man." However, Harry decided to wait for someone to offer him a Rolls-Royce.

(Contributed.)



H. K. CONACHER

DIVISION ONE

A. O. Roman has purchased a new Durant Six in which he expects to take in some of the sights in Southern California this summer.

E. J. Miller, Storekeeper, gave his new Ford a real workout last Sunday. He drove up to Lone Pine and vicinity.

G. E. Atkins, R. Lathrop and H. Ogden went rabbit hunting up around Palmdale last week and brought home twenty-two young jacks.

R. L. Lathrop, T. P. Manes and E. L. Swartz are sporting around in brand new cars. Some class to this bunch.

W. Cole is the latest addition to the force at this Division. Glad to have you with us, Walter.

E. F. Bond, Night Foreman, has just set up a record for some of our rabbit hunters to shoot at—eleven rabbits in one shot.

C. R. Lacy is overhauling his Chevrolet during his spare time and hopes to have it as good as new before long.

DIVISION TWO

A. Duncan, Assistant Night Foreman, is now a one hundred per cent American, having received his final naturalization papers. Good boy, Andy.

V. R. Bell, Head Groupman, was off for a few days the first of the month with a bad cold.

Since the coming of the warmer weather, we don't hear much proud boasting from our radio fans.

Charles De Baun, Storekeeper, during his spare time, is giving his house a regular "C Inspection."

S. Murray lost the first week of the month on account of a lame back.

D. Yates is overhauling his fishing tackle, which is a sure sign that the "Yates Poultry Farm" will be neglected for a few days in the near future.

After you have done your day's work, go to get in your car and discover that it has three flat tires, "Ain't it h—!" Ask "Doc."

A scientist has discovered that fear reactions originate in the brain, which explains why it is next to impossible to scare a "Carwhacker."

E. K. McArdle is the new man at this Division. Glad to have you with us, E. K.

E. Gaston went deep sea fishing one day last week, but as the water was very rough the catch was small. Better luck next time, Ed.

Introducing the new men on the night shift, L. L. Rasky and George Riley.

To Adolph Gongol goes the honor of being the first to enjoy a vacation this season. He spent the first fifteen days of May visiting relatives near Hollister, Calif. He reports a fine time, but glad to be back.

A sure sign of the near approach of vacation time is the fact that Sam Cohn has bought a new set of tires for his Ford.

DIVISION THREE

Charles Walters, Storekeeper, was off on sick leave for a few days, but is back on the job again feeling much better.

Harry Clarke was off for a few days on account of injuries received by falling in the pit.

T. Hubbard has moved from Eagle Rock to Hawthorne. Be careful, Tom, and don't get lost in the fog on your way to work.

P. Parker has resigned from the service to go back to his home in Illinois.

A. Hamberg and S. Tucker went on an all night fishing trip on Saturday, May 4th. The boys had a good time and brought home a nice mess of fish.

We have all been wondering what kind of an excuse W. Alport made to the judge for traveling forty-three miles per hour through the town of Lynwood.

Mickey O'Brien says that after this when he tests the brush spring tension on a compressor he is going to pull the trolley down.

DIVISION FOUR

T. Birchall is spending an early vacation entertaining his brother, who has just arrived from England.

C. F. Laffin and family made a trip to Valley Center on May 20th to look over some land.

S. Beard, Clerk, is reported as being pretty sick again, so if any of you boys have any time to spare, go out and cheer him up.

M. Jackson has traded his old car in on a Velie Sedan. Take it easy, Merle, gas is pretty high.

The jackrabbits up around Lancaster got a rest last Sunday. Jim Inman stayed at home.

"Shorty" Johnston made a trip up to Big Pines on the 19th to find what he had under the hood of his Whippet.

Jim Ross spent last Sunday at Newport Beach fishing. He brought back a nice mess of fish, but didn't say whether or not he caught them.

DIVISION FIVE

I. C. Gordon has returned from a 6000-mile trip to Columbus, Ohio, in his Jewett. He reports no trouble and a fine time.

H. Dixon was off for a few days on sick leave on account of rheumatism in both feet, but is back again on the job.

A. Anderson, Machinist, has at last discovered a new tune to whistle.

Glen Bartlett is a newcomer on the day shift. Glad to have you with us, Glen.

O. E. Lund, Assistant Night Foreman, has purchased a new Majestic radio. The

other night upon arriving at work he found that he still had his house slippers on. Looks bad for Oscar.

W. G. Gregory, the Boer, Inspector at Temple Block, was off from May 20th to 26th. We are not sure whether Bill was taking a vacation or still looking for the other end of that wire.

E. King, Inspector at Ninth and Spring, has taken a ninety-day leave of absence to visit his folks in England, R. Jones replacing him at this station.

R. P. Sherrill, Division One nights, will work as Extra Inspector during the vacation period.



H. I. SCHAUBERT

There are several new faces in the Yard, due to the extra work train service on Main Street, W. O'Hern, W. C. Morgan, C. Hogan and last but not least, "Ma" Malugen. Welcome!

Charlie Ware walked in the other morning with a box of cigars and announced the marriage of his daughter. Jim Maloney, after watching the flurry during the dispensing of the cigars, made the remark that his son would soon be married, too. However, he will make a more equitable system of distribution when that happens, and the box will be passed to Fleetwood last.

E. C. Fleming has received a card from Martin Mason telling of mud and storms encountered in his transcontinental, self-conducted automobile trip to New York. It was sent from Alexandria, Virginia. He gave the mileage as 3086 from Vernon Yard.

Pat Jinks, who has been installing the new special work at Seventh and Grand, has been forced to wear a patch over one eye. He says that a piece of steel struck him there, but it has been reported while sighting-in rails with one eye, the other just would not behave. We have not heard yet whether his wife applied the patch or not.

Lee Lewis, Bill Staffer's Night Watchman, has applied for leave of absence, effective June 1st.

Two new watchmen have recently been employed. E. E. Weaver, now working at Third and Berendo, and A. C. Harrington, who picks up the broken lanterns and helps pull automobiles out of the new special work jobs while Pat Jinks sleeps.

The Way and Structures Department now has its own legal department. Angelo Bevilacqua, son of "Hasty" Sam, has been prevailed upon to be master of ceremonies at the wheel of a truck. Not a bad idea at that. Perhaps a lawyer can get through present day traffic on time—no one else can.

Elmer Mitchell and Cal Simmons spent Sunday the twenty-sixth on the briny deep, Elmer catching two mackerel and a severe case of sunburn, while Cal was getting a blue cod (whatever that is) and a heavy cold.