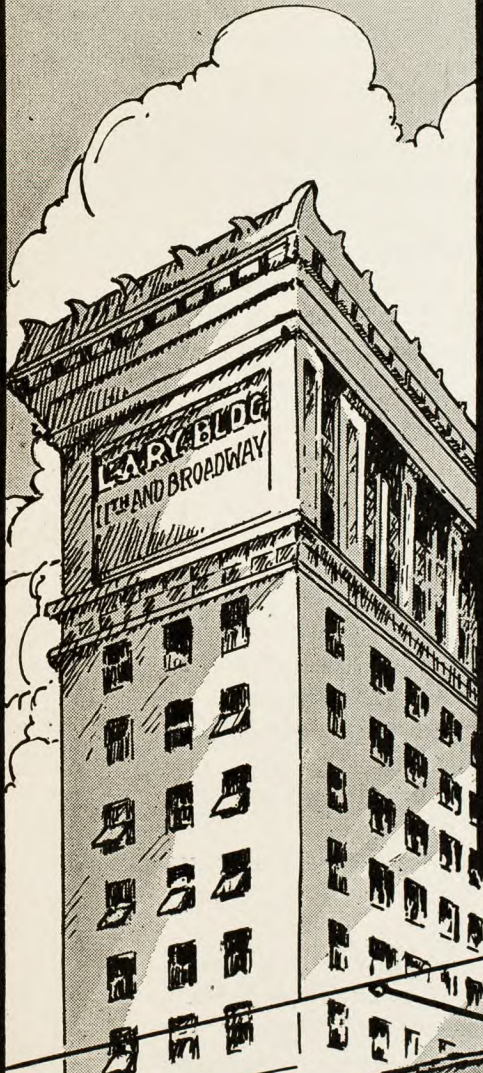
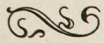


TWO BELLS



CIVIC CENTER OF LOS ANGELES





Mothers' Day, May 11th

AMOTHER'S love is "that something" possessing a power, a beauty and a heroism that words cannot express. Over the wastes of worldly fortune her love sends a radiance of fidelity that nothing can quench. It is never exhausted. Mothers do not die — they live eternal in our hearts. So let us be mindful that of all on earth her friendship is most constant, her love all embracing.

To Our Sleeping Comrades

MEMORIAL DAY is consecrated to the soldiers; it is dedicated to patriotism; around this sacred day cluster precious memories of our fallen brave. Over the silent chambers of our sleeping comrades we wreath garlands of flowers—symbols of our love and gratitude. These graves form the Nation's shrine, the Mecca to which patriots journey to renew their devotion to the cause for which these patriots died. The fruits of their victories are a united country. This is a sacred heritage purchased by their valor and sealed by their blood. Battlefields attest their courage.

*"Sleep, heroes, sleep;
Your deeds shall never die."*

Getting The Habit

AHABIT, whether good or bad, usually begins when you try something new. If it pleases, you do it again, and again and again. Saving can become a habit just like kissing your wife goodbye in the morning, being late to work and preparing a new alibi for the boss, except that it's a great deal more profitable. Maybe it starts by dropping pennies in the baby's bank. Perhaps it starts by some regular plan.

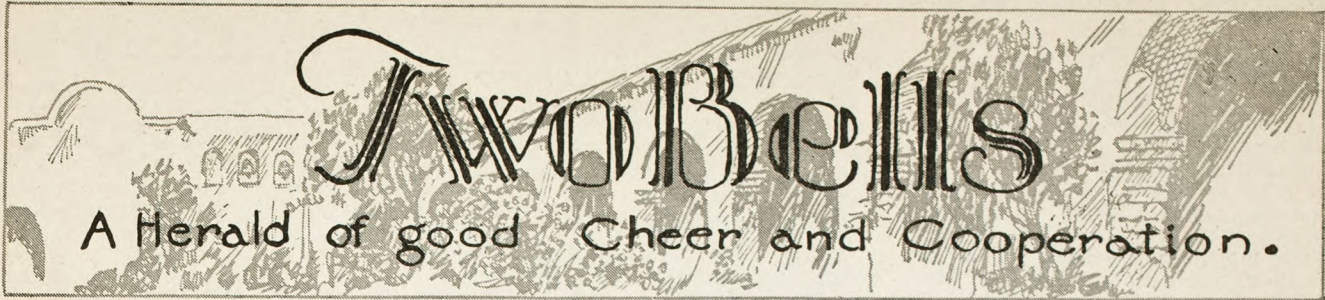
If you make ten dollars and spend nine you are on the road to success, but if you make ten dollars and spend eleven, you are on the way to the dump heap.

The reason so many people do not get ahead is because they believe their present needs are more important than to save a portion of what they have.

Thrift brings happiness and contentment for the present and security for the future. No one need suffer the humiliation of dependency where a definite plan of saving is practiced.

Look on things with friendly eyes;
Cast out little hates.
Just love Life with all your heart—
Life reciprocates.

—Rebecca McCann.



Published Monthly by and for Employees of the Los Angeles Railway

JANET C. MCNEILL Publicity Manager
 W. T. SHELFORD Editor

Banquet Reward For Contest Winners

Trainmen will have to put on their best manners and operate their cars as safely as possible if they wish to figure in on the banquet that will be given by the Management. This contest has been planned under the direction of R. B. Hill, Manager of Transportation.

As reported by bulletin, the men selected are divided into groups with motormen and conductors in equal numbers, starting at the top of the seniority list. The number of men in each group is in proportion to the number of men in platform service at each division, and the number of groups is divisible into the total number of men at each division so that the groups may be as complete as possible. As a result the following is the number of men in each group at the various divisions:

	Motor-men	Conductors	Safety Operators
Division One	5	5	—
Division Two	8	8	—
Division Three	8	8	—
Division Four	4	4	4
Division Five	6	6	—
	31	31	4

This means that at least sixty-six trainmen, together with their wives, or in the case of single men, their sweethearts, are to be the guests of the Management at a sumptuous banquet. In the case of a tie of two winning groups at any one division, the tables will have to be extended to take care of additional guests.

The contest which commenced on May 1st, will terminate on the last day of June, 1930.

Daily entries will appear opposite each trainman's name indicating the progress of his particular group.

The following table shows the

number of points that will be charged against any member of a group for the different types of accidents and for the loss of courtesy:

	Points Lost
Failure to report accident	3
Loss of courtesy	3
Full responsibility accident	3
Partial responsibility accident	2
Preventable accident	1
All "X" accidents	1
Complaints	1

And so now the main topic of the day—to dine or not to dine—will be definitely settled by those who do or do not make any effort to improve their records, and it goes without saying that officials will be watching with much interest for reports on the contest.

The Why of The Water Bonds

Election May 20

Organizations throughout the city are carrying on an active campaign to put the water bonds over as it is generally realized that development of an additional supply of water is vital to the welfare of this city. The bond issue of \$38,800,000 has been divided into the following items:

Additions to distributing system \$1,555,000; new pipe line from Chatsworth to Hollywood Reservoir \$1,445,000; increasing storage by enlarging lower San Fernando and Chatsworth and—providing new reservoir \$7,500,000; increasing capacity of aqueduct from 400 to 440 sec. ft. at several points \$600,000; purchase of water rights and properties in five Owens Valley towns \$5,790,000; to purchase all water lands and rights in private ownership in Owens and Long Valleys \$6,660,000; to construct a dam at lower end of Long Valley to store water \$750,000; to bore an 11-mile tunnel—Mono Basin to Owens River \$5,500,000; Silver Lake Dam \$550,000; to construct a channel to bring the water to Silver Lake \$1,450,000; Mono Basin

Power Meters To Check Leaks

The company is planning to equip its cars with power economy meters similar to those in use generally on other electric railway systems throughout the country.

These meters not only effect economy in the use of power, but savings are reflected in the lowered cost of electrical equipment maintenance and in reduced brake shoe cost.

The motorman who is a good operator always uses power in a more economical manner than the motorman who is not such a good operator. This meter will show where the power leaks are and the motorman or safety operator will be corrected in his methods of running his car so as to use the minimum of power, or in other words, he will be instructed in good operation.

Metering electricity on a street car is the same as metering it in a home. A good housekeeper will turn out the lights when she is not using a room in order to save on the electric bill, and she will not let the electric washing machine idle; when not in use she turns it off. The company is working on the same principle.

Meters have been installed on several cars in the shops but until all the cars in at least one division are equipped, they will not be put to use.

Trainmen will be given ample notice when the meters are to be ready for operation. As long as the meter has the blind down, it is plugged and not in use.

water rights and lands \$7,000,000.

The proposed supply will be instantly available and enable the city to meet immediate demands due to the increase in population. These water bonds are vital to the city's economic welfare.

The water bonds do not increase taxes; they are paid off, principal and interest, out of water revenues.

Medical Service Rules For E. B. F.

February 1, 1930

In consideration of the payment of membership dues to Employees' Benefit Fund, member shall, in addition to all other privileges, be entitled to the following benefits under the Medical Service Plan: (1) For all accidental bodily injuries not arising out of the Member's occupation, and (2) For bodily sickness which is contracted and begins after the effective date of membership in the Employees' Benefit Fund.

