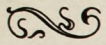


TWO BELLS



EL PASEO DE LOS ANGELES





Our Birthday

AS an event of interest to the Los Angeles Railway family, it is a pleasure to call attention to the tenth birthday of Two Bells.

We modestly believe that Two Bells is thoroughly fulfilling its mission as a medium for the dissemination of news and happenings in our organization, and as a bond that welds us together in perpetuating the spirit inculcated by its founders. We wish to thank our co-workers for the cooperation and loyalty which has enabled Two Bells to grow from mere infancy to lusty youth.

The Glorious Fourth

THE FOURTH OF JULY commemorates the adoption of the Declaration of our Independence on that memorable day in 1776. Webster defines it as a "day fixed by law for suspension of business," but in our hearts there is a deeper and more sacred meaning—there is a feeling of possession—that this is our country, our flag, our independence, and that we, as individuals, must do our part to keep the Stars and Stripes flying in every breeze and to make this truly "the land of the free and the home of the brave."

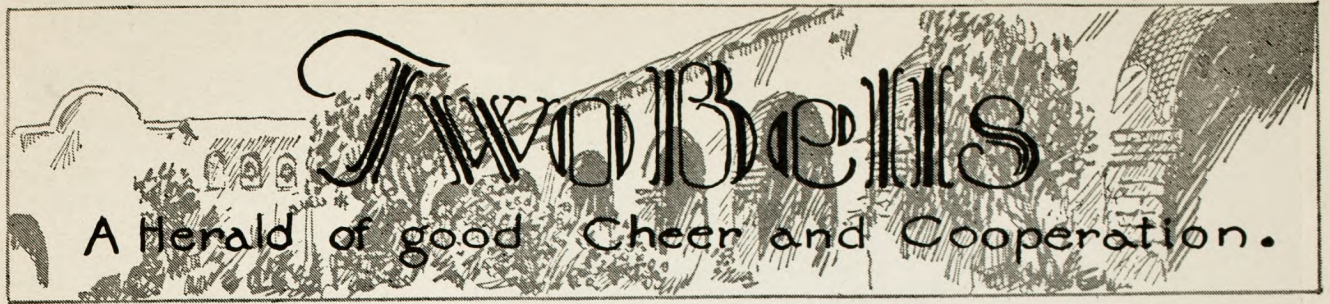
Sunny Side Up

AT ONE of our busy downtown intersections there is a newsie. He keeps his papers and magazines in tidy racks. People stop and buy of him because, in spite of a terrible physical handicap, he radiates sunshine with his cheery replies.

He is totally blind and where once were eyes now nothing remains but hollow wells. His eyelids have joined together to shut out the glorious sunlight forever.

He knows by touch the different newspapers and magazines. He answers questions of direction smilingly and with accuracy. Contrast this, if you will, with some of the experiences to be encountered when boarding certain street cars. A conductor, with all the God-given faculties at his disposal can be heard to complain about his passengers, his job, the climate, and so on. The corners of his mouth turn downward and surliness grows on him. If other trainmen happen to board his car, he complains to them and disseminates further discontent.

To accept an unfortunate happening without bitterness or complaint is lauded as a noble trait of character, but to keep the "sunny side up" is truly the most precious virtue any individual can attain. And this newsie has done just that.



Published Monthly by and for Employees of the Los Angeles Railway

JANET C. MCNEILL
W. T. SHELFORD

Publicity Manager
Editor

A FAMILY TALK

By R. O. Crowe, Vice President

It must be apparent to every one that business generally is not good and it is the desire of Management that every member of our family should be advised of the true state of affairs in our own Company.

If the present trend holds for the balance of the year we will be at least ONE MILLION DOLLARS BEHIND BUSINESS OF LAST YEAR AND SHORT THAT AMOUNT IN OUR ESTIMATES. We are now running on an average of almost \$3,000 per day less revenue than the same period last year. This condition is giving serious concern to your responsible officers and demands intelligent action.

In many organizations an immediate layoff of employes solves the problem of reducing expenses. At the present time, we believe savings can be made that will make this action unnecessary in our case. At any rate such a course is not contemplated only as a last resort. It is obvious that in the decrease of expenses lies our hope to save and protect the business.

We are selling "street car rides," and to be successful, we must provide a safe, speedy, comfortable trip which will appeal to patrons. Our platform men are the salesmen and they must be alert to prevent accident and dispense courtesy—make the Los Angeles Railway cars and coaches the SAFEST AND PLEASANTEST place for men, women and children to ride between home and desired destination.

Our tracks, trolley, power distribution and equipment must be kept at top notch condition to render safe, clean, uninterrupted service. The Company requires the VERY BEST FROM EVERY LAST EMPLOYEE DURING EVERY MINUTE OF THE WORKING HOURS to provide a complete co-operative effort for success.

That we may avoid reduction in force it will be necessary to decrease expense, and Management will point the way to employes to accomplish this. There is now in effect under Manager of Transportation, R. B. Hill, a competitive drive for reduction of accidents. Our injuries and damages

bill of \$450,000 is surely subject to material reduction if every man in train service will give his best effort. Here is an opportunity to decrease unnecessary expense by constant, alert guard against accident and plentiful protection for the Company through witnesses in case of damages where responsibility is not ours. GIVE MR. HILL AND HIS MEN YOUR BEST.

Waste of power and abuse of equipment in operation are items which enter into cost which is unproductive and unnecessary. Management has invested a considerable sum in meters in the hope that loyal cooperation of trainmen will greatly reduce loss in power used and unnecessary maintenance. This activity will be under way at Division Two immediately and will be followed at other divisions as soon as installation is complete. GIVE YOUR LOYAL SUPPORT TO THIS PROGRAM.

There are three outstanding foes of economy—waste, carelessness and lack of inclination to be informed.

This story and its remedy will be told to every employe through "Posters and Suggestograms."

We feel sure that many of employes have suggestions that will decrease waste—waste of time, waste of materials—and that will increase our sales of street car rides, and we are announcing at divisions, shops and other activity centers opportunity for such suggestions. There will be cash awards

Reduce Accidents Plea of Meets

In the official garb of law and order, which added much color to the Division Meetings during the week of June 2nd, Deputy Chief of Police James E. Davis, Captain A. W. Gifford and Sergeant E. L. Johnson were guests of the Company in a series of talks that centered on observance of traffic rules and regulations of particular concern to trainmen in the operation of their cars.

The meetings, held under the auspices of the Claim Department, represented by General Claim Agent C. A. McRoberts, were primarily for the purpose of revealing to the trainmen the ever-increasing number of accidents and the corresponding increase in the cost of settlements to the Company. Mr. McRoberts, who spoke briefly, disclosed the fact that accidents run in the neighborhood of one hundred a day with an annual expenditure of approximately \$500,000.

Chief Davis in his introductory remarks, fell into a reminiscent mood of the days when he worked out of Division One some ten years ago as conductor, prior to his appointment to the Police Department, and told of some of the amusing incidents and experiences in his street car career.

Since January 1st of this year, Chief Davis has been in charge of traffic and his chief task is to reduce the huge accident and death rate in this city.

(Continued on next page)

for suggestions of value.

Through cooperation of our employes in carrying out this program, Management hopes to reduce expense by cutting out all waste and be able to carry on through the slack period without any further reduction in force. This can be done if we all pull together.



The opening meeting at Division One. Seated at table: Deputy Chief of Police Davis, General Claim Agent McRoberts, Captain Gifford and Sergeant Johnson. Standing: E. C. Williams, Superintendent Division One, R. H. Hilf, Claim Department, and R. A. Pierson, Executive Superintendent, Transportation Department.

(Continued from Page 3)

"Speed at intersections also applies to street cars," Chief Davis said, pointing out that a great many people on the streets are not possessed with good hearing and seeing faculties, and do not hear the car bell or see the car in time.

"Fudging" at signals, or starting before the second bell, was another subject dwelt upon by Chief Davis and he asked the trainmen to observe the law more closely and not violate regulations.

He also appealed to the trainmen to assist the Police Department whenever possible in procuring the license number of automobiles when serious injuries have been sustained by passengers of street cars in boarding or alighting and to send their report in to the Traffic Bureau. This, he pointed out, would aid materially in apprehending hit-and-run drivers, as an intensive campaign is being waged against such law violators.

Vigilance on the part of motormen for "jaywalkers" who step out from behind street cars or parked automobiles, and for the autoist who races by street cars on narrow streets in order to pass ahead of parked automobiles was asked for by Chief Davis and in conclusion he urged the motormen to move their cars on narrow streets as rapidly as was consistent with safety and not tie up strings of automobiles any more than was possible. This, he contended, would make "good will" for the Company in general.

A chart showing the classes of accidents and the cost of settlement was exhibited and explained by R. H. Hilf, of the Claim Department, with the thought in mind, as he expressed, that

trainmen might see what they can do to remedy the condition by making notes of the expense they have incurred.

Mr. Hilf expressed the desire that trainmen "be free and above-board about reporting accidents" and urged that, even though they may have been careless or negligent, to make a note of it on the report, as this will considerably simplify matters for the Claim Department. He held that he did not believe "anyone to whom you are responsible would blame you for it." A great many reports, he said, come in from witnesses and from the conductor and motorman involved with very conflicting results, so much so, that in some instances they do not appear to have been written about the same accident.

R. A. Pierson, Executive Superintendent, in the absence of R. B. Hill, Manager of Transportation, spoke for the Transportation Department and urged the fullest cooperation of trainmen with the Police Department and said that such practices as "fudging" on signals would not be tolerated by the Company.

Captain Gifford and Sergeant Johnson gave brief talks, elaborating on traffic rules and regulations and citing certain instances where street cars had held up traffic while witnesses were being procured, and in many cases tying up entire intersections. This can be remedied if crews of the cars will pull up a few feet in order to keep traffic moving. Sergeant Johnson also advised the motormen to exert every precaution in their approach to pedestrian lanes in the middle of downtown blocks, and Captain Gifford called for strict observance of the signal system of the city.

Rivalry Keen In Courtesy Contest

Four out of five have it, and in this case the "it" is a clear record up to and including June 3rd, in the Courtesy and Safety Contest that has just passed the half-way point.

All Divisions, with the exception of Division Two, have one clear group, and Division Four goes one better with its safety operators who have five clear groups. Of course, plenty can happen before the contest is finished on June 30th, but competition is keen and trainmen who have so far kept a clean sheet are up on their toes to see that not a blemish or mark shall appear.

Out of Division One, the clear group is No. 13, which comprises the following:

Motormen	Conductors
W. L. Sullivan	A. E. Fontaine
A. J. Ecord	C. F. Stagers
Joseph Henschall	G. J. Thronsdon
G. C. Grayson	C. B. Burnett
A. E. Gardner	G. A. Urbain

At Division Three, Group No. 22 is clear:

Motormen	Conductors
R. J. Cave	J. C. Kingsland
W. S. Nicholas	T. Woodrome
H. Pierre	C. W. Morris
W. P. Brewington	E. W. R. Deane
A. R. Peterson	G. A. Finney
B. E. Johnson	T. M. Turner
H. W. Bruner	B. W. Bentley
B. M. Neal	

Division Four has Group No. 21 with a spotless record:

Motormen	Conductors
S. E. Phillips	L. R. Temple
C. R. Dean	G. J. Harrison
J. W. McKeown	D. E. Griffith
R. F. Ostrander	G. L. Olsen

Safety Operators	Group No. 5
Group No. 3	J. Viellenave
J. R. Tilton	J. C. Berrell
A. E. Vejar	G. L. Beckstrom
W. J. Harris	T. Walsh
H. Howard	Group No. 10
Group No. 4	F. W. Lockett
H. O. Nelson	L. Ogle
L. A. Moyer	C. P. Moore
B. S. Hopkins	A. K. Turner
W. R. Kern	

Group No. 14

D. C. Neufeld
M. L. Pierce
A. L. Marden
E. C. Jahnsen

From Division Five, Group No. 21 has a spotless record:

Motormen	Conductors
R. Walton	M. V. Chapman
F. C. Milburn	C. R. Banks
A. E. Brewster	D. H. Lewis
J. W. Lewis	T. J. Owsian
J. M. Cook	J. A. Weathers
	D. A. Buzzell

Change in Name

The name of the street at the western terminal of the Slauson-Fairview Coach Line, formerly called Highland Avenue, has been changed to La Brea Avenue.

Pinochle Champions Suffer Defeat

When R. B. Hill, Manager of Transportation, said he would take great pleasure in defeating the pinochle champions, he meant just that. The fruits of victory were also shared by Motorman C. W. Allen of Division Four, his partner, who took exceptional delight in turning the tables on the champions.

The series of games were played on Thursday evening, May 22, at Division Four, after being postponed one week. (Scandal has it that the game was postponed in order that the challengers might have time to prepare signals.)

The champions, T. J. Kelley and F. B. Slaughter of Division Two cut for deal. Bob Hill proved his skill by winning the deal, pleading ignorance of the number of cards to deal and whether or not a "kitty" was needed. T. H. Speed of Division Four, the only honest scorekeeper in captivity said Hill and Allen won the first game. Superintendent T. Y. Dickey of Division Two arrived late, shaking hands all around and pleading with his men not to weaken. However, they were unable to hold Hill and Allen.

The second game went to the challengers. Dickey then took active charge of his men and pushed them into winning the third game. After this Hill claimed he had not played pinochle with any first class players since he left platform service. He was still going strong and through either skill or shyness, was able to deal himself a "string" and "100 aces". Slaughter pushed him up and out, tying the score 103 to 103. Allen made trumps in the next hand, making it into Hill's hand, Hill having both aces and tens of Allen's trumps. Another game for the challengers.

Division Two, rather than give up, took the next game, making the score, Hill and Allen 3, Slaughter and Kelley 2.

Bob Hill then suggested a sixth game to prove all was on the level and that he was not resorting to any kind of signals or card tricks, and to prove it—won the game with a grand sweep.

Since Slaughter and Kelley have been dieting in expectation of this event, Bob Hill has arranged that they be dined just as soon as possible.

To Exhibit Art

George Campbell, Chief draftsman in the Engineering Department, and artist of repute will have several specimens of his work on exhibition in the Polytechnic High School on Tuesday, June 24th, from 7:00 to 9:00 p. m. The exhibition will be held in Room 272 of the Art Building.



Manager of Transportation R. B. Hill with C. W. Allen of Division Four, as his partner, show the champions, F. B. Slaughter and T. J. Kelley, how pinochle should be played.

Electrical Construction Leads In Safety

The Electrical Construction Division stands first in the Engineering Department with 100 per cent rating for no accidents during the month of April, 1930.

The accompanying monthly accident standing covers off duty accidents for all major sub-divisions in the Engineering Department for April.

These major sub-divisions are on a competitive basis so far as monthly standing is concerned, by reason of the fact that the percentage of accidents is so figured that it is possible to determine relative rank.

With the assistance of the Safety Engineer of the Personnel Department, it is hoped that occupational accidents will be reduced to a minimum. It is with the idea that these figures may be of assistance to Department Heads concerned, that they are published.

Department	Aver. No. Employ-ees	Man Days Worked	No. Acci-dents	Lost Time Acci-dents	Days Lost	Number Accidents per 100 Employees	Days Lost per 1,000 Days Worked	Percent Perfect	R A N K
Divisions 1-2-3-4-5									
Mechanical So. Park Shops	345	8970	4	1	2	1.13	.22	98.65	2
Mechanical Track	314	8124	8	4	23	2.54	2.83	94.67	7
Electric Constr. Power Sub-Station	348	9048	4	3	29	1.14	3.20	95.64	5
Bonding Line Garage	19	494	---	---	---	---	---	100.00	1
	50	1300	1	---	---	2.00	---	98.00	3
	7	182	1	1	1	14.2	5.48	80.50	8
	90	2363	3	1	4	3.33	1.69	94.98	6
	130	3380	3	1	3	2.30	0.89	96.81	4
TOTALS	1303		24	11	62				
Div. No. 1 Mechanical	65	1690	---	---	---	---	---	100.00	1
Div. No. 2 Mechanical	81	2106	1	1	2	1.23	0.94	97.85	4
Div. No. 3 Mechanical	73	1898	1	---	---	1.36	---	98.64	2
Div. No. 4 Mechanical	63	1638	1	---	---	1.58	---	98.42	3
Div. No. 5 Mechanical	63	1638	1	---	---	1.58	---	98.42	3
TOTALS	345		4	1	2				

New Soto Street Coach Line

About the end of June a new coach line will be established to be known as Soto Street Line, No. 24.

The route is from North Main and Workman Streets, via Workman, Mission Road, (passing the Los Angeles County General Hospital), Marengo Street, Soto Street, Miles Avenue (Huntington Park) and Clarendon Avenue to Pacific Boulevard, which is the east terminal of the Florence Avenue Motor Coach Line.

The new line will meet or cross seven car lines and two coach lines, namely, "O" "B" "P" "F" "R" "V" "J" and East 9th and Whittier Boulevard and Florence Avenue Motor Coach Lines.

Service will be 10 minute base headway north of 9th Street and 20 minute south of 9th Street, with no service south of 9th Street after approximately 7:00 p. m.

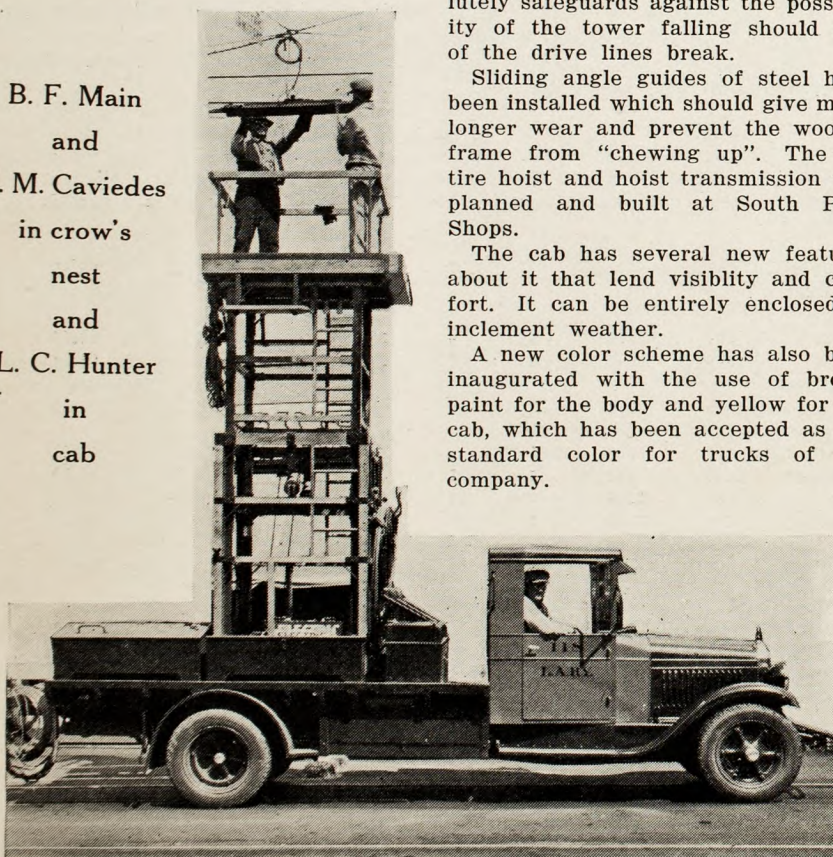
Tower Truck Wins Approval

A new unit of the Line Department that is proving popular with the men is Tower Truck No. 118, shown "on location."

A great number of improvements have been made over the older types of tower trucks with the result that this truck will be the standard for future equipment.

The tower is mounted on a White

B. F. Main
and
J. M. Caviedes
in crew's
nest
and
L. C. Hunter
in
cab



IMPORTANT

To: All Members of Wives' Death Benefit Fund.

The Personnel Department, Room No. 522, Los Angeles Railway Building, 1060 South Broadway (Westmore 7211, Station 14) should be notified at once in person, by messenger or by telephone of the death of the wife of a member of W. D. B. F.

Benefits of W. D. B. F. will, hereafter, be paid in one lump sum to each employee claimant as soon as practicable after the presentation to the Personnel Department of proof of death of wife.

The number of W. D. B. F. members in good standing at the time proof of death of the wife of claimant is presented to Personnel Department will determine the total amount to be paid claimant.

Claims should be made with as little delay as possible and must be made within ten days next following death of wife.

chassis, with a six-cylinder motor. It is the only tower truck equipped with pneumatic tires and its flexibility in traffic and comfort in riding adds considerably to its popularity.

Power to raise and lower the tower is supplied by a self-locking worm drive on the motor of the truck and is operated by the driver. This absolutely safeguards against the possibility of the tower falling should any of the drive lines break.

Sliding angle guides of steel have been installed which should give much longer wear and prevent the wooden frame from "chewing up". The entire hoist and hoist transmission was planned and built at South Park Shops.

The cab has several new features about it that lend visibility and comfort. It can be entirely enclosed in inclement weather.

A new color scheme has also been inaugurated with the use of brown paint for the body and yellow for the cab, which has been accepted as the standard color for trucks of the company.

Square and Compass Activities

The meeting of the Square and Compass Club to be held on Saturday, June 21st, is to be a family affair, according to advance notice sent out by D. H. Johnston, Recording Secretary.

President Phil Klingelsmith has arranged for a program of entertainment that is sure to please all boys and girls from six to sixty years.

Refreshments will be served in the Banquet Room following the entertainment.

Degree Team Sojourns to Hollenbeck

The Degree Team, under the direction of J. H. Sheridan, conferred the degree of Master Mason on Conductor O. H. Lewis, of Division One, in Hollenbeck Lodge on May 27th. Several Club members were present to assist the team in the ceremony.