PHYSICIANS' AND SURGEONS' SERVICES

Medical or Surgical treatment within Los Angeles County by physicians or surgeons approved by the Los Angeles Railway Corporation for a period not to exceed 26 weeks, unless such period is specifically extended by action of the Medical Governing Board.

In cases of extreme emergency only, first treatment by any physician (M.D.) within Los Angeles County is authorized and allowance will be made in accordance with the schedule of fees adopted by the Los Angeles Railway Corporation.

SPECIALISTS

When necessary, the Medical Governing Board may authorize treatment by Specialists selected by the Board.

HOSPITAL SERVICE

Hospital care in hospitals which are within the city limits of Los Angeles and which are approved by the American College of Surgeons, and American Medical Association, for period deemed necessary by the Medical Governing Board, such period not to exceed 3 months within any one year, unless such period is specifically extended by action of the Medical Governing Board. This includes meals, general hospital nursing, anaesthetics, operating rooms and other incidental expenses. Hospital accommodations, including meals, shall be as deemed necessary by the Medical Governing Board, but in no event to exceed a maximum of \$35.00 per week.

SPECIAL NURSE

Special nurse will be allowed in hospital, when requested by the attending physician and approved by the Medical Governing Board.

AMBULANCE SERVICE

Ambulance service will be provided within the city limits of Los Angeles to selected hospital, and within county limits of Los Angeles for a distance of not to exceed 10 miles.

X-RAYS

X-Rays will be provided when requested by attending physician and approved by the Medical Division, Personnel Dept. Dental X-Rays will not be provided except as a means of diagnosis for physical conditions only.

MEDICINES AND DRESSINGS

Necessary medicines and dressings furnished by approved pharmacies upon authorized prescription.

CLEANING AND EXAMINATION OF TEETH

Dentists approved by the Los Angeles Railway will furnish examination and cleaning of the teeth once yearly, if desired.

EXAMINATION OF THE EYES

Examination of the eyes for glasses will be made annually by a Doctor of Optometry, if desired. Glasses will not be furnished.

GENERAL REGULATIONS

1. If an employee places himself under the care of any person other than a regularly licensed M. D. (Doctor of Medicine and Surgery) approved by the Los Angeles Railway Corporation, he forfeits his right to services under this plan for any condition arising out of such treatment; the only exception to this rule being first emergency treatment.

2. The following conditions or any complications thereof are not covered by the Medical Service Plan: Insanity or mental ailments; alcoholism or narcotic addiction; syphilitic or venereal diseases; diseases not common to both sexes; dentistry or any results of dental work; childbirth or any form or condition of pregnancy; deformities or malformations.

3. The determining factor for disabilities precedent to employment shall be the report of physical examination completed at the time of employment by the Los Angeles Railway Corporation, and such disabilities reported by examining physician at that time will be considered indisputable evidence of such pre-existing conditions.

4. Any benefits granted by the Medical Governing Board which are in excess of, or at variance with the provisions of the Medical Service Plan, shall not be construed as constituting a permanent waiver of these provisions.

5. Hospitalization will not be furnished for tuberculosis, cancer, or long confining chronic cases, but medical and surgical treatment will be furnished when, in the opinion of the Medical Governing Board, such treatment will be beneficial.

To All Employees

Deductions for E. B. F., Life Insurance, Sickness and Accident Insurance, Provident Fund, etc., cannot be taken out of Sickness and Accident Insurance benefit checks.

Payments for all of the above by absent employees must be made by the absent employee himself monthly in advance to the Treasurer, Los Angeles Railway Corporation, by cash, certified check or money order.

Do not fail to make payments as cancellation must follow non-payment.

Complaints Down Bouquets Up

The balmy spring days are having their effect for the records show that during the month of April—Courtesy instead of Discourtesy is leading—having won three points. In March 34 discourtesies were reported and in April, 31. Items showing an increase were: Fare and Transfer Trouble from 42 in March to 55 in April; Miscellaneous 33 in March to 36 in April. Starting Too Soon was reduced from 21 in March to 11 in April; Passing Up Passengers 12 in March, 11 in April; Carrying Passengers Past Stop from 12 in March to 6 in April. There was one complaint for April on Dangerous Operation against none in March. Short Change complaints were appreciably decreased from 21 in March to 14 in April.

Commendations Gain

Commendations are on the increase. In March there were only 40, while April's list totals 58—an increase of 18.

Thirty-Five Years of Service

Devoid of pomp or ceremony, C. A. Henderson, Secretary, Comptroller and Treasurer of the Company, celebrated his thirty-fifth year with the Company on April 15th, last.

Three Divisions Improve Witness Averages

Trainmen bettered their witness averages this month and this shows that they are not disregarding the "Get Witnesses" signs and instructions.

The boys of Division One went after the witnesses and captured third place, passing Divisions Two and Five. Four again leads but took a slump over March. Division Three follows second, Division Two takes fourth position, and Division Five is last.

The following is the cumulative standing of the various divisions and comparisons with the month of March:

March		April	
Div. 4	6.69	Div. 4	6.07
Div. 3	5.54	Div. 3	5.72
Div. 1	4.72	Div. 1	4.79
Div. 2	4.61	Div. 2	4.77
Div. 5	4.52	Div. 5	4.51

Accidents showed a big decrease. For the month of March the total was 1,526 and for April 1,378, a decrease of 148. The average witnesses per accident for all Divisions for March was 5.16 and for April 5.18.



Superintendent T. Y. Dickey of Division Two is seen congratulating T. J. Kelley and W. D. Billips, winners of the pinochle trophy for 1930. This is the second win for Division Two. In the background are C. W. Allen and T. H. Speed of Division Four and F. B. Slaughter of Division Two.

Division Two Wins Trophy Second Time

With only two games needed to cinch the pinochle series on April 30th, Division Two took not only the necessary two games away from Division Four, but added two more for good measure, making it four straight, thereby assuring Superintendent T. Y. Dickey of another year's lease on the cup for his office.

Right from the start of the series, Division Two has maintained the lead with Division Four close up in second position, but toward the end of the tournament, Division Two left all its opponents far behind. Up to the last game Division Four would have had to win four games to tie with Division Two.

Starting with the game on April 4, the first tilt since the April issue of Two Bells, Division Two took the odd game away from Division Five. On April 7, Division One defeated Division Three, three games to two. The second five straight win during the tournament happened on April 9, when Division Two went over to Five and "socked 'em plenty". On April 11, Division Four defeated Division One, three games to two. On April 14, Divisions Three and Two tangled in a three to two score with Two the victor. On April 16, Division Five went to Division One and took the odd game, three to two. On April 18, Division Four went over to Three and took four straight. On April 21, Division One won four straight from Di-

vision Five, and as a nightcap, Division Three went over to Division Four and made it four to one.

On April 25, Division Two took the odd game from Division One and on April 28, Division Five won from Division Three, three games to two. This brings us up to the last game of the series between Divisions Two and Four, on April 30, when Allen of Division Four, even with his magic rabbit's foot, went "haywire" on his luck.

The following is the standing of the teams at the close of the tournament:

	Won	Lost	Pct.
Division Two	28	12	.700
Division Four	22	18	.550
Division One	19	21	.475
Division Three	17	23	.425
Division Five	16	24	.400

Reserve Your Seats For Big Game

The challenge proffered by R. B. Hill, Manager of Transportation, to take on the winners of the tournament and show them some real pinochle, has been accepted by T. J. Kelley and W. D. Billips, winners of the trophy. The contest will be staged in the trainmen's room at Division Four on Thursday, May 15th, at 8:00 p. m. A partner for Mr. Hill will be selected on that night and Bob says he will take great pleasure in defeating the champions of Division Two.

Ringside seats are at a premium but the price of general admission has not been raised.

Important Notice

The following bulletin issued by H. A. Waddington, Superintendent of Personnel, concerning Wives' Death Benefit Fund, carries important information to department heads, sub-heads, pay-roll originators and employees concerned:

The activity heretofore known as Wives' Death Benefit Branch, Co-operative Association, is now being carried on by the Personnel Department for the Company and is designated Wives' Death Benefit Fund, Los Angeles Railway Corporation.

This activity will be continued at the pleasure of the Company if, in the opinion of the Company, employees wish this activity carried on and support it by maintaining membership therein in sufficient numbers.

Membership to Wives' Death Benefit Fund is entirely voluntary on the part of employees and may be terminated at any time by them upon the receipt by the Personal Department of their written requests to terminate.

The Company, at its option, may terminate the membership of any or all members at any time.

Until 15 May 1930 subscription cards in Wives' Death Benefit Branch, Co-operative Association and present deduction procedure will continue.

On and after 15 May 1930, notification of deductions due from Wives' Death Benefit Fund will be incorporated under caption "W" in the deduction requests now forwarded semi-monthly to pay-roll originators, on which is now included deductions for Employee Benefit Plans and insurances.

Accompanying these instructions, segregated by departments, is a blank subscription card to Wives' Death Benefit Fund, made out in the name of each record member of Co-operative Association, W. D. B. A. Each card must be carefully, neatly and legibly executed and returned to Personal Department via the Department Head on or before 14 May 1930, if membership in W. D. B. F. is desired.

Where membership is not desired, please write "Cancel on _____, 1930," across face of card and employee sign under such requested cancellation.

Certificate membership cards will be forwarded to members of W. D. B. F. as soon as practicable after 15 May, 1930.

It is important that all who are now members of W. D. B. A. be reached at once, in order that they may subscribe for membership in W. D. B. F. or cancel memberships in W. D. B. A.

Department Heads are charged with the proper executing of W. D. B. F. applications as before outlined for active employees, for those temporarily absent sick and on leave of absence.

Personnel Department will arrange to cover "Special Roll" employees and sick absentees being paid Sick and Accident Insurance indemnities for this subscription.



Front Row, left to right: M. A. Triboulet, pitcher; R. Shollin, second base; F. Struhs, right field; R. S. Ethridge, captain, third base; O. P. Armstrong, manager; J. W. Krumweide, first base; H. D. Sievers, pitcher; D. V. Lewis, first base; J. R. Gibbs, center field; and Theodore Shelford, mascot. Back row: C. Lock, short stop; A. J. Holman, short stop; C. W. Morris, right field; W. E. Jones, right field; L. J. Hoffarth, center field; R. W. Gay, right field; O. Lund, pitcher; and C. R. Wise, catcher. G. E. Haddow, catcher, was unable to appear for the photograph.

These masseurs of the horsehide comprise the Los Angeles Railway Baseball Team for the year 1930, and unless we miss our guess they ought to make a name for themselves in the Greater Southern California League which has just commenced. Many of these boys show plenty of skill both in fielding and batting. They are all employes of the Company, having been selected from the various departments.

O. P. Armstrong of South Park Shops is manager this year and on his shoulders rests the responsibility for a successful team. R. S. Ethridge of Division Three is captain and is directly responsible for the players.

New uniforms were furnished the team again this year. A bright yellow token on a maroon background which graces each suit has been adopted as the official insignia of the team.

In a practice game on April 5th, they met and defeated the Veterans of Foreign Wars, 9 to 6. On April 12th, however, the Department of Water and Power set them back to the tune of 5 to 1.

The first league game was played on April 19th, between the Larys and Goodrich. This game resulted in a victory for the Larys 11 to 7. The second league game, on April 26th, between the Larys and Wilshire Christian Church ended in a victory for the sky pilots, 15 to 6. This game looked like a big leaguer in the first few frames, but a series of errors in the fourth inning proved the downfall of the token takers.

Thanks to the Engineering Department, the Vernon Yard baseball dia-

mond has been greatly improved. There is still plenty of room for fans and if you want to see some very good games, bring the family out and let them make "whoopee".

Square and Compass Doings

A caravan of approximately forty members of the Square and Compass Club journeyed to Alhambra Lodge in Alhambra on April 28th and assisted the Degree Team in conferring the Master Mason Degree on William C. Hunt, Manager of V. A. Corrigan and Company, official Watch Inspectors for the Company.

This was the Club's first visit to Alhambra Lodge and the excellent reception given by the officers of this lodge will long be remembered by all who attended.

Knights of Chivalry to be Guests

At the next stated meeting of the Club to be held on May 17th, in the Masonic Temple, at Pico and Figueroa Streets, members are to witness the degree work of the Order of the Court of Chivalry, an organization consisting of boys between the ages of thirteen and eighteen years. These boys are reported to be excellent in their ritualistic work. Members only will be permitted to witness the ceremony. The evening will be concluded with refreshments.

Hail The Champs!



Speedy footwork, combination in passing and plenty of baskets put these "tokenettes" on top of the Playground Basketball League with but one game lost in the series played in the Community Center at Echo Park. All these girls work in the Auditing Department. They are, left to right: Fern Carpenter, Florence Breeze, Elsie Seehorn, Pearl Gillingham, Leone Gorsline, Emma Blossil and Edythe Brumpton, captain.

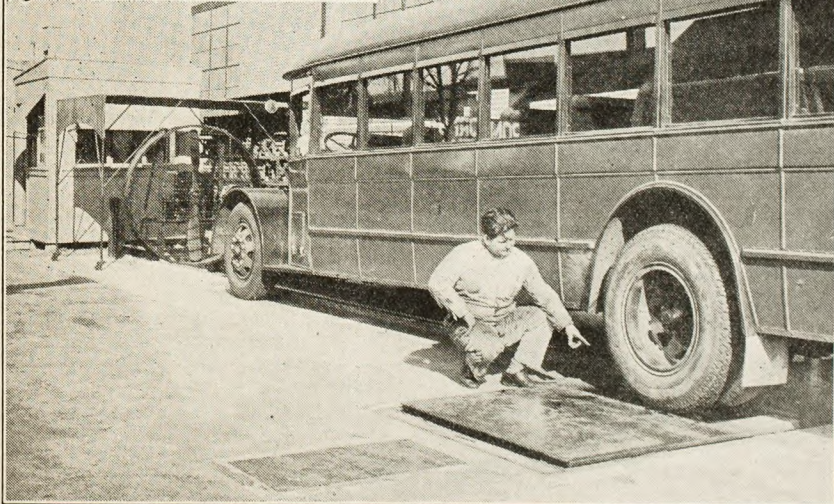
The Proving Stand

After several months of experimentation, the Proving Stand at the Garage has reached the peak in efficiency in determining accurately the amount of power that is delivered to the rear wheels of any motor vehicle.

The rear wheels of the coach as shown in the lower photograph (to which George Riggs is pointing) are resting on two drums which are connected to electric generators. By means of controllers, shown in the upper photograph, various loads are applied to the generators and the amount of electric power is measured. From this the horsepower of the coach is determined.

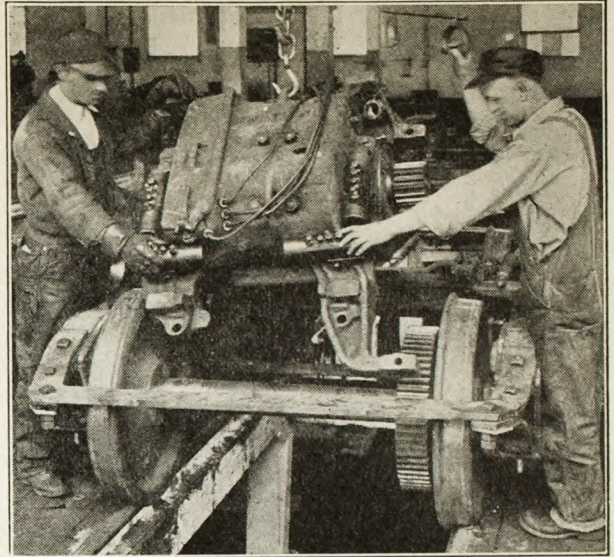
From numerous tests, standards of coach performance have been established. When a complaint is made on power, the coach is applied to the stand and adjustments are made until the horse power is equal to or above standard.

In the control room are various instruments for power measurement, fuel consumption, temperatures, etc.,



with D. J. Sullivan at the controls. By means of head phones communication is constantly kept between Sullivan and the coach operator during the test. The large fan is used to maintain motor temperatures while the coach motor is running.

**Fourteen
Cars
Being
Equipped
With
Additional
Motors**



"More power to you" might well apply to cars numbered 187 to 200 inclusive as the trucks of these cars are being changed from the two motor to four motor with the installation of 101-L four motor equipment.

Photograph shows R. M. Blaize, left, and Joe Schreiber, right, Truckmen at South Park Shops, lowering one of the motors on a rebuilt truck.

These cars will be placed in service on the "W" Line, as soon as completed, to supplement the four motor type cars already on this line.

Sharon's Last Thought Safety To Passengers

The dying gesture of Motorman F. J. A. Sharon of Division One in applying the air to his car and thereby saving scores of passengers from injury on April 16th, was regarded as an heroic act by those who witnessed it.

Stricken by a heart attack as his car reached the intersection of Ninth and Hoover Streets, Sharon shut off the power and applied the air to his car just before he collapsed. He died before an ambulance could reach him.

Sharon was born on May 23, 1876, in Ontario, Canada. He was employed by the Company as Motorman at Division One on June 27, 1921. He is survived by his wife and brother and to them the sympathy of his many friends and coworkers is extended in their hour of bereavement.

Recent Visitors

Mr. A. W. Brohman, Superintendent of Transportation of the Market Street Railways of San Francisco, and J. P. Potter, Vice-President in charge of operation of the Key System Transit Co. of Oakland, spent Easter Sunday as guests of Mr. R. B. Hill, Manager of Transportation.

The three men are on the same committee of the National Association and were planning their work—looking forward to the next convention of the A. E. R. A. in June.

Former Auditor Resigns

Lester Ryan, former auditor for the Huntington Land and Improvement Company, resigned on May 1st, to accept a position as special auditor for the State Board of Equalization. Mr. Ryan had been eight years with the Huntington Land Company and auditor for the past five years.

Change in Route

On Tuesday, April 8th, coaches of the Inglewood Coach Line, commenced operation over Rimpau Boulevard instead of West Boulevard between 54th Street and Slauson Ave.

Romance of The Rails

By E. L. LEWIS
(Twelfth Installment)

Great difficulty was experienced by the builders of the Pico Street Electric Railroad in securing the right-of-way from Pico Street north to Seventh Street. This was finally obtained and the line constructed east on Seventh Street to Wall Street, north on Wall to Mayo (Second Street) on Mayo to Los Angeles Street, and north to a point some 200 feet south of the Plaza, from which terminal the cars were first operated in the last week of July, 1887. As soon as the work to the Plaza was completed, the extension of the line over private right-of-way (now Maple Avenue) south to 29th Street was put under construction, and placed in operation in the Fall of 1887. A short time thereafter a line was built and put in operation east on Seventh Street from Wall to Alameda.

The use of electric power for railway purposes was in its infancy then and the Company had the usual experiences of pioneers. A great deal of grief and consequent heavy expense, service frequently completely stopped, discouraging the use of the line by the people.

The writer of this article, in the second week of August, 1888, resolved to take a ride on the line. He went to the terminal on Los Angeles Street near the Plaza and waited with expectant curiosity for the incoming car, which curiosity was not gratified. So, like Mohammed, who went to the mountain when it would not come to him, the writer started out after the car, following the track south past the power station, where he observed the machinery was not operating; then west on Pico Street, finally catching up with a west-bound car in which sat one lone passenger, a woman, on the siding between Grand Avenue and Hope Street. The car must have been standing on the siding for at least forty-five minutes when first observed, the power station being stopped during that time. After waiting a short time he walked south on Grand Avenue, examining the material of the Cable Railway scattered along that street preparatory to building the line, and on returning to Pico Street found that the car had gone.

The electric system continued to operate in an unsatisfactory way until the heavy rains in the Winter of 1889 so increased its burdens they could no longer be borne and the cars were run into the house and the system



Silk hats, iron hats, celluloid collars, van dykes and flowing mustachios were much in evidence on Opening Day of the Pico Street Electric Railway. This photograph was taken on January 4, 1887, at Pico and Main Streets.

ceased to function.

A syndicate of promoters from Topeka, Kansas, reached Los Angeles in the Spring of 1890, and secured possession of the property and franchises of the Pico Electric Railway, and organized a new company known as the Electric Rapid Transit Railway. They proceeded to reconstruct the track and purchase new cars.

Dan McFarland, a local real estate operator and one of the promoters of Redondo Beach, was induced to become president of the company, and their local representative. The group was not overly supplied with funds, and it does not appear of record where they expected to secure money enough to put the line in operation. About June, 1890, Moses H. Sherman was in the city and the question of building electric lines had been broached to him, and he was at that time investigating the subject. Cars and machinery for the new electric railway had been in the freight yard of the railroad in Los Angeles for a few weeks, but the new company was not able to pay the freight and other charges so could not get them. Learning of Sherman's ambitions they got in touch with him and he agreed to take over control of the company and to advance the freight charges, some \$55,000.00.

During 1891, the power station at 1032 Maple Avenue was rehabilitated, the track put in repair and operation started on the Pico Street line from the Plaza to Harvard Boulevard on December 31, 1891. The extension down Maple Avenue to 29th Street was started a few days later. The portion of the line on Seventh Street from Wall to Alameda Street was abandoned. The lines then became a part of the Consolidated Electric Railway Company's system.

(To be continued)

Car Barn Cafe Offers Tempting Menu

The Car Barn Cafe at Avenue 28 and Idell, is well known for serving tempting dishes and now Harry T. Tuttle, Manager, makes the announcement that between the hours of 10:30 a. m. and 3:30 p. m., a special luncheon is served for the nominal sum of thirty cents. Here is the array of dishes for your choice:

Crusted Veal Loaf with Candied Yam
Halibut Fish Cakes with Creamed Corn
Hungarian Goulash with Egg Noodles
Baked Macaroni and Cheese au Gratin with Soup, Crackers, Potatoes, Vegetables, Bread and Butter
Pudding or Ice Cream
Choice of Coffee, Pot of Tea, Buttermilk or Milk

The Engineering Department is reconstructing the tracks on Annandale Boulevard from St. Albans to Buena Vista Terrace. The present rails are being used in the reconstruction work.

Appreciation

We want to thank our friends of the Los Angeles Railway Corporation for their kind expression of sympathy in our hour of sorrow in the loss of our husband and father, Edward Gorman. It is gratefully acknowledged and deeply appreciated.

Mrs. Jennie Gorman,
Mamie D. Gorman.

* * *

There are no words that can fully express how deeply I appreciate the kindness and sympathy the friends of the Los Angeles Railway have extended to me since God took my companion out of the earth life. I thank you, each and all.
Mrs. F. J. A. Sharon.



Larry Lawls



Mother: "Have you anything to say before I whip you? This is going to hurt me more than you, Willie."

Willie: "Well, as long as you haven't done anything wrong, Ma, suppose you let yourself off?"

"He says that he is in close touch with the heads of many organizations."
"Yes, he's a barber."

Miss Brown: "You ought to get married, Mr. Jones."

Mr. Jones (earnestly): "I have wished many times lately that I had a wife."

Miss Brown (delighted): "Have you, really?"

Mr. Jones: "Yes. If I had a wife, she'd probably have a sewing machine, and the sewing machine would have an oil can, and I could take it and oil my office door. It squeaks horribly."

Clerk—"Now that you've seen all the blankets in the store, which one do you wish?"

Lady—"Well, I was only looking for a friend, and didn't expect to buy".

Clerk—"Well, ma'am, if you think she's in that remaining blanket up there, I'll take it down for you".

The impression you get from a Sunday drive is that all the lunatics have been given a holiday and are out for a joy ride.

Keeper (speaking of new arrival at asylum): "What's the matter with this fellow?"

Superintendent: "He says that the air is free and goes around releasing it from people's automobile tires".

Query in a newspaper health column: "Can a girl do anything about a large knee?" Not a thing but grin and bare it.

There is nothing handier to crack walnuts with than a wrist watch.

"Aren't you afraid the birds will eat your seeds? You ought to put up a scarecrow".

"Oh, it's not worth it. There's always one of us in the garden".

"Deacon White," asked Parson Jackson softly, "will you lead us in prayer?" There was no answer.

"Deacon White," (this time a little louder), will you lead?"

Still no response. Evidently the deacon was slumbering. Parson Jackson made a third appeal and raised his voice to a high pitch that succeeded in arousing the drowsy man. "Deacon White, will you lead?"

The deacon in bewilderment rubbed his heavy eyes and announced: "Lead yourself—I dealt."

Alice: "How many students are there at your college?"

Geoffrey: "Oh, about one in every ten!"

"Harold is awfully obstinate".

"In what way?"

"It's the hardest thing in the world to make him admit I'm right when he knows I'm wrong".

Salesman: "This, sir, is an epoch-making machine."

Customer: "Then let's see it make an epoch."



It is reported that the crowd around the telegraph offices during the recent eclipse of the sun was caused by several Scotchmen sending night letters.

Landlady: "A professor formerly had this room, sir. He invented an explosive here."

New Roomer: "Ah! I suppose the spots on the ceiling are the explosive?"

Landlady: "No, that's the professor, sir. He made his mark: in this world."

The squad of recruits had been taken out to the rifle range for their first try at marksmanship. They knelt at 250 yards and fired. Not a hit. They were moved up to 200 yards. Not a hit. They tried it at a 100. Not a hit.

"Tenshun!" the sergeant bawled. "Fix bayonets! Charge! It's your only chance."

That there should be a law against putting holes in Swiss Cheese when Limberger needs the ventilation.

"I said your ship would come in this week. Was I correct?"

"Well, partly. My salary was docked."

"I've always been religiously inclined," remarked the oyster as he slid down the minister's throat, "but I never dreamed I would enter the clergy."

Circus Man (hunting runaway elephant) "Have you seen a strange animal about here?"

Farmer Murphy: "Oi have. There's been an inja-rubber bull eatin' me carrots wid his tail."

An old colored woman who came to the Governor of Tennessee:

"Marse Govenah, I want my Sam pardoned", said she.

"Where is he, Auntie?"

"In de pententiary".

"What for?"

"Stealin' a ham".

"Did he steal it?"

"Yes, sah, he suah did".

"Is he a good nigger, Auntie?"

"Lawsy, no, suh. He's a pow-ful wo'thless niggah".

"Then why do you want him pardoned?"

"'Cause, yo' honoh, we's plum out of ham ag'in".

Husband (to friend): "I want you to help me. I promised to meet my wife at 1 o'clock for luncheon, and I can't remember where. Would you mind ringing her up at our house and asking her where I am likely to be about that time?"

Storekeeper: "Shall I draw the chicken for you, madam?"

Young Bride: "No, thank you, your description is quite sufficient."

Abie: "When does your opening sale close?"

"Izzy": "When my closing-out sale opens."

Old Lady: "What have you got for gray hair, young man?"

Drug Clerk: "Only the greatest respect, madam."

Friend: "I hear you have been presented with twins. Are they boys or girls?"

Professor: "As far as I remember, it is a boy and a girl, but perhaps it is the other way 'round."

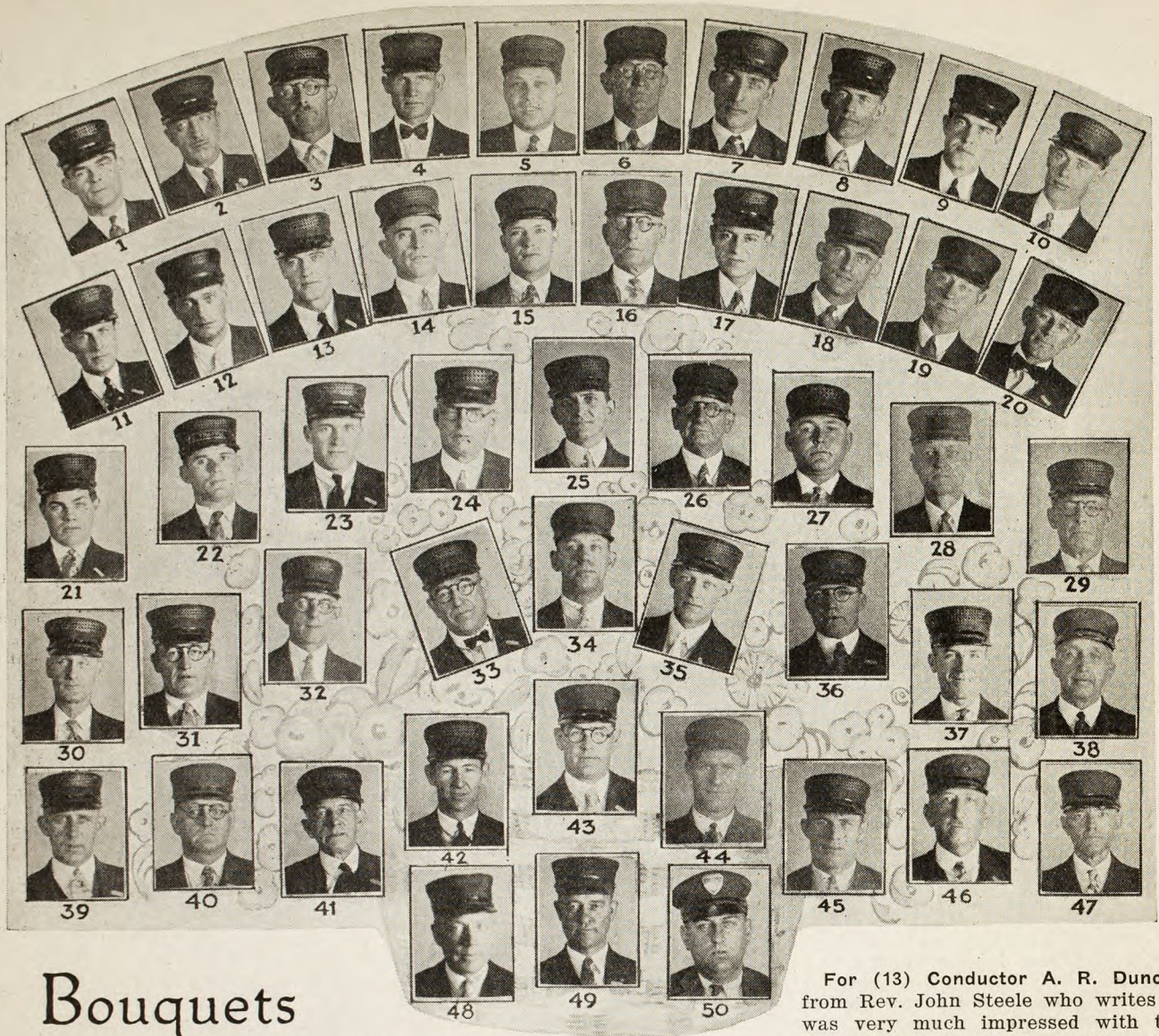
Ministers often make bad breaks. One officiating at a funeral was praising the departed and concluded with these words: "Friends, all that remains here is the shell; the nut has gone."

Mrs. MacPherson (just at meal time): "Sandy, we have guests at the door."

Sandy: "Grab a toothpick, quick!"

Motorman: "Who was it that made the first cotton gin?"

Conductor: "Heavens! Are they making it from that, too, now?"



Bouquets

For (1) Conductor L. L. Callahan of Division One from Hazel Ashley for kindness and courtesy in assisting her with heavy luggage.

For (2) Conductor W. F. Kirtland of Division One from Cecil W. Hoffman who writes "this man deserves commendation for the courteous way that he commands his positions."

For (3) Conductor W. C. Perl of Division One from B. W. Andrews who says "this man very courteously assisted a blind man to transfer from 'J' to 'V' car and I take this means of letting you know that at least one other person besides the blind man appreciated what he did."

For (4) Conductor J. W. McCurry of Division One from Harris Hill for courteous, friendly manner, and strict attention to his duties.

For (5) Conductor J. M. Boehm of Division One from Nurse Miriam Jean Rollins for courtesy and patience.

For (6) Motorman J. H. Schrader of Division One from Fred E. Llewellyn for exceptional courtesy and cooperation.

tion.

For (7) Conductor H. T. Brown of Division One from A. J. Evins who writes "It should be a pleasure for the public to be served by one so courteous and efficient as Conductor Brown."

For (8) Conductor C. R. Rummell of Division One from Frank W. Gray who states "As long as your employes render such service as this man, just so long will your public relations reflect a spirit of true patronage and cooperation."

For (9) Conductor M. B. Whitaker of Division Two from Sam Kline for thoughtfulness and courtesy.

For (10) Conductor L. Klaris and (11) Conductor O. T. Durr of Division Two from Miss Aileen Burhene for advice which helped her in finding her way home when she was ill.

For (12) Motorman G. M. Weaver of Division Two from Mrs. Anna Kohler who expressed her gratefulness for his careful operation in averting a serious accident.

For (13) Conductor A. R. Duncan from Rev. John Steele who writes "I was very much impressed with the efficiency of this conductor. He called each street distinctly which is such a help to passengers unfamiliar with the city."

For (14) Conductor A. B. Dial of Division Two from Mrs. Mary Bailey for assisting her with children on and off car.

For (15) Conductor L. W. Beavers of Division Two from Mrs. M. A. McConley for spirit of helpfulness and courtesy to passengers.

For (16) Conductor G. B. Linder-smith of Division Two from Mrs. N. Stiefel for assistance in boarding car.

For (17) Conductor R. B. Haslam of Division Two from Jane Thomas for courtesy.

For (18) Conductor R. Lightfoot of Division Two from C. P. Hozier who writes "I should like for this man to be commended officially and due credit given him for helping me to avoid a nasty tumble and serious injury to myself by his timely assistance."

For (19) Motorman B. Briggs of Division Two from Mrs. Thos. E. Boyle who states "I was astonished at

the amazing rapidity with which this motorman assisted a blind man to reach curb without loss of time to passengers or company. Such courtesy should be commended."

For (20) Conductor J. C. Hill of Division Two from Mrs. I. May Throop who desires us "to give him a large bouquet for courteous treatment in assisting her off and on car."

For (21) Conductor W. D. Smiley of Division Two from Mrs. William C. Colby for courtesy and attentiveness to duty.

For (22) Conductor C. Gutnecht of Division Two from Mrs. Dave Kallis for courteous treatment and consideration for all passengers.

For (23) C. W. McVay of Division Three, from H. C. Hubbard, who is commended for kindness and efficiency in suggesting routes to take over the city.

For (24) Conductors T. C. Risk, (25) J. E. Bohler, (26) S. J. Riggs, (27) G. C. Rowe, (28) L. Jurick, E. Cox, (no picture) and (29) Motorman L. Pemberty of Division Three from Ella M. Kennedy for many courtesies shown her. Conductor Bohler is also commended by Hazel Ashley for courtesy.

For (30) Motorman A. A. Middlecroff of Division Three from Mrs. Lucille C. Randall who writes, "A man like this is invaluable to your company. I have noticed no less than five instances in which he was helpful and courteous to passengers."

For (31) Conductor H. L. Brunk of Division Three from Mrs. B. F. Johnson for his kindly and pleasant manner in helping her off car.

For (32) Conductor A. Auger of Division Three from Mrs. Alice Pearson for unflinching courtesy.

For (33) Conductor E. L. Jandro of Division Three from Mrs. Mary L. Turner for his courteous and obliging manner.

For (34) Motorman C. T. Morgan of Division Three from Roy C. Pepper for smooth operation, consideration and courtesy to the general public.

For (35) Conductor F. J. Bevis of Division Three from Edith E. Whalen for promptness in enabling her to receive lost pocketbook, and many other little courtesies.

For (36) Conductor C. Sutton of Division Three from J. Bestler for advancing fare and the cheerful manner in which it was done. Conductor Sutton was also commended by Mary C. Willson for courtesy.

For (37) Conductor R. G. Monahan of Division Three from Alice E. Hubbard for his kindly thoughtful interest in each and every passenger. Conductor Monahan is also commended by Mrs. Edward H. Jacobs, and Mrs. B. H. Warren for courtesy.

For (38) Conductor F. Shuster of Division Four from Mrs. M. Converse who writes "I want to commend to your special consideration this con-

ductor for assisting an elderly woman from the car. He showed a very kind and thoughtful nature. I have noticed before that he is always courteous to his passengers."

For (39) Motorman O. D. Sutton of Division Four from Harriet S. Greenfield for unusual alertness in avoiding tragedy when small boy dismounted from his bike in front of car.

For (40) Conductor L. E. Sherwood of Division Four from Sophie Sturtevant for courtesy in advancing her fare.

For (41) Conductor A. W. Horton of Division Four from R. M. Thomson for courtesy and fidelity to his position.

For (42) Conductor H. B. Webb of Division Four from H. E. Deming for gentleness and solicitude in assisting an elderly woman.

For (43) Conductor B. S. Moore and (44) E. C. Muckey of Division Four from Nurse Miriam Jean Rollins for courtesy and faithfulness to duty.

For (45) Conductor H. L. Whitt of Division Four from Joseph M. Berkeley for unusual courtesy.

For (46) Conductor H. P. Henney of Division Five from Mrs. Mair for observant and courteous manner.

For (47) Conductor H. L. Raines of Division Five from Fred P. Schaefer for courtesy and kindness.

For (48) Motorman G. H. French of Division Five from Mrs. Martha Dythe who highly commends his kindness to an old lady.

For (49) Conductor F. E. Rainey of Division Five from Ruth King for advancing a token when she found she had left her purse at home.

For (50) Coach Operator H. M. McDowell, Motor Coach Division, from Mrs. M. J. Shelford who writes "This Operator through his pleasing personality has won a host of friends on this line. He is always extremely courteous to his passengers."

The following commendations were received for trainmen whose photographs could not be procured:

For Conductor E. B. Wright of Division Three from Mrs. Eva Melton, for returning lost purse and for courtesy at all times.

For Conductor J. Lecornu of Division Three from Leon Rich for unusual courtesy.

For Conductor J. E. Hoff of Division Three from Isabel G. Cryer for universal courtesy.

Personnel Office Moves

The entrance to the new suite of offices of the Personnel Department is Room 522 of the Main Office Building.

Employees are reminded that matters pertaining to Medical Service, Insurance, Provident Fund or Central File will be taken care of as requirements are made known at the office of Personnel Department.

For Safety at The Surf

Now that the bathing and swimming season is here—eleven "Don'ts" have just been issued by the Los Angeles Playground and Recreation Department for the guidance of early season bathers at the beaches. These were compiled by aquatic supervisor C. P. L. Nicholls warning against practices which most frequently lead to mishaps at the beaches.

1. Don't over-estimate your swimming ability, especially at the beginning of the season when the swimmer is not in training. Over-enthusiasm is often fatal.

2. Don't bathe immediately after eating; cramps frequently result.

3. Don't bathe in remote places, but always stay near where a life-guard is stationed, for your own protection.

4. Don't make long distance swims alone; always swim accompanied by a strong swimmer.

5. Don't use inflated rubber play apparatus, such as tires, tubes and water wings, in the surf; you may be carried out to sea on them and be unable to return.

6. Don't call for help unless actually in trouble, as you may call sometime when you do need a life-guard and not be noticed; always call for help when you need it, and don't be timid about asking for assistance.

7. Don't swim near piers or pilings, as they cause strong currents and have sharp cutting surfaces.

8. Don't take "dares" in the ocean.

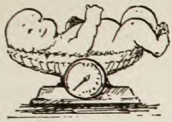
9. Don't go to the assistance of a life-guard until he calls for help, as he can handle the situation, and he may have to help you.

10. Don't dive into unknown water, but always explore thoroughly before running into the surf. When in doubt ask the life-guard, as he is paid to know.

11. Don't lie in the sun and try to acquire a quick tan; it will always result in painful sunburn. Don't sleep in the sun, as you may over-sleep and wake up a cinder.



The end of a successful hunt. Left to right: E. E. Smith, W. V. Holman, and F. R. Conklin, of Division Two, with a friend. Smith says the dog is the wisest one of the group—and he ought to know. The photo was taken at Nipinawasse, California.



Birds

On the 14th of March, Harry Junior arrived at the home of Mr. and Mrs. Harry Hunt. Harry Senior is Mechanic at Division Two. Congratulations and thanks for the cigars, Harry.

A superficial air of prosperity pervaded Vernon Yard on the fifth of April when Charlie Shelton brought out a box of "twofers" in honor of the advent of Charles Warren Shelton, the latest Shelton addition.

A precious gem arrived at the household of E. L. Scholes, of the Store Department at South Park Shops. This 7½ pounds of baby girl arrived on April 7th. Mother and daughter are doing nicely.

Returns from Trip

R. A. Pierson, Executive Superintendent, recently returned from an extensive tour of three weeks, which he spent looking over street railway properties of Kansas City, St. Louis, Cleveland, Detroit, Chicago, Milwaukee, St. Paul and Minneapolis. Bob reports a splendid trip but he is glad to be back in Sunny California, as he states the climate in those cities at the present time is "not so hot."

FOR SALE

Dahlia Plants 50c per dozen. Erickson Dahlia Gardens, 5117 Arlington Avenue. Operated by Motorman L. M. Erickson, Division Five.

Plain beach, wool athletic bathing suit, size about 38, worn once. See Shaeffer, Purchasing Department, Room 424.

Three Room House, near "F" Line, lot 50x145; chicken yard, fruit trees, rose bushes, \$1960—\$300 down, balance terms. Chas. T. Lamb, 11130 Romeo Street, or Carpenter Department, South Park Shops.



They're not cattlemen, folks,—this gang of hard looking hombres. Just a few of Division Four's harmless sportsmen at Catalina on a recent goat hunt. Seventeen were brought back. Reading left to right are Conductor C. A. Evans, Foreman B. B. Boyd, Motorman C. Roach and Safety Operator A. G. Nelson.

From "Buckeye" State



L. C. Lehnhart

The rattlesnake coiled, shook its rattles vigorously and struck! A little boy was its victim. As the little fellow was following his mother into the house, the reptile struck him just below one of his knees.

Assistance was needed immediately to get the boy to the doctor who lived some twenty-eight miles away, and the only automobile available belonged to a neighboring rancher.

It was this incident that eventually brought L. C. Lehnhart, Foreman of the Motor Coach Division, to the coast, as it was through his timely help in rushing the boy to the doctor and thereby saving his life that acquaintance was made with the boy's grandfather in Miles City, South Dakota. This gentleman wanted someone to drive him to Los Angeles and Lehnhart accepted the job as chauffeur.

After spending five days wandering about the city he got a job with the company as back seat driver, or conductor, at Division Five. This was on October 10, 1922. After putting in eleven months, he secured a leave of absence to go back to his ranch and make final proof, so that he could return to Los Angeles and be back on the job.

When the Motor Coach Division opened up, Lehnhart went over to that branch of the service in October, 1923. He was appointed Supervisor in November, 1925, and Acting Foreman on April 1, 1930.

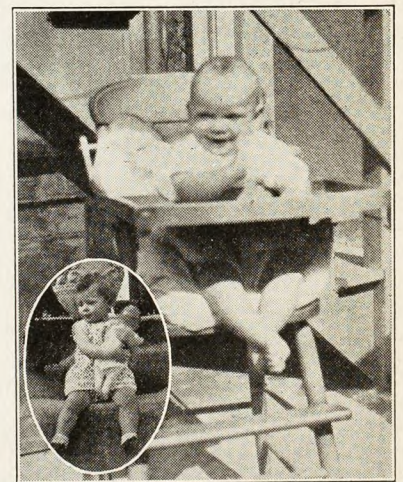
Lehnhart was born in Mansfield, Ohio, where he attended grammar and normal school. Later he taught for two years in Ohio and one year in South Dakota. He then took up homesteading in Montana raising horses on a 640 acre ranch. Some of the horses had notions of their own when it came to being broken in and Lehnhart left the saddle on many occasion "a la Prince of Wales."

Many a man has a hunch he needs to make a move to a different job, but



The following comes from Division Five; the scribe writes, "Here's a little item which almost got by us. It would have, but someone asked me if I had had my watch inspected so I thought of Clint Coxhead. Clint used to wind a controller at this Division and is now a Supervisor. Well, boys, he took his second trip to the 'Halter' on Wednesday, April 23rd, and was happily married to Miss Campbell. We would not have known anything about it but Conductor Martin asked off his tripper that morning and things being rather tight, he had to give a good excuse. So he got off to act as best man and Clint was able to get married. Congratulations, Mr. and Mrs. Coxhead."

At signs of spring a young man's fancies gently turn to thoughts of love. Don't know who is guilty of that little piece but it seems very appropriate to use in connection with Conductor C. L. Carpenter, who was married on April 24th to Miss Beverly Osborne, daughter of Conductor H. J. Osborne. Here's wishing the newly married couple all the luck in the world, and thanks for the smokes.



Two very good reasons why Motor-Line Instructor Bill Maupin, of Division Five, works every day. The little fellow occupying the high chair is Billy, age seven months, who has a lot to say as to how the Maupin family should be run. The little girl, who thought more of hanging onto her dollie than looking into the camera, is his sister Sally, age twenty months, and is a great help to her mother in taking care of Billy.

it took a snake bite to prove to Lehnhart that as a horse rancher he would make a good Motor Coach Foreman.



Division One

H. N. COLE

According to his clock, Motorman F. Long had spent too much time on his second snooze and was too late to catch the last car that would get him to the Division in time for his early Sunday morning pull-out. A taxicab was immediately called into service and rendered valuable aid, and then he found that according to his watch and the master clock, he could have remained in bed at least a half hour longer.

A few days after the bulletin came out warning us of the inspection of uniforms that was to take place, Motorman E. S. Day observed his conductor, L. Zukoff taking advantage of a lay-over at the terminal, laboriously and very effectively plying a needle and thread to a rent in his coat. To his credit let it be said, it passed inspection.

With three uniforms and three silk shirts made to order, Motorman J. Roberts of the "R" Line is leading the procession of well dressed trainmen; new ties galore and a watch chain to match adds dignity to the scenery.

Motorman A. E. Woodfin recently bid in a new run. Formerly he went to Melrose on a certain trip where he now goes to LaBrea. A lady passenger, instead of looking at the sign, looked at the motorman, and was surprised to find herself on the wrong road. She admonished Woodfin that in the future he should notify her whenever he changed his run.

Division One can now boast of an Orchestra. It is composed of Motormen G. B. Tichenor, Ed Hastings, Jack Logan and Grant Wilson. Versatility is their strong point, each member being able to play all kinds of stringed and wind instruments. They have had several engagements, one or two of which consisted of an act on the stage.

While Motorman John Henschall was working on the "R" Line he waited for a lady to walk a short distance to board his car, and when she passed out the front way she gently slipped a one dollar bill in his hand with the remark, "You are the best motorman on the line."

A simple twist of the ankle incapacitated Motorman John Haerberle to the extent of eight days confinement at his home. He is all right now and back on the works.

Motorman D. F. L. Buck has resigned in order to devote all of his time to the manufacturing of his well known soap.

West Ninth Street Line has lost one of its old-timers. Motorman Harry Lozier has given up the road and is now flagging.

The same old story told in the same old way. Motorman Ed Worsley forgot to push over the lever of his clock.

Motorman B. F. Higgins has returned to work after being off several months with a broken leg.

Motorman J. M. Click is back with us again after a protracted illness. He is a little thin but says he feels fine.

The sick list continues to claim Motorman M. R. Klein, but he hopes to be back with us soon.

An attack of appendicitis sent Motorman W. E. McCurdie to the hospital several weeks ago. He is convalescing and expects to be out soon.

Motorman F. E. Simmons has a patch of potatoes on his half acre about fifty miles up in the country, and a few Saturdays ago he drove up there to see them but the weeds obstructed his view, so he shed his coat and went to work. He hasn't recovered from the exertion yet.



Division Two

H. F. NELSON

Spring is here and the baseball season is wide open and "Tex" Bourland has received his annual pass to Wrigley Field through the courtesy of Mr. Patrick, President of the Angeles. But wait until Mr. Patrick becomes aware of the fact that "Tex" is pulling for Hollywood to win. Anyone wishing to work a nice long P.M. Tripper, just step up to the window and tell the Clerk that "Tex" wants to go to the ball game.

Another sure sign that spring is here is when the boys start taking from ten ninety days off to hunt, fish, visit the folks, etc. Motorman M. Morneau is spending sixty days at Hollister enjoying a good rest.

Conductor E. H. Trapp was not feeling extra well and was anxious to visit his mother so took a sixty day leave of absence and started out for Rockford, Illinois.

Motorman Dave Cuthbert was called to Winnipeg suddenly, due to his sister being in very poor health and not expected to survive. Here's hoping Dave finds everything O.K. when he gets to Winnipeg.

Motorman J. F. Price was called away suddenly due to his father being very sick in Haxtun, Colorado. Jim expects to be away for ninety days at least and if his father's health doesn't improve he may stay and run the ranch for a while.

Clerk R. C. Hoyle has graduated from the Chevrolet class and is now driving a nice looking Olds. He seems to be very well pleased with the way a six runs.

Conductor H. Cannon is back at work after being off sick for several weeks. He is looking good and says he is in fine condition.

We are very glad to hear that Mrs. Yardley has improved to such an extent that Conductor H. Yardley has resumed working his run. She is now recuperating at South Gate with their son.

They all come back if you give them time. I. M. Babcock has just finished breaking in and is again a full-fledged conductor. He has been away for about three years and tried farming for a while and then was with the General Petroleum Company until they cut down their force.

Motormen J. R. Fisher and L. R. Spencer finished breaking in on the back end and are now qualified to work either as motormen or conductors.

"Bicycle Bill" Billips, who cut some wild capers on his motor bike while visiting Holman and Smith at Nippinawasee, is back at work after spending several weeks nursing a sprained ankle. His bike tried an Immelman turn, a loop or some other kind of a stunt and Bill couldn't get untangled in time to escape being banged up a bit.

Motorman J. M. Alder is making a short business trip to Seattle by auto. He will be gone about three weeks.

Motorman O. Short is on his annual vacation at Crocker, Missouri. He intends to buy a new car there and drive it back. He may also bring back a bride with him.

Conductor H. A. Hennes traded in his old Chevrolet on a Chrysler and loaded up the family and is now on his way to Evansville, Indiana, where he will spend about two months visiting friends and relatives. When he left he was sporting a mustache so the sheriff would not recognize him.

Conductor A. R. Duncan is busy breaking in a new Dodge Six. He is well pleased with its performance and as soon as he get the necessary mileage he will be ready to make some hurried trips over the week end to the Imperial Valley where his folks live.

Conductors C. L. Walinder and E. A. Moxley have been flagging for the past week or so and have taken on quite a bit of extra color. The short rest off the cars has done them both a lot of good.

The following have been on sick report for some time: Motormen J. A. Bell, J. I. Webb, J. T. Hall and A. M. Jones. Conductors C. O. Boyd, W. W. Nally, W. R. Stewart and P. C. Briggs, Motorman F. C. Wright and Conductor E. K. Ingram were on sick report for a week during which time they had their teeth extracted.

Conductor A. J. Holman is back at work again after being off sick for several months.

Motormen F. C. Shafer and R. E. Thompson are taking short leaves of absence to rest up.

Conductor-Line Instructor F. J. Donnelly has been granted a thirty-five day leave of absence to make a trip East. His itinerary is as follows: "Sailing on April 28th on Panama Pacific Liner 'Pennsylvania', new 38,000 ton steamer, which has three swimming pools, Japanese Tea Garden, Veranda Cafe, tennis court, gymnasium, Turkish baths, ball rooms, etc., fourteen days on board ship, through the Panama Canal, stopping at Balboa, Panama City, Colon and Havana. Will land in New York May 12th, stay four days; riding the crack train of the New York Central to Chicago; two days in Chicago, riding the 'Chief' from Chicago to Kansas City (home town), where two days will be spent, then four days in Denver, visiting my Alma Mater, the Denver University, and making all the mountain trips; through the Royal Gorge to Salt Lake City to see the Morman Temple; through the Feather River Canyon to San Francisco, and flying from Frisco to Los Angeles in the new Western Air Express thirty passenger plane. Then I will hit the ball until next summer, and how!"



Division Three

L. VOLNER

On account of Mr. Pierson's eastern vacation, many changes have been made: Mr. Dye is filling Mr. Pierson's office, our Mr. Ferguson filling Mr. Dye's office, Mr. Reid, our Foreman, filling Mr. Ferguson's office, Mr. Gilmore filling Mr. Reid's office, Mr. Dean filling Mr. Gilmore's office and Extra Clerk Parson filling Mr. Dean's office.

Officer M. Candlish, a former motorman of this Division, but more recently stationed at Ninth and Main as a Traffic Director, had to give up that line of work on account of rheumatism and at present is walking a beat. Mr. Candlish says he expects he will have to go back to that busy point. This five point intersection needs a good man and Mr. Candlish fills the bill. He says he watches to get the street cars through and finds it makes everything move faster.

Speaking of "cops"—there is a dandy at Eleventh and Flower, who, during the rush hours, sure helps to get the cars around this busy place.

Motorman-Line Instructor G. V. Hopkins says he is very glad the parot fever scare is over, as he can bring his bird out again.

Ex-Conductor, but now "Copper" R. E. Parker lived in Eagle Rock when he was placed on the force. His first assignment was in Venice; to be closer to his work Mr. Parker moved out on West Washington near the end of the "W" Line. The same day he moved he was transferred to a beat in Eagle Rock which he is working at present.

During the early part of April Motorman J. Y. Flemming spent ten days in Frisco.

Motorman and Mrs. W. T. Skinner are entertaining their regular annual visitor, Mr. Skinner's mother, from Saskatoon, Canada. W. T. seems as pleased at having the lady here, as does the wife.

"Weinie" official dog mascot of Division Three, might be seen taking his daily sun bath while at the same time guarding the expansive flower gardens. Spring has come!

Whether it is the warm weather or a recent bulletin we cannot decide, but have you noticed how many of the boys have been shorn.

Switchman W. H. Meloy says it will soon be time. He is busy during his spare time getting his fishing tackle in shape, so as to be prepared to take some more of his deep sea excursions.

Conductor M. H. Andrews was off two weeks last month entertaining his mother who was here on a visit to himself and family.

On account of sickness Motorman J. L. Liggett has been off duty for some time.

Motorman T. R. Trotter is stepping high these days, or rather riding. He has a new Pontiac sedan.

They do come back. J. C. Wood, a former motorman of this division, after several years out of the service, is breaking in again. We are all glad to welcome him back to the service.

On account of an attack of muscular rheumatism F. S. Leadbetter had to lose a few days during the past month.

At this writing we hear that Motorman J. C. Van Bidder was to be married on the 28th of April. Will try to get the dope in next issue.

On Easter Sunday, April 20th, the old center entrance cars on the "L" Line were replaced with standard type cars. The crews say that they, as well as their patrons, felt lost the first few days.

Conductor I. J. Kramer was off duty for two weeks on account of sickness.



Division Four

C. J. KNITTLE

Hello, mates. Just as the last "Two Bells" went to press a party composed of four Division Four conductors, three motormen, one safety operator, Foreman B. B. Boyd and Clerk E. E. Roffee journeyed to Catalina to hunt goats. O. B. Willis, formerly a conductor and now with the Wrigley Company, met the gang on the island and joined in the hunt. Fifty-two goats were shot down. Motorman "Cockey" Roach took spurs but reports state the nag revolted at being constantly jabbed and deliberately lost Cockey in the jungles one hundred yards from camp. Conductor Duke Lowen took spurs, also his pajamas, and some stink bombs to use on a certain gentleman. Someone stole the bombs but they were returned in a very effective manner shortly after the gang retired. Duke had fallen asleep, a restless sleep filled with frightful dreams of those two headed snakes that can bite a Catalina nag in the leg and belly with one strike. In the midst of it all a barrage of stink bombs smote the floor all around his bunk and the pajama clad goat hunter fled out into the night for purer atmosphere.

Motorman F. H. Tucker resigned April 1st to take up a position on the Glendale Police Force.

Conductor J. H. Pace was retired April 1st, having reached the advanced age of seventy-one.

Motorman C. W. Allen let out an unmuffled roar April 4th when he found himself marked up to a Pico Extra, the last half of Work Run 76, the last half of Run 88 and also Run 146. On looking things up, however, Allen found he merely had to relieve himself twice to work the latter three runs; 88 relieves 76 and 146 relieves 88.

A certain safety operator had to reimburse the cash receiver for two counterfeit half dollars April 4th.

The swollen cheek which Mr. Bowen, our good friend and Uniform Inspector, displayed when he appeared for duty April 7th was not caused by toothache nor was it the result of a week end fiesta. It was Monday all right but Bowen had spent the previous day establishing a bee farm on an acre he owns and—as sometimes happens—it did.

A new schedule for "P" Line took effect April 13th. The line shakeup was held on the 10th and 11th. No runs were added or taken off.

Mrs. P. E. Doll, wife of Motorman Doll underwent an operation April 11th. We are pleased to learn she is making a satisfactory recovery.

Police Officer Peter Muller, who was shot down about 4:30 a.m. April 13th, at 11th and Flower, by an autoist he had stopped to question, was formerly a conductor of this Division and his untimely death is deeply regretted. Muller was a man with a multitude of friends. Though extremely modest, he enjoyed the good will of his associates here and frequently during the nine months since he resigned to take up police work Muller would drop in to chat with the gang. Our most sincere sympathy is extended to Mrs. Muller.

Safety Operator L. Ogle underwent an operation for appendicitis April 15th. We wish him a speedy recovery.

Safety Operator A. G. Nelson worked the first fifteen days of April without laying off. What's gonna happen?

Conductor A. S. Martin left on April 15th for sixty days to go to Fairbanks, Alaska. He also intends to visit relatives in Vancouver. Conductor Q. E. Stone of Division Five is accompanying Martin. They are making the trip by boat.

Motorman R. K. Dowell resigned April 15th and left the following day for San Diego where he had accepted a position with the San Diego Electric Railway. The change was partly prompted by the fact that Mrs. Dowell's parents and close relatives all reside in San Diego.

We are sorry to announce that our "artist-motorman," H. Crabtree, also resigned April 16th to go back to Detroit where he will study commercial art. His splendid drawings have been of much interest to those around the Division and we wish him the best of luck and success in that field.

The Division Four members who attended the Square and Compass doings April 19th are still wondering why Dan Johnston of the Schedule Department removed his false teeth to eat his ice cream.

Conductor L. F. Ritter left for Arizona April 26th after receiving a telegram that his little five year old brother had died suddenly of measles. News of the child's death was a great shock to Conductor Ritter. Our sincere sympathy is extended.

Sunday, April 27th, proved a very unlucky day for Safety Operator J. G. Hartzell. On being relieved from his first half, Hartzell hurried home for lunch. Then his little son had an accident and had to be taken to the Receiving Hospital. Hartzell went with him. Without any apparent warning Hartzell fainted in the Receiving Hospital and in falling struck his head against something. A concussion resulted and he was removed to the Methodist Hospital.



Division Five

FRED MASON

This beautiful weather we are now getting is evidently too good to work in, and several of the boys are taking early vacations. Here they go:

Conductor R. I. Burton is off for three weeks to rest up at home.

Motorman H. B. Moorman is off for thirty days and is taking a trip back home to Sauk Center, Minnesota, his first visit for almost ten years.

For the purpose of driving back to Cleveland, Ohio, Motorman Jim Flynn has been granted forty-five days leave of absence.

Here's a cold one, right off the ice. Steady, boys, we're talking about vacations. "I'm going to take a trip to Alaska," said Conductor Q. E. Stone, so he was granted two months leave to do it in.

Motorman Bill Marion has had his vacation already and is back on the job after a very pleasant trip up into Oregon.

Conductor C. W. Melcher is taking off twenty-eight days commencing May 1st and is going to spend his vacation at Paso Robles, California.

Glad to say that Motorman Harry Bush, who is in the Queen of the Angels Hospital is getting along a whole lot better and would like to see some of the boys.

Motormen A. H. Popst and H. Gorton are confined in the Methodist Hospital, having undergone operations, and are getting along O.K. They would appreciate a visit from any of the boys.

Conductor Bill Durbin again writes from Tucson, Arizona, stating that he is getting along fine and wishes to be remembered to all the boys.

Conductor J. L. MacKay, who came over from Division Three on a temporary loan, has decided to stay with us and was granted a permanent transfer.

Motorman R. H. Wallace has resigned to attend school. Good luck to you Wallace.

Motorman Bill Kenney, who was operated on at the Methodist Hospital, is up and around and will be back on the job again soon.



JACK BAILEY

Victor W. Lee, of the Store Department, starts this year's vacation list and reports that the early bird gets the first sunburn. Local beaches and the downtown theatres were visited mostly during the two weeks of leisure. We might add that on several occasions Victor was deliberately disturbed from his beauty sleep to take the wife on a hurried trip to the punch clock.

E. L. Scholes, also of the Store Department, was granted the last two weeks of April for his vacation upon Lee's return. Earl made good use of his two weeks as you may learn from reading the birth report.

D. G. Joy, of the Store Department, got his share of kidding when the boy friend Randy gathered up his new white shirt which was covered over by a towel in his locker and sent it out with the wash. Joy was to appear as a witness in court that particular day and a blue work shirt was what he wore.

Allow us to present J. S. Baumgardner, who recently arrived to add his share of cooperation in the Store Department.

Introducing Luther Griffith, new clerk in the Winding Room Office.

Joe Schnell, of the Winding Room, surprised himself by winning fourth place in the Wrigley Guessing Contest upon the opening baseball game. Joe received five passes good for any game of the season.

Dave Anstedt, of the Winding Room, went on a trout scouting trip which resulted in a brand new Ford Coupe. He wrapped around a telephone post with his old Ford on the way back from San Gabriel.

Fred Andrews, of the Winding Room, has his troubles too. His daughters wanted to go to the beach, his sons to the mountains, the result was a trip to San Gabriel Canyon which satisfied the boys, caused one young daughter to fall in the creek, one Nash car to go on the blink, one Fred Andrews to speak very poor French.

Art Gerard, of the Electrical Repairs Department, was conspicuous by his absence last week on account of an injured foot. Art having only been married a few weeks, we assume that love would cause the poor boy to do anything.

The population of the United States was increased by one in the person of Sid