Vacation Land

Where to go for a vacation is a question of increasing importance to thousands of families as summer draws nigh, and can be answered by the Los Angeles Playground and Recreation Department. Reservations are now being taken for outings at its three municipal mountain camps, Seeley, Radford, and High Sierra.

Camp Seeley, in the San Bernardino Mountains, will begin its season on June 8. It has rustic cabins, swimming pool, and a community recreation lodge where dancing, entertainment and story hours around the cheerful fireplace result in friendly social evenings.

Camp Radford opens on June 15. It is also in the San Bernardino Mountains, and is 6,000 feet above sea level. Trips to Barton Flats, Big Meadows, Forsee Falls and Big Bear Lake on foot or horseback are popular Radford diversions.

Camp High Sierra, which starts its season on June 22, is the most distant of the Los Angeles municipal camps. Located in the Mammoth Lakes region of the High Sierras in Mono County, the playground has been built in a place where "California's Alps" may be most enjoyed. This 8,000 foot high camp forms a center from which excursions into the surrounding territory are made. Fishermen, hikers, outdoor people of all kinds each year find this camp a comfortable place to make their headquarters for a visit in the High Sierras.

Registrations may be made at the Playground and Recreation Department in Room 305, City Hall.

Summer schedules on the Wilshire Coach Line will be effective on June 23rd and will affect only the service to the University of California at Los Angeles during the summer vacation.

Playwright Producer

Motorman M. L. Hersom of Division Three has every reason to be very proud of the achievements of his son, Harold L. Hersom, playwright and producer of his own graduation play "This Generation", which was staged with great success on March 8th, in the Major Theatre Beaux Arts Building at 8th and Beacon Streets.

The Hollywood News contained a statement by Robert W. Major, President of the School, as follows: "We have turned out many brilliant students and I consider Harold one of the outstanding among them. I predict for him an enviable future if his progress during his professional life is as fine and consistent as is his work in school. I consider him a young man of unusual merit."

Hersom is a graduate of Los Angeles High School and Page Military Academy, and at the present time is Resident Instructor of the Military Academy.

In the theatrical world he is a graduate, with professional diploma, of the Robert W. Major School of Acting. His knowledge and experience in this field has earned him the title of Dramatic Coach of the School and Assistant Director of Play Productions of the Major Theatrical Productions.

Squads Right!

The United States Government is anxious to give the younger men of the nation equal opportunities to enroll for the Citizens Military Training Camps for 1930.

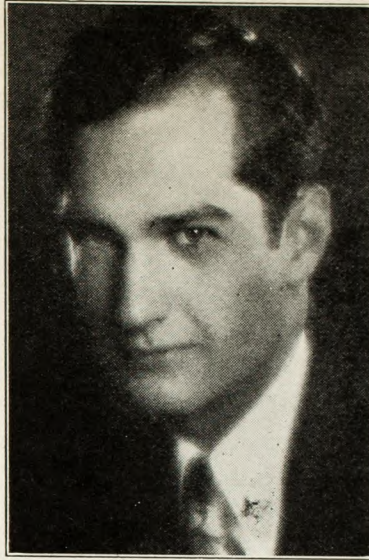
Last year thousands of applicants had to be refused admission to the camps on account of limited appropriations and delay in making application. More than 38,000 actually attended and were trained at such camps which were held during July and August and will be held this year during the same months.

Admission to any of these Citizens Military Training Camps is open to any young American between the ages of seventeen and twenty-four who can pass the simple mental, moral and physical tests set up by the Government. And Uncle Sam pays the bill for transportation to and from the Camp selected, food and quarters, uniforms and equipment, laundry, and medical attention if needed.

For further particular, write to the Adjutant General of the Army, Washington, D. C., or the C. M. T. C. Officer at any U. S. Army post. They will gladly send you detailed information.

Lights out!

If clothes make the man, some men ought to change tailors.



Harold L. Hersom

New Coach Service

On June 1st a new motor coach line—Van Ness Avenue Line—commenced service on Van Ness Avenue between 76th and 54th Streets, connecting with 54th Street branch of Line "M" at West 54th Street and 2nd Avenue.

On the same date the Normandie Avenue Motor Coach Line was extended both north and south, the new route being along Normandie Avenue between Manchester Avenue and 48th Street, thus making additional car line connection at 48th Street and Normandie Avenue with 48th Street branch of Line "M."

Discourtesy on Increase

The Courtesy Contest is still in but Discourtesy gained two points in May—31 in April, 33 in May; Fare and Transfer Trouble declined three points—55 in April, 52 in May; Starting Too Soon improved slightly—11 in April, 10 in May, a gain of one point; Passing up Passengers also gained a point—11 in April, 10 in May; Carrying Passengers Past Stop increased five points—11 in May as against 6 in April; Dangerous Operation remained the same—1 in April, 1 in May; Short Change—14 in April, 15 in May, an increase of one point. Miscellaneous also showed an increase of one point—36 in April, 37 in May.

The total number of complaints for the month of May stood at 169 and for April, 165. This shows an increase of four.

Commendations Increase

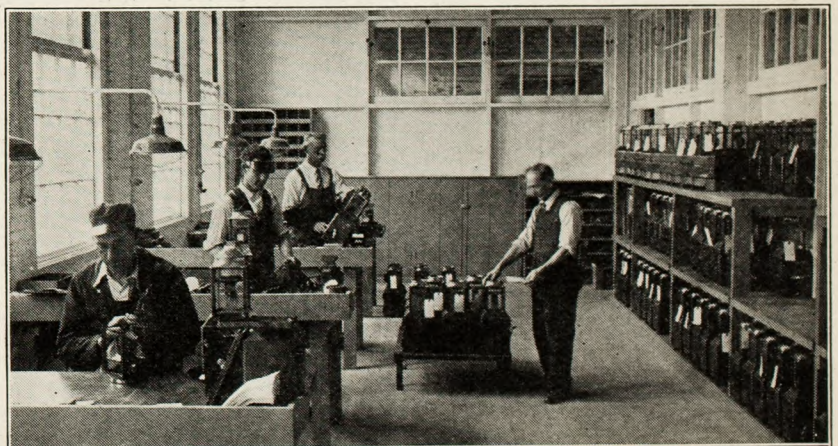
Commendations, however, were on the increase. In April there were 58 and in May 78—an increase of 20.

New Motor Coaches

Nine new motor coaches have been ordered, all six cylinder, 29-passenger with rear treadle step exit. Four are of Type 19 and the others are Fageol, but with single drop windows such as Type 10 and with Waukesha motor. They will be designated as Type 23. Some of these coaches replace Type 4, which will be retired and the others are additional equipment on account of new lines and extensions.



New Farebox Quarters



In order to facilitate the handling of fare boxes, the Register Department at South Park Shops has moved from the mezzanine floor to roomier and lighter quarters on the main floor of the Repair Shop.

These new quarters will enable the repairmen to take care of the increase in the number of fareboxes occasioned by their use on the "E" Line and additional motor coaches.

In the photograph from left to right are: Louis Grob, Warren Brown, A. C. Naterman and James Murray.

Lary Swatters Break Even

Now that the days are longer, straw hats and shirt sleeves are the order of the day, the baseball fans are enjoying the Saturday afternoon games at Vernon Yard.

Old Jupiter Pluvius went on a rampage since the last game reported in the May issue of Two Bells with the result that the game scheduled for May 3rd between the Department of Water and Power and the Larys had to be postponed to May 10th. This game turned out to be a hit and run orgy with the result that the Power Bureau scored 17 runs and the Larys 13.

The game on May 17th, between the Larys and Goodrich Rubber Company, was staged on the home grounds of the Goodrich Company on East 9th Street. The Larys were victorious in this tilt, 11 to 2.

Another victory went to the Larys in the game of May 24, with the Wilshire Christian Church. The sky pilots were leading with a two run margin in the ninth frame, but a rally put on by the Larys ended in a victory, 11 to 10.

On May 31st, the Larys once again pitted themselves against the Power Department, who are the league leaders. In this game the Larys were winning up to the ninth inning. A couple of errors, however, allowed a winning run for the Power Department with the final score of 7 to 6.

Up to and including the game of May 31st, the Larys' standing in the league is third with an average of .500.

Called Beyond

A familiar figure at Vernon Yard has passed on with the death of Oliver Sharp, Watchman, on May 29th, after a brief illness.

Sharp was born in Missouri, on August 20, 1866. He entered the services of the Company on March 28, 1911 as Night Watchman for the Store Department at South Park Shops. On June 16, 1929 he was transferred as Watchman to Vernon Yard, and was placed on the special roll on May 1st, last.

He is survived by his wife and two daughters who have the heartfelt sympathy of all who knew him.

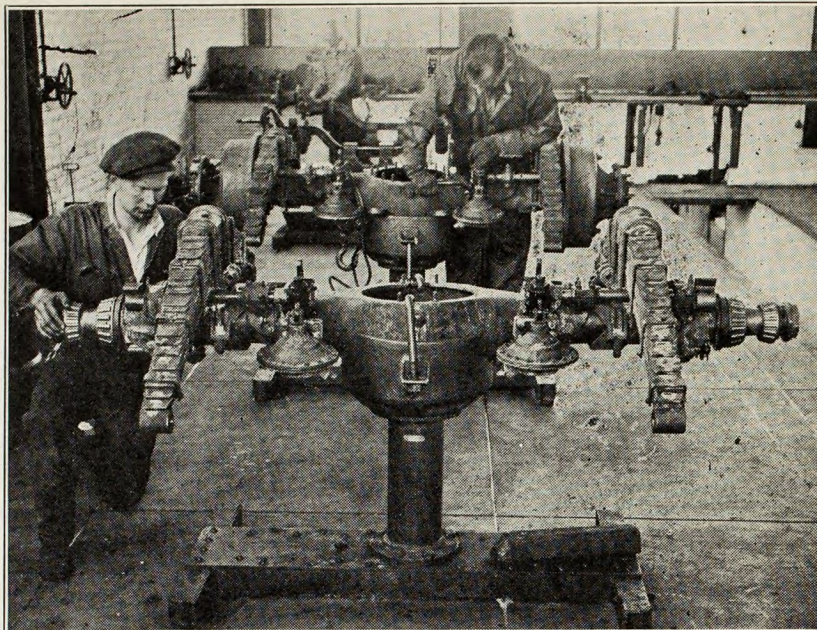
For Sale

Five room house, stucco, on lot 50 x 300, faces two streets in Rosemead. Will trade for city property. M. Chamberlain, Motor Coach Division, or 1215 South Earl Street, Rosemead. Telephone 5984-W. Alhambra.

Rat Terrier puppies, two months old, Phone Vermont 1470. Address 5337 Arlington Avenue.



A Song of The Spring



An axle of a motor coach when dismantled from the coach has the peculiarity, like Mary's lamb, of bringing its springs along—and thereby hangs a tale.

Heretofore, these springs have had an uncanny way of moving just at the psychological moment, causing much profanity, but now with the introduction and adoption of a new device, a sanctified atmosphere permeates the garage sanctum.

This new device, an axle stand, makes repair work easy and safe.

Our Cover

Our cover design this month is a bit of old Mexico transplanted to Los Angeles—or, better still, a scene out of the past of the little pueblo of Los Angeles brought back to sentient life—brilliant colors—dulcet voices—soft music—this is El Paseo de Los Angeles, until recently Olvera Street opposite the north end of the Plaza. Our Plaze Substation is on Olvera Street front.

The old adobe Avila house, replete with early California history, faces the Paseo, and has been restored to something of its original appearance.

A picturesque cafe, art and curio stores, a theatre, outside booths with gay awnings presided over by bright-eyed señoritas in native dress and nearby the blackrobed old duenna, sitting stolidly—all this makes up a most interesting and colorful place to visit for both citizens and tourists.

A few short months ago, Olvera Street was a sordid, despised alleyway. Its transformation into a spot of which the whole city may be proud is due to the courage and civic spirit of a few good citizens who believed in the vision of this resurrected street.

Old coach brake drums with clamps welded on the sides hold the coach axle assemblies firm. The stand is made of well casing with flanges on each end and the base is made up of angle iron and plates.

The photograph in the foreground shows the axle stand for rear axles and in the background are the stands for front axles. The mechanic in front is N. W. Lane while the mechanics forming the background are M. Gentry and Paul Eldridge.

Witness Figures Improve

The Witness Report for the month of May shows Division Four once again in the lead with the improved figure of 6.90. Division Three follows second with a very slight change in points. Division Five evidently did not like obscurity in the basement and consequently moved up to third position—passing Divisions One and Two. One of the Divisions had to fall in the basement and Division Two took the tumble with the low figure of 4.58.

The following table shows the standing of each Division during the months of April and May:

April		May	
Div. 4	6.07	Div. 4	6.90
Div. 3	5.72	Div. 3	5.73
Div. 1	4.79	Div. 5	5.42
Div. 2	4.77	Div. 1	5.24
Div. 5	4.51	Div. 2	4.58

Accidents practically broke even during the month compared with April. For the month of May, the figure stood at 1,377 and for April 1,378. The average witnesses per accident for all Divisions for April was 5.18 and for May 5.50.



Laury Lauffs



"Am dis de place where dey send flowahs by wire?" asked a negro lady at the telegraph office.

"Yes'm," replied the clerk.

"Well, here am a potted geranium. Send it down to mah son in Richmond, V'ginia."

A freight agent received a shipment among which was a donkey described on the freight bill as "1 burro." After checking his goods carefully the agent made this report: "Short, 1 bureau; over, 1 jackass."

Eddie: "The boss is beginning to take an interest in me."

Frank: "Is he?"

"Yes, he asked me yesterday if I worked here."

Mistress: "Can you serve company?"

New Maid: "Yes, either way."

Mistress: "Either way?"

New Maid: "Yes, ma'am; so's they'll come again and so's they won't."

Believe me, if all those adhering young charms

Which I view with admiring dismay,
Are going to rub off on the shoulders and arms

Of this suit which was just cleaned today,

Thou wilt still be adored with my usual zeal,

My sweetheart, my loved one, my own,
But I'll sternly repress the emotions I feel—

I'll love you, but leave you alone.

"John," asked the teacher, "what is a synonym?"

"A synonym," replied John, "is a word you use when you can't spell the other."

"Wha's dat new job you got on de railroad, Jake?" she asked.

"Well, honey, you-all knows de guy dat goes alongside de train an' taps de axles to test 'em?" explained Jake. "Well, ah helps him listen!"

Foreman—"What's the big idea of quitting?"

Riveter—"Oh, I don't mind hammering rivets all day long, but the man that works with me hums incessantly."

Abie (who has cornered a burglar in his living room)—Hands up or I vill shoot!
Quick-witted Burglar—Five for de gat.
Abie—Sold!

Mother (telephoning from party): "Johnny, I hope you and Bobby are being good boys while I am away."

Johnny: "Yes, we are. And, mamma, we're having more fun. We let the bath tub run over and are playing Niagara Falls on the stairway."

Teacher: "Abie, can you tell us the difference between a stoic and a cynic?"

Abie: "Shure, teacher, de stoik brought our baby and ma vashes him in de sinick."

Welcome Home!

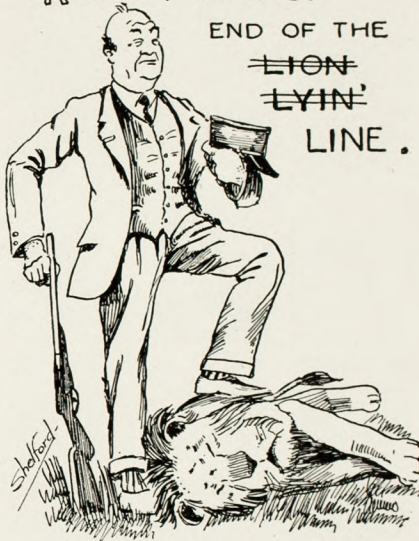
If George Brown, who deserted his wife and baby twenty-five years ago, will return, the aforesaid baby will knock the stuffin' out of him.

RAILWAY TERMS:

END OF THE

~~IRON~~
~~LYIN'~~

LINE.



The Three Stages of Man

First stage—A week-old boy.

Second stage—A wee cold boy.

Third stage—A weak old boy.

Sailor: "I shay, is ish a hand laundry?"

Chinaman: "You bettee."

Sailor: "Well, wash m'handsh!"

Tramp at Rear: "I'm hungry—I got an awful headache."

Cook: "What you need is exercise. Why don't you take our axe and get at our woodpile?"

Tramp: "I ain't got no splitting headache."

I wonder if the fellow with the parachute that had a hole in it said: "Good until the last drop."

A colored Baptist was exhorting. "Now, breddern and sistern, come up to the altar and have yo' sins washed away."

All came up but one man.

"Why, Brudder Jones, don't yo' want yo' sins washed away?"

"I done had my sins washed away."

"Yo' has? Where yo' had yo' sins washed away?"

"Ober at de Methodist church."

"Ah, Brudder Jones, yo' ain't been washed, yo' jes' been dry cleaned."

HIC!

Dear John,

How extremely kind of you to send me that case of whisky for Christmas. I have never tasted such marvellous whisky in my life!

I have never tasted such marvellous whisky and I keep tasting it.

The whisky whisky you have send me for me Cristmas is marvelous. I keep tashing it and how of kind of you to send me thish wonderlous whissky for Emush which I keep tashing.

Its realyreally its foshkind of you to keep sending me thish wikshy in cases which I keep tashing tashing for Xmush and tashing hic tock dickery dock.

What kind wishky ole man how ex thash ox stremely marvlelous to tash on Xmush you great friend that thanyou ole for extreextra extrem wiwhissky inana cash case G¼o you 444 Xxxxx kisses kiseum N Xsu)/.1½.

Yx¼½ ole Opa/.//.
CheeriOo1½**.

A colored gentleman who appeared in court as a witness was asked:

"What is your name?"

"Calhoun Jefferson, sah."

"Can you sign your name?"

"Sah?"

"I ask if you can write your name?"

"Well, no sah. Ah nebber writes my name. Ah dictates it, suh."

Bertha: "And they are keeping their engagement a secret, aren't they?"

Mattie: "Well, that's what they are telling everybody."

"This pen leaks," said the convict, as the rain came in through the roof.

Roy: "This blueberry pie tastes queer, dear."

"Oh, honey, perhaps I put too much bluing in it."

Sad end to promising career: The naval architect who became a designer in a china factory, building gray boats.

In one of the government's Western reservations the leading Indian Chief had taken a tourist under his personal guidance and was showing him around.

"There's Standing Bull over there," he said.

"What a funny name!" gurgled the traveler.

"And Laughing Waters."

"I'll die!"

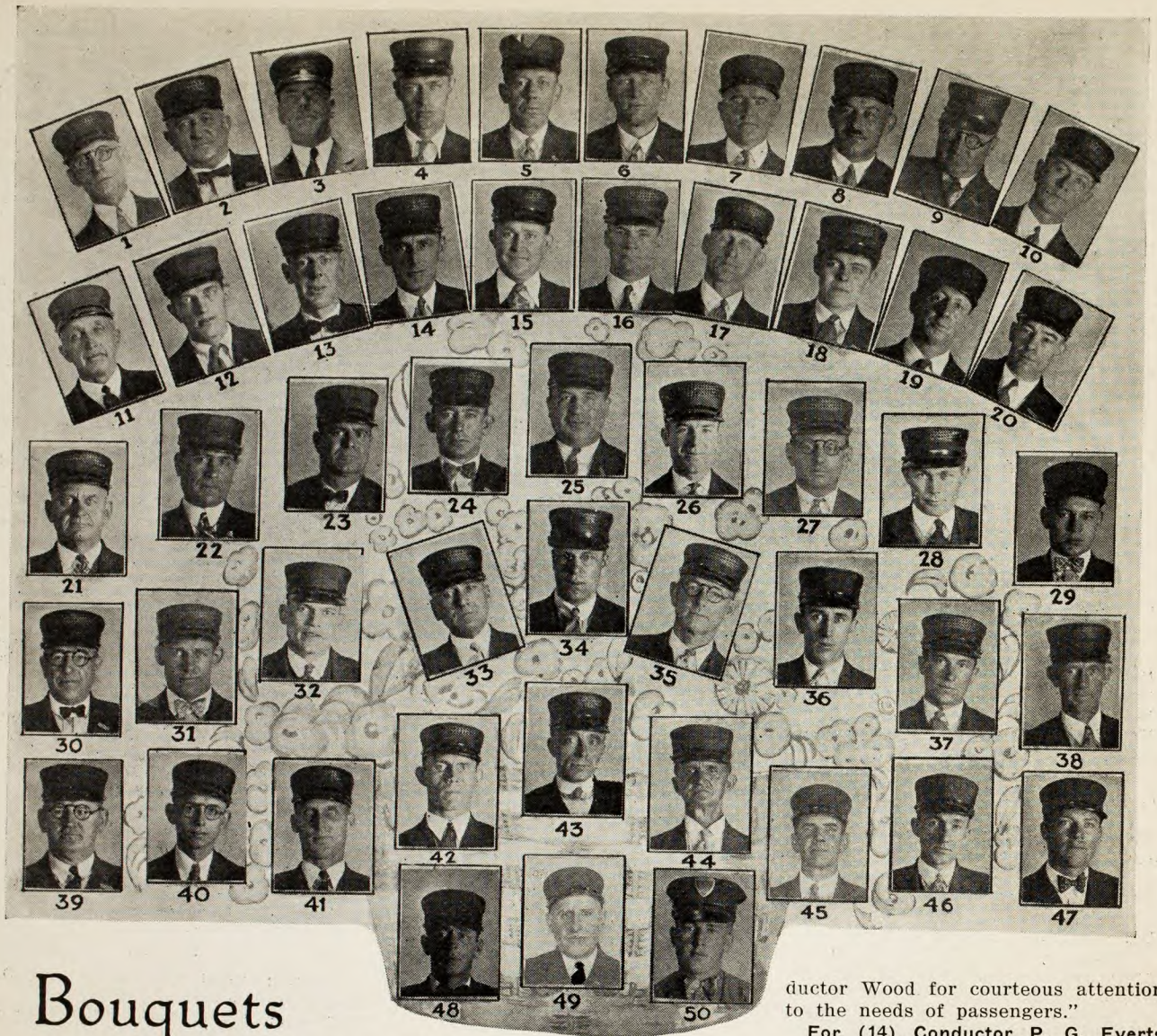
"And Loping Wolf."

"Ho, ho! Stop! You're killing me!"

"And this is my wife. Sally I want you to meet Mr. . . . Mr. . . ."

"Yanisheffski."

Tattooed man sues osteopath. Claims latter threw all his pictures out of focus.



Bouquets

From the number of bouquets received, it is apparent that the courtesy contest has gone over big. The public is literally saying it with flowers. There have been more bouquets than can be published in this issue.

For (1) Conductor D. W. Tinsley of Division One from John Frye who commends him for cheerfulness and politeness.

For (2) Motorman H. Hanson of Division One from E. L. Listenwalter who says, "It is refreshing to find a man who still retains courtesy and thoughtful consideration for others in this busy age of schedules to be maintained and congested traffic to be contended with."

For (3) Motorman A. H. Middleton of Division One from Glenn C. Tobias who commends him for courtesy to a blind man.

For (4) Motorman D. B. McFarland of Division One from V. I. Matson who commends him for a fine example of efficiency and quick thinking in

avoiding a collision.

For (5) Motorman W. A. Bence of Division One from Mary E. Barnard for courtesy extended her in returning a lost package.

For (6) Conductor C. Tucker of Division One from J. H. Brandimore for alertness and courtesy in assisting a lame woman to board car.

For (7) Motorman F. C. Sommer of Division Two from Mrs. S. W. Welch who writes, "I consider him efficient and worthy of special recognition."

For (8) Motorman I. Kudler of Division Two from Anne G. Ilfgovsky for courtesy and kindness.

For (9) Conductor F. T. Ginger of Division Two, (10) Conductor J. L. Arnold of Division Four, (11) Conductor F. Shuster of Division Four, and (12) Conductor H. O. Kay of Division Three from Nurse Miriam Jean Rollins who commends them for courtesy.

For (13) Conductor A. M. Wood of Division Two from Mrs. T. J. Wiles who says, "I heartily commend Con-

ductor Wood for courteous attention to the needs of passengers."

For (14) Conductor P. G. Everts of Division Two from J. A. Farrell who says, "I have been riding his car several times a week for the past six months and have found him to be one of the most accommodating street car men I have ever come in contact with, and I have heard many passengers express the same sentiment."

For (15) Conductor J. T. Little and (16) Motorman E. J. Roche of Division Two from F. E. Daniels, who states in part, "It is a real pleasure to ride with these men, a person is not only a passenger of the company but is treated like a personal guest by these two gentlemen," and these men are also commended by D. L. Oliphant who says, "This crew has made a lasting impression on me by their thoughtfulness and courtesy. It is always a pleasure to ride with them." Conductor Little is again commended by Lyman M. Smith for his cheerfulness and courtesy.

For (17) Conductor A. O. Johnson of Division Two from S. Bower who saw Conductor Johnson assist a blind man to the curb and was impressed by his courtesy to all passengers.

For (18) Conductor James C. Lloyd of Division Two from Mrs. Nettie Stiefel for unusual courtesy.

For (19) Conductor W. H. Laing of Division Two from Mrs. J. L. Beal commending him for his courtesy to all passengers and the cheerful manner in which he performs his duties.

For (20) Conductor H. A. Glenn of Division Two from Emma Webb who thanks him for a timely courtesy, and states he is most attentive to duty.

For (21) Conductor S. E. Merriweather of Division Two from Gladys W. Sibbering for courtesy in advancing her fare when she chanced to find herself without change.

For (22) Conductor F. S. Leon of Division Three from Mrs. Emma Murray who writes, "I had the pleasure to board the car that passes the Grand Central Market about 3:20. I have a crippled knee and this conductor was most kind in assisting me to board, and courteous to all passengers. One man tried to be unpleasant but he never lost patience for a moment. I want to thank him for his courtesy."

For (23) Conductor I. Gasparro of Division Three from Mildred A. Sechler for kindness to her blind sister. He is also commended by Mrs. Ida Lauderback and Mrs. W. E. Polhemus for universal courtesy.

For (24) Conductor B. C. Cheek of Division Three from Mrs. L. M. Trimble for assisting her in recovering her lost purse. However, the contents of the purse which consisted of money and a Pacific Electric ticket book had been stolen. Conductor Cheek loaned her the necessary fare on both the Los Angeles Railway and Pacific Electric to enable her to reach her home. This courtesy was greatly appreciated by Mrs. Trimble as she came to the main office to leave a note of thanks for his unusual kindness.

For (25) Motorman F. J. Cimmino of Division Three from Joseph Graham who writes, "This is to express my appreciation of the splendid service Motorman Cimmino gives to passengers, and for smooth operation of cars."

For (26) Conductor R. G. Monahan of Division Three from Mrs. Ida Hall for unusual courtesy.

For (27) Motorman L. Taylor of Division Three from Gloria Mayo for courtesy and kindness.

For (28) Motorman C. H. Hansen of Division Three from John F. Strauhall who writes, "He shows the spirit of not only good service to his employers but acts in the best interest of patrons, who appreciate good service."

For (29) Conductor F. A. Stapleton of Division Three from Mrs. J. E. Morris for courtesy.

For (30) Conductor E. L. Jandro of Division Three from Mrs. Frances G. Lindsey for unusual courtesy to all passengers. Conductor Jandro is also commended by Miss Clara Clark for assisting an elderly couple on and off car.

For (31) Conductor H. J. Dudley of Division Three from M. Huntington Mertens for restoring lost pocketbook and attentiveness to fulfillment of his duties.

For (32) Conductor Clyde E. Erickson of Division Three from Elizabeth Bishop who states in part, "It is a great pleasure to meet with such courteous, helpful treatment as was accorded me by this conductor. He is a credit to the organization."

For (33) Motorman E. M. Meyers of Division Three from Mary E. Wilson for courtesy, carefulness and helpful attitude he shows passengers.

For (34) Conductor W. P. Trabue of Division Three from Miss May Wallace for advancing her fare and other courtesies.

For (35) Conductor W. C. Love of Division Three from Anna B. Smith for courtesy.

For (36) Motorman W. J. Mahood of Division Three from L. A. Pardee for assisting a blind man from the curb to the car.

For (37) Conductor M. L. Pierce of Division Four from Mrs. W. Stuart Johnson for advancing her fare and other courtesies.

For (38) Motorman S. Ashworth of Division Four from F. A. Wallace for assistance rendered him daily in getting on and off car, as he is almost blind.

For (39) Motorman L. V. Brown of Division Four from Mrs. M. A. Riggs who commends him highly for courtesy to passengers.

For (40) Conductor W. T. Gunn of Division Four from Mrs. A. L. Tilson for courtesy in waiting for her to board car and further assistance in advancing her fare.

For (41) Conductor F. H. Rhodes of Division Four from Louis Michel who writes, "This Conductor is really an asset to any firm that employs him. I saw him perform a noble act and I could not forget to report his dramatic humanity to the Lary Company. A family of Mexicans boarded his car and from many gestures, he found that they had boarded his car through a mistake. He guided them to the safety zone and told them to wait for the car going in the opposite direction. They were abjectly poor and none of them able to speak English. I wanted you to know that the passengers appreciated his kindness."

For (42) Conductor W. C. Skinnell of Division Five from Victoria Vernon who writes, "I think he is pretty good

natured and polite especially in the noon day rush, and I appreciate this."

For (43) Motorman J. Williams of Division Five from Mrs. Nettie Stiefel for courtesy.

For (44) Motorman W. C. Calloway of Division Five from Charles V. Barton for unusual courtesy.

For (45) Conductor G. H. Drinkwater of Division Five from Mrs. Robert A. Hiltz who states in part, "I want to say that in all of my travels, I have never met a more courteous or efficient conductor."

For (46) Conductor W. A. Walsh of Division Five from George Savoie for courtesy and kindness to him, and for unfailing kindness to his passengers.

For (47) Conductor B. W. Koerner of Division Five from Mrs. M. H. Pope for splendid courtesy to passengers during a rainy day.

For (48) Motorman O. Schoff of Division Five from Warren Beck, Car Inspector, who writes, "This morning a tire was lost off a Firestone truck by Jack Norton. This tire was picked up by a plaster contractor; the motorman seeing this insisted that the man turn the tire over to him. Through me, the tire was returned to the proper party, who gave me a dollar for whichever member of the crew took action in this matter. It is requested that this be published in Two Bells to encourage similar action on the part of others who might have an opportunity of rendering a like service at any time.

For (49) Conductor W. R. Nichols of Division Five from Mrs. Anna Woodward for courtesy and consideration. He is commended also by A. N. Simpson who writes, "This man's manner toward his passengers is one of unstudied courtesy. He is the type who sells your company to the traveling public." He is further commended by Miss Bertha L. Anderson and Charles A. Butler for exceptional courtesy.

For (50) Coach Operator R. Rowlands of the Melrose Coach Line from L. H. Gregory who writes, "I would like to commend your driver on his courtesy to his passengers and particularly elderly ladies."

We wish to correct the error made in our May bouquets. The name L. Pemberty, Number 29, should have read "H. Pemberthy." He was commended by Ella M. Kennedy for many courtesies extended to her.

Never criticize the logic or wisdom of another when you do not understand it, for by so doing you only confess yourself to a lower state of intelligence.

William F. Beery.



The boys of the Los Angeles Motor Coach Company wish to congratulate J. E. Hill on his marriage to one of his former passengers, Miss Ruth Orth, April the 28th.

Congratulations to Wilbur Morse, Motor Coach Division, and Miss Patricia May Huskey of this city, who quietly sneaked out of town and were married May 5th. They are at home now to their friends at 804 E. 112th Street.

Conductor I. H. Stewart of Division Two and Miss Pearl Brisco were married at Anaheim on the fifth of May. The bride is from MacGregor, Canada, and has been in this community but two weeks. Congratulations.

Motorman I. Kudler, of Division Two, and Miss Anne Ilfgovsky were married on the fifteenth of May, and spent several days at Camp Baldy, Lone Pine and other mountain resorts on their honeymoon. Congratulations.

The largest surprise of the season came when J. E. Bourland's "Intention to Wed" appeared in the daily papers. "Tex" of Pinochle and Baseball fame, and Miss Edna Johnessee of this city were married Sunday, May twenty fifth. Tex says it was his wardrobe that won her, but wait until she sees him coming home with his switching costume on. Here's wishing them the best of luck. Tex hails from Division Two also.

Conductor A. P. Broyles of Division Two was married some time in May but stays so close to home that we can get no information concerning the bride, honeymoon, etc. Congratulations A. P.

Motorman Lester M. Lininger of Division Five pulled the "I will" stuff on Friday, May 23rd, 1930. He was married to Miss Margaret Donaldson of Independence, Kansas. Congratulations Mr. and Mrs. Lininger.



This young mermaid is Miss La Verne Buono, daughter of Conductor J. J. Buono of Division Two. Cute, eh?



Only one new arrival for Division Two for the month of May. Conductor C. A. Jenks passed the smokes around to the boys and announced the arrival of James Burton Jenks, weight seven and one-half pounds. He arrived the twenty-first and all concerned are doing fine. C. A. is quite proud of the new heir.

Conductor R. H. Melick of Division Three and wife are receiving the congratulations of all the trainmen over the arrival of a baby girl at their home.

Thursday, May 8, 1930, Merdie Rhodes, Janitor at Division Five, in response to a telephone call, dropped his broom and dust pan and ran all the way home. Upon his arrival, he found that a baby girl had been added to his family. Merdie then took his two weeks vacation and had a "wail" of a time. Congratulations, and thanks for the cigars.

C. R. Lacy of Division One, Mechanical Department, is all smiles again. The stork left a fine baby girl at his home. Mother and baby are doing fine. Congratulations, and thanks for the cigars.

Clyde Holland of Division Four, Mechanical Department, is the proud father of a fine boy born on the seventh of May. Mother and son are doing fine.

Sunrise Post Doings

Sunrise Post, No. 357, American Legion added twenty comrades to its roster in the May Day initiation. Inglewood Post liberally gave their time and efforts to the initiatory ceremony. Among those prominent in legion circles present were: Comrade Lloyd Nix, Past County Council Commander; J. E. Jones, Boy Scout Commissioner; Comrade Roger Bone, Chairman of County Americanism; 17th District Vice Commander Veteran Ricca; Councilman Win Sanborn, and many others.

Picnic on Mother's Day

Mother's Day was celebrated by Sunrise Post, with a real old fashioned picnic at Brookside Park, where games and contests were enjoyed, and incidentally the lunches suffered through good appetites. Credit for the successful time is extended to Comrade Wilkinson, Chaplain, who seems to be a past master in staging picnics.

This Post is now very well represented by trainmen of Division One and several coach operators of the Coach Division on East 16th Street.

The Women's Auxilliary of this Post is going over strong and news from this quarter is expected very shortly.

In Memoriam

We join with the many friends of Lawrence A. Lock, Repairer, Shops, to express our sympathy on the death of his wife, who passed away on May 21st, and to Conductor Melvin A. Audferheide of Division Four whose wife passed away on June 3rd.



H. N. Cole

Several years ago Conductor L. C. Haynes' daughter accepted a position in Honolulu. Later she became Mrs. Albert E. Ruegg, and last Saturday she, with her two year old son, arrived on their first visit to grandpa. Mr. Haynes had never seen the little fellow, so we can only draw on our imagination when we think of the happy meeting between the two.

Having recovered from an illness of several weeks, and undergoing an operation, Motorman G. E. M. Thomas is back on the job and says he is feeling fine.

Motorman J. A. Logan is spending two weeks in El Paso, Texas, where a family reunion is in progress.

With a thirty day leave and a first class machine, Conductor J. J. Gilmore hit the trail on May ninth for Lansing, Michigan.

Conductor D. A. Mitchell is spending thirty days at home, according to reports.

A sixty day leave has been granted Motorman L. C. Cummings most of which time will be spent in Mannette, Florida.

Chattanooga, Tennessee, was the destination of Conductor F. W. Runyan when he left on May twenty-sixth with a thirty day leave of absence.

There is only one cure for the peculiar complaint prevalent at this season of the year, and Conductor J. M. Boehm is taking a forty-seven day course of treatment. He is driving to Vancouver for a vacation.

Motorman P. J. Kuchesky is taking a sixty day leave to go to Lovington, New Mexico.

To satisfy a desire to see his native country once more, Motorman A. Mariscal with his wife and little boy left on May twenty-fourth for Spain, where they will visit relatives for the next three months.

The first day of the fishing season found Conductor R. W. Brigham (Chief) on the job at Arrowhead Lake with a fresh box of cigars and other things necessary for catching fish. He was away three days but he says it snowed ten days in succession while there and each morning he had to dig his way out of his tent. All the same he was lucky, having caught enough to bring back a nice large trout for Foreman J. B. Lair.

"Because I am baldheaded and have chosen a run on the 'N' Line, is no reason why I should be called an old man," says Motorman F. A. Smith. This is the same Smith that heard an unusual noise while driving through Huntington Park a while ago, and on investigating found that part of his machine had fallen

to the ground. He wired it back into position and went on his way.

Another case of "the hand is quicker than the eye", was reported by Motorman-Line Instructor E. R. Rath. According to Rath a passenger boarded his car with a dollar bill in one hand and a lighted cigarette in the other. He asked Conductor J. A. Smaby if smoking was allowed and when informed that it was permitted only in the front section, he hastily threw away the money and handed Smaby the cigarette.

One morning last week Conductor John Martin came down a little earlier and seemed unusually happy and when he began to pass out cigars by the hand full, he confided to the writer that a little granddaughter arrived the night before and although he had not slept any, he was not a bit sleepy.

Conductor R. W. Stevens has returned from a very pleasant trip up north around San Francisco, Oakland and other places.

Our genial night Transfer Clerk D. B. Kohl is now driving towards Grand Canyon and other points of interest in the middle west. He will return in about two weeks.

"Oh pShaw," remarked Conductor E. Shaw, when he lost his nice daylight hold-down on the "R" Line.



Division Two

H. F. NELSON

Conductor C. I. Jones has been granted a sixty day leave of absence and is driving east. Will spend some time in Oklahoma and then drive on to Wisconsin where he will spend the greater part of his time visiting friends and relatives.

Conductor A. A. Shewmaker has taken thirty days off in which to visit the old home town. He started out for St. Louis via El Paso and New Orleans. It has been several years since A. A. has been home and he wondered if he'd know the old place.

Motorman L. E. Sausser is breaking in as switchman and will be placed on the extra list.

Another ex-conductor returned to the fold. C. Vralsted, who resigned several months ago and returned to Montana, is back with us again.

Several of the boys received cards from W. V. McCafferty, who resigned a few weeks ago. He is at present located at Hope, Arkansas. He wished to be remembered to all the boys at Division Two.

No word has been received from Conductor H. A. Hennes who has been on leave for several weeks in Indiana. Guess he is too busy to let the boys know whether he arrived O.K. or not.

Conductor-Line Instructors R. J. Crothers and J. T. Little have just finished breaking in their first students.

Conductor J. A. Bunch reports that his wife and children have gone to Texas to spend the summer. They drove back with a friend who had been visiting here.

Conductor W. J. Thomson is also living alone for a few months, Mrs. Thomson having departed for Scotland to spend five or six months.

The boys of Division Two wish to extend their heartfelt sympathy to J. E. Bourland, whose mother passed away the seventeenth of May after a lingering illness of several months.

Conductor L. C. Yarrow, who was operated upon for appendicitis about a month ago, is getting along fine and is still at home taking life easy.

Conductor A. L. Bristol is still in the Methodist Hospital, recovering from an operation for appendicitis. He has a bed next to Conductor F. J. Nimz and they have plenty to talk about if you ever drop in to see them. Both seem to be getting along fine.

Conductor Earl Koller is back home and taking life as easy as possible for the present. He is also convalescing after an appendicitis operation.

Conductor C. W. Manning bumped his hand against the fare box and injured it. Infection set in and he has been off about three weeks on that account.

Motorman Aloysius L. Londraville has been working in the Schedule Office for several weeks owing to the rush with the new schedules for all divisions.

Motormen V. Shock, J. A. Bell and H. H. Fairman are at present on sick report as are Conductors W. W. Lambert, W. W. Fraser and P. C. Briggs.



Division Three

L. VOLNER

Early in May, Conductor Ira Gott and a party of friends spent two days trout fishing on Lyttle Creek at Glen's Ranch. "It rained, snowed and blowed but we got the trout just the same," says Ira. This was an "unusual" trip and gave the party quite a queer sensation; to be sitting in front of a big fireplace, with a red hot fire on the third of May, watching the snow pile up in mountainous drifts and this in sunny California.

Clerk Sam H. Deane had a recurrence of his old trouble again, namely lumbago. Sam meanders out on the Griffith Park Golf Links regularly each week, attired in natty plus fours, and a feeling of coolness pervades his frame—therefore, the above result.

During the few warm days in April J. W. Votaw discarded his coat and blossomed forth in his regulation blue shirt, much to the envy of his fellow trainmen. However, when the cold spell came, Votaw was forced to resort to his coat again—thus breaking a fast rule that when he puts his coat away in moth balls—it is there to stay for the summer.

Whether it just happened, or was really planned—have you noticed the sentimentality of our Transfer Bureau? They always use the heart symbol on Valentine's Day and on Sunday, May 11th, Mother's Day, this symbol was again used. And say, speaking of hearts, wouldn't it be a good thing if more trainmen would put their hearts in their work, and get witnesses so we could rout Division Four out of first place.

That rumbling sound heard on Sunday afternoon, April 27th, was not thunder nor the bombing planes which were here

at that time, but Motorman Bob Harris giving vent to his feelings at the big rodeo at Baker Ranch. Bob being a real Texan surely does enjoy such sport and loudly expresses his enjoyment.

While working with the furnace in the Highland Park Police Station, former Conductor, but now Officer R. E. Parker had the misfortune to get very badly burned. In some manner the furnace back-fired, hitting Mr. Parker in the face. He was rushed to the Receiving Hospital where he was given immediate treatment and will not be scarred by the accident.

Still beautifying our grounds, the switchmen's office had been moved from under the spreading pepper tree, across and adjacent to the walk leading to the main office building. The switchmen like their new location much better.

There was to be a big supper to which Motorman G. H. Thompson was invited, and being like his brother motormen, when anything to eat was in sight he could not miss it, so several days before Thursday he made special arrangements with the office to be off. During this Thursday, while waiting for the festive time to arrive, he discovered he had gotten off just one week too early.

Foreman Robert Reid has been having troubles of his own for the past several weeks. His son and heir, Robert, Jr., first contracted whooping cough and before the head of the house could catch up on sleep, the youngster caught the measles. If your Foreman yawns while discussing Company business don't feel that he is bored with your conversation; it is an honest-to-goodness case of not enough sleep.

Wanting to take a little nap, but afraid to do so at home for fear he might miss out, Motorman R. O. Yarger came down early for his P.M. pull out, called for his run, got his train numbers, and thought he had copied the right car number from the board, went out in the barn, got this car all ready, then proceeded to take his snooze. While Mr. Yarger was sleeping the conductor, having gotten the right car ready and no motorman having showed up, came in and asked for a motorman. After the run was gone, Mr. Yarger awoke and came in and called for a conductor, stating he was past due out. The matter was finally straightened out, and Mr. Yarger was told to stick around a while.

It seems vacation days have come and the "Order of the Itching Foot" is receiving quite a few recruits from Division Three. Just as a starter here they go. Conductor M. M. Warren for sixty days, on a trip back East; Conductor E. B. Keeyer will spend thirty days in the northern part of California. For sixty days Conductor J. K. Waner will roam his native state of Kansas. Just resting at home for two weeks will be the choice of Conductor H. W. Quam. While Conductor J. R. Skidmore will put in his thirty days travelling. Conductor R. S. Etheridge has sixty days in which to visit relatives in the North. Along with the above conductors we have a few motormen who are also to enjoy some time off: Motorman W. B. Aiken is going to visit relatives in the East, while Motorman H. Essler and wife will spend ninety days visiting relatives in Canada. Motorman W. T. Skinner has also been

granted ninety days, during which time himself and wife will visit at his old home in Canada. Motorman H. I. Blevins will spend two weeks visiting relatives.

After spending sometime looking over the mining situation in Mexico, Motorman R. F. Hutton has returned to duty.

Motorman-Line Instructor R. H. Schumacher has returned from a Ford trip back to his old home in Kansas City where he was visiting relatives, but so anxious was he to get back to sunny California, he made four hundred miles the last day.

Conductor G. C. Rowe had just moved to town before the shake-up, but now that he has a night run will move back to his ranch at Wilmar.

The long looked for general line choice was staged on the 19th of May with the new runs going into effect the 21st. Foreman Reid was the principal actor on that stage, an elevated platform built in the Assembly Room to put him above the large congregation present. He was ably assisted by Clerk Deane. All who have spoken of their new runs are well pleased.

Motorman J. L. Smith has the sympathy of all the trainmen over the death of his little daughter.



Division Four

C. J. KNITTLE

Hello, gang! Less than two weeks ago we observed a great national holiday. A day of respect to our soldier dead and to the living veterans of four great wars. In reminiscence of the opening days of our entry into the great World War we find among other facts, college men rushing to the emergency officers training camps where, after four or five weeks intensive training, they emerged, some as majors or colonels and even generals and when they finally arrived at the field of action, records prove that they did their stuff with unflinching devotion, energy and discretion.

The Memorial Day which we observed recently will be long remembered by Division Four trainmen. On that day, Line "P" made its initial appearance fully equipped with multiple unit cars. Like the college men of the World War, these motormen went on duty with only three hours intensive training, but reports show that they put it over with a tactfulness that was truly worthy of note.

At the time of this writing Conductor W. W. Warren is vacationing in the High Sierras in Mono County. Warren has a cabin of his own there and was on hand for the opening of the fishing season. He made the trip in eighteen hours.

Conductor W. E. Burke informs us Mrs. Burke underwent a serious operation May 5th in the Methodist Hospital. She is now at home and gradually recovering.

We are very sorry to announce that Conductor J. T. Pickard's father passed away May 7th. The funeral was held May 10th. He was buried in Whittier Heights Memorial Park. Our sincere sympathy goes to Conductor Pickard.

Motorman W. Vanden left May 16th on a ninety day leave in which he planned to Chevy to Nogales and then journey

by train to a gold and silver mine he has. After a few days of business he intends to return to Nogales and drive to Chicago where he has relatives.

Conductor W. M. Vaughn took thirty days leave May 17th to drive to Oklahoma where his wife and baby have been visiting relatives since March 2nd. Vaughn showed every evidence of being extremely lonesome. His little family will return with him.

The "Two Bells" Restaurant across the street has received a letter from H. Crabtree who resigned recently as motorman. Crabtree was in Chicago, bound for Detroit, and asked to be remembered to all his friends.

An account of the pinochle game held here on the evening of May 22nd between the tournament winners, Slaughter and Kelley of Division Two, and R. B. Hill, Manager of Transportation, and Motorman C. W. Allen of this division is covered in another page of this issue but we will say it was a wonderful game and there were many spectators.

We are glad to welcome the following men back on the job after spending thirty or more days on the sick list: Safety Operator L. Ogle who underwent an operation; Safety Operator J. G. Hartzell who was injured off duty and had to undergo an operation for a fractured spine; Motormen C. E. Grant and Herman deJager for illnesses.

In the ten years of its existence "Two Bells" has turned down thousands of dollars offered for commercial advertising but passing a good word along is a different thing and we don't mind saying that the little chow house at Brooklyn and Rowan known as "Edith's Jiffy Lunch" caters especially to trainmen with a fresh assortment of tasty, ten cent sandwiches and the coffee—Man!—it's an oasis for the better brown brine.

A general choice of runs was held May 23rd and 24th. The "G", "C", and "T" Lines received new schedules. "C" Line lost two runs and "G" Line lost one.

Motorman C. W. Allen came in with a dozen beautiful roses, a lost article, a few days ago. Foreman B. B. Boyd informed him he would have to turn them in but if they were not called for by the end of the day he could have them since they were perishable. C. W. said that would not do him much good, that he wanted to take them home to the Mrs. and get out of doing the family wash that morning.



Division Five

FRED MASON

Conductor Roy Meggison has been granted sixty days leave and is spending same on his ranch at Walker's Basin, Kern County.

For the purpose of taking a trip back to Kansas, Missouri, his first in a great number of years, Motorman John Cowden has been granted thirty days leave of absence, and is due back on June 22nd.

Conductor Bill Durbin writes from Tucson, Arizona, where he is recuperating, and says that he is getting along fairly

good, and wishes to be remembered to all the boys.

We are all very glad to see Motorman H. F. Kyser back in town, looking so well, and hope that it will not be long before he is working that run on the "M" Line which he bid in at the general choice.

When our general choice was completed we found several of the old timers teaming up again. On the "F" Line we find Conductor Ed Link with Motorman Jim Gillespie; Conductor Johnny Robinson with Motorman Bill Dugger; Conductor Henry Hazen got back with Motorman H. M. Guthrie; Conductor Joe Bonny teamed up with Motorman Gus Jacobson again; Conductor Frank Baglieri fell in with Motorman M. Knudson; and these two can always be found together, Conductor Fred Buxton and Motorman Bill Atchison. The "E" Line: Conductor Henry Thagard and Motorman Frank Miller; Conductor D. L. Gragg and Motorman S. N. Cupp. Conductor Mark Casey got back with Motorman Tom Stephens on the "M" Line, as did Conductor Tom Trabue with Motorman Frank McMurphy.

We are glad to see Motorman Chester Smith back on the job after a long sickness, and hope that he will be able to get back into his old steady stride.

Motormen A. H. Popst and Harry Gorton, after being operated on at the Methodist Hospital, were able to attend the general choice and they are looking forward to working their new runs in the near future.

Conductor R. C. Perry, who was injured on duty, having been struck by an automobile at 48th and 6th Avenue terminal, is now out of the hospital and is getting along as well as can be expected.

Another of our conductors who was injured by an automobile, H. D. Webster, is back on the job again and is doing fine.

Motorman Harry Bush, who was confined to the Queen of Angels Hospital, is now at home and improving every day.

After being off on the sick list for just over four months, we are glad to see Conductor J. H. Miller pulling the bell cord and grinding 'em through.

Conductors Hank McDonald and Tommy Carey are starting off on the 20th of this month on a trip to Grand Canyon. They expect to be back by July 4th.

How does your team stand in the Courtesy and Safety Contest? Team number twenty-one is setting a wonderful pace in maintaining a clear record up to and including May 29th. Team number six follows closely with only one point against it, while teams numbers one, nine, twelve and twenty-six are coming right along with only two points against them. Several other teams are also in a position to get in on the turkey dinner, so keep your eyes on the score board and plug away.

The familiar face of "Daddy Fisher," our former genial Uniform Inspector, is greatly missed especially by the pinochle hounds. On June 1st, Daddy retired on the special roll and is spending his time on his ranch at Chatsworth with his contented cows and cackling chickens. He will be seventy-four years of age next August and has been with the company since 1901.

All the boys of this division join in wishing him the best of luck.

Conductor Q. E. Stone who was on his vacation in Juneau, Alaska, has sent in his resignation and sends his kindest regards.

Motorman R. G. Allen has resigned and is now making his residence in Seattle, Washington.



JACK BAILEY

Vacations being the order of the day, we wish to mention the feminine contingent first and announce that Miss Peggy Dowrey of the Store Department Office is spending two weeks on her uncle's orange ranch near Lindsey and Fresno.

G. P. Wolf of the Winding Room got out his fishing tackle and made life miserable for the big sea fish last week end. Dave Anstedt might get a few pointers from Wolf.

W. A. Smith, of the Winding Room, was granted a leave of absence to make a trip to Middletown, Ohio. He plans to start the 16th of June.

J. Hays of the Winding Room is spending his two weeks vacationing at local beaches.

A. Gerritsen of the Winding Room is spending a week at Portersville and a week at Gardena for his vacation.

Any old tires you have and wish to sell just see Ed Brimm of the Electrical Repairs Department. He buys them "sight unseen."

Introducing G. P. Colderwood, new man in the Winding Room.

An old Ford changes hands for the third time but still remains true to the Winding Room. Many years ago Dave Anstedt was the first buyer, Ralph Sloan was the second, and now the third and probably the last owner is Walter Jones. It can't go on forever.

On advice of the boys that in Yucca Forest the rabbits were so thick they would have to use clubs instead of guns, Arthur Gerard, Ray Weatherly and Charlie Schneider motored to Lancaster to get a chance to use their guns. The results were as follows: Arthur none, Ray none, and Charlie almost got one that was dazed and up against a fence, but after ten shots he decided it was cruel to continue shooting. Gerard had a hard time finding a speed cop to race with back home but was finally overtaken by one and was presented with a calling card which entitled him to pay the judge fifteen dollars for the use of the state highway and thus a splendid trip was completed.

Truckman J. Glamuzina is again one of us after an absence of several weeks due to illness. We are all glad to have him with us again.

Our most heartfelt sympathy is extended to L. Lock of the Truck Shop on account of the sudden death of his wife on May 21st.

K. Fulbright and J. Haywood are both newcomers to the Truck Department,

and we take this opportunity of wishing them lots of success.

The boys in the Truck Shop were very much surprised to hear that Frank Goodman had bought a new Majestic Radio.

Truckman J. Grady is back on the job again well and happy.

Truckman S. Duke has been transferred to Division Two.

Truckman J. Kennedy is laid up with a sprained ankle.

What happened to Switchman H. Lock that he did not get to go on his vacation? We will bet that his wife said "No."

Truckman A. M. Harlow underwent an appendicitis operation last May 24th and reports are favorable of a complete recovery.

E. E. Brown, new man in the Carpenter Department.

M. Monahan, Carpenter, Tom Maguire, of the Curtain Department and Ed Baker, Switchman were transferred to 16th Street as Watchmen. Good luck, men and lots of good rest.

Carpenter J. T. Cass resigned to take up a seat on the red wagons as a fire fighter. Good luck Jack.

The sympathy of the many Shop friends is extended to Mrs. Otto Persel who suffered the misfortune of a broken arm acquired during spring house cleaning. Otto Persel is at the present time operator of the north side transfer table.

The latest addition to the staff in the Curtain Department is C. Frederick Hunt. Welcome to our little city.

Upholsterer Bill Wilson don't believe in signs any more. He had to pay two dollars to get his car out of pound for parking in the red at Hermosa Beach. The sign read: "Fine for Parking."

Two new temporary Painters by the names of J. Kinannon and W. Grant, have joined the ranks. Welcome, boys.

Joe Ellis of the Machine Shop has a brand new Ford.

George Cleland, former Trimmer Foreman, dropped in for a few minutes chat with the boys recently.

While driving his antique Dodge home the other evening, Jack Bailey, scribe de luxe, heard very unfamiliar noises somewhere about his covered wagon. It seemed to make no difference at what speed he drove, whether at ten or sixteen miles per hour, the sounds still persisted. Upon search he found two newly born kittens had been left on the back seat, presumably by their mother who did not believe the vehicle was an automobile. The many friends of the Scribe are anxious to know if Jack is going into the fur business on his ranch. (Contributed.)



J. H. McCORNACK

Al E. Johnson, one of the oldest operators, now leaves us to go to Houston, Texas.

S. C. Smith has also left for a new job.

Twenty-four new men have entered the service this last month.

W. T. Baxter has been granted a thirty day leave of absence to go to Montana to transact some business.

Jack Gomes has taken fifteen days off for a visit to relatives in San Francisco.

A. W. Powell has been granted thirty day leave for a trip east.

C. H. Campbell went back to a night run on Figueroa in the last shake-up. One missout in two years was too much even if it was raining and a Saturday.

GARAGE

Floyd Nolf, Assistant Foreman of the third shift, has been transferred to a day job. Floyd likes to spend his evenings at home. Buck Jones was promoted to take his place.

I. E. Church through this column wishes to accept the golf challenge that was issued two months ago.

R. D. Starling, F. L. Land and Geo. M. Tryk spent Tuesday the 22nd at Catalina. They report a wonderful time. Land won two prizes, one for dancing and one for the best sunburn.

Ray Anderson was away for a week on account of having his tonsils removed. He said he didn't mind it as he isn't allowed to talk much around home anyway.

R. Taylor is head man now in the Machine Shop. He is working on cylinder heads. Taylor has also purchased a new mansion at 33rd and Avalon.

Wm. Craig is on the line reamer now. The drawback is that he sure has to go straight.

Jimmie Rowan has left us to go to Chicago. It took Jack Savage and his Dodge to make him put on a farewell party for himself. He bet the malted milks for the crowd, including Dean Ovard, Wm. Craig, Jack Savage and their wives that Jack's Dodge would not climb the Fargo hill and the Dodge did not fail.

G. Baker has given away two of his Chevrolets. The one he has left is running.

John Marvel took a trip Sunday the 18th to Lake Elsinore in a Cadillac. He could hardly work Monday.

Frank Ralphs has purchased a Willys-Knight. It has been overheard that he is now negotiating for an oil well.

Ray Anderson was fined \$2.50 for being too well dressed at a hard time dance. Loan us a shirt, Ray.

Claude Simmons says he learned about Nashes from Dorothy.

Meet the new Yellow Coach twins "Scotty and Wes".

Wildung reports the carburetors are getting along alright now.

Robt. Hester is the new sales manager of the Tool Room. Waly Weburg has taken his place on the truck.

Anyone finding a five dollar bill will please return same to John Marvel.

John Keller and Bill Baker, our "wets", did the best they could—they voted for "water".

Believe it or not, Dean Ovard drove his Buick to Big Bear without making the motor boil.

Sam Turner seems to have a great deal of respect for Scotty's judgment in betting on the water bonds. He bet Scotty that the bonds wouldn't carry

and then bet five times the amount with a neighbor that they would.

Geo. Oliver used to wear a paper hat till it caught on fire and almost burned the rest of his hair off.

T. Sullivan is now listed among the Buick drivers, having purchased a '25 standard six with a California top and everything.

Jesse Doer left Wednesday the 28th for a twenty day vacation trip and visit to San Francisco, Denver and St. Louis.

Wm. Decker is the first one of the office force to take a vacation. He is spending the most of it with Clarence Marine on their respective ranches and then winding up at Catalina for a few days.

N. Winston, of the wash rack, is on the market now for a new set of ivories.

Geo. Riggs is off work now with a split thumb and broken finger caused by cranking a Ford.

John Robinson is the new service man. He comes to us directly from Kaedy, County Armagh, Ireland. Sam Turner has a pal now.

Percy Bozanko doesn't like his Packard. He says the cops pick on him.

Ray Sudano and Geo. Atchison have temporarily traded shifts. Atchison hasn't told his wife yet. He still goes home at the same time.

A. Seyferth, J. Savage, B. Wilson and J. Jackson are going to Catalina with Mr. Crocker Friday, Saturday and Sunday. They are taking a speed boat along and anticipate a great time.

Eddie Serabia is leaving the first of June for Port Angeles, Washington, to visit his folks. Port Angeles is located on Tatoosh Island, forty minutes ride from Canada and he expects to do a lot of hunting and fishig.

Lee Bignall was forced to go home last week having been overcome with mail pouch.

Scotty Crawford, while driving down the street, saw a sign "Gas—9 for \$1." He got so excited that he purchased nine gallons and then realized he was driving a Company car.

The boys of the Washrack extend sympathy to N. E. Potts on account of the death, a few hours after birth, on the 25th, of his baby boy. Mrs. Potts is also in a serious condition.



H. K. CONACHER

DIVISION ONE

Geo. King, Clerk has returned to work after being off on the sick list for three weeks. Glad to see you back, George.

Geo. Mawby, First Groupman, has been transferred to Division Four. We all wish him the best of luck.

H. W. Shenton has finally bought a radio and now he says that he doesn't know how he got along without one so long.

E. Miller, Storekeeper, has returned from a two weeks vacation, which he

spent fishing up around Reno. We will have to let Eddie tell you about the size of the trout he caught.

We understand that Ruel Martin is going to "re-tire". He has had too many blow-outs lately and claims that it isn't very much fun fixing them in the hot sun.

We were all very sorry to hear that E. L. Nolton had to take his wife to the hospital for an operation, but at the present time she is getting along very nicely and hopes to be back home soon.

DIVISION TWO

The boys of Division Two wish to extend their sympathy to R. S. Wilson on the loss of his mother, who passed away on the seventh of May.

R. O. Clark lost a few days during the early part of May, due to an injured eye.

The old place just doesn't seem the same since "Babe" Brown has been working as an Extra Inspector for Wm. Cavett during the vacation period.

J. Griffith has purchased a Chevrolet coupe, with which he plans to make frequent trips to his ranch this summer.

R. L. Bates and S. D. Duke are the new men on the day shift. Welcome to our gang, boys.

Mrs. A. Gongal, wife of Adolf Gongal, Watchman at this division, is recovering from a recent operation. We all hope for a speedy recovery.

We are sorry to report that T. Hartley is still confined to his home suffering from an infected foot. We hope that you will soon be able to return to work, Tommy.

Harry Hunt and E. Shaw report a fine trip to Yucaipa, where they visited Harry's uncle, who is engaged in the chicken business.

Fred Richard, who was quite an old timer at this division, resigned on May the thirty-first and is now on his way to Crescent City, where he expects to share the prosperity which that city seems to be enjoying at the present. We all join in wishing "Buck" the best of luck.

The Mechanical Department of Division Two wish to extend their most sincere sympathy to "Tex" Bourland, Switchman, on the loss of his mother, who passed away on the sixteenth of May.

DIVISION THREE

After many months spent in handing out the "raspberry" to some of the boys at this division who have been unfortunate enough to be towed home, our machinist, H. Wescombe, was seen the other day having his "Cackle-Hack" towed home with a FORD.

DIVISION FOUR

T. Childs has been spending most of his time off driving around in his new Ford, taking in some of the sights around Southern California.

J. B. Ross was injured while on his way to work, on the 12th of May, falling and breaking his right leg. We all join in wishing Jim a quick recovery.

Mr. and Mrs. C. Laflin spent last

Sunday at the beach and Charley brought back a mighty fine sunburn. Better stay in the shade next time, Charley.

DIVISION FIVE

Al Shenton and Ray Crowthers are at present off on sick leave. Hurry back, boys.

Olon Dewberry is the new addition to the gang at this division. Glad to have you with us.

Geo. Prakesl is building an addition to his home in Inglewood with the help of N. Land.

Wm. McDonald is now sporting around in a new Buick sedan.

After giving his "Chevy" a heavy "inspection", Wheeler Ellis announces that he is now ready for vacation time.



H. I. SCHAUBERT

Foreman Charlie Ware has been informed by his physician that he must spend the next thirty days looking at the ceiling of his bedroom. His wife will probably be glad, because, when he is able to get up, the bedroom will get that new wall paper promised her two or three years ago. Roe Van Brunt is in charge of Charlie's gang until the new wall paper is put on.

C. E. Jamison has left his former occupation as Watchman to drive the new Road Janitor's truck. He is replaced on Johnny Hagerman's gang by W. B. Bramlette, a recent arrival from Oklahoma. Maybe one of Will Rogers' friends.

"Blackie" Blackwell, who has recently been seriously ill is back at work again. Fred Kessler also reported B. O. last week but returned after a couple of days spent in the beautiful spring sunshine.

George Bisbee, Watchman, had an attack of spring fever last month and succumbed to Dan Cupid's unerring aim. Happy days are here again.

Dan Adams was so disgusted when the Larys lost a game the other Saturday that he threatened to plow up the ball park he had so carefully prepared. Don't do it, Dan. Our ball players must get used to a big league diamond some time.

Pat Connolly was an extra gang foreman again for a few days when he removed the crossover at the abandoned Eagle Rock Boulevard dump.

Johnny Hagerman has been delegated to instruct the Line Department in the art of ditch digging by helping them install the new ground return on Venice Boulevard.

Glad to report the recovery of W. N. Gaines who recently underwent an operation on his nose.

Jack Sleeper is the proud possessor of a hand made F. H. Putnam trout rod. He threatens all kinds of bad luck for the trout in Huntington Lake this summer. Charlie Plume has passed some very unkind remarks regarding the manner in which Jack came into possession of the pole. If you don't think it is Jack's pole, though, just ask Jack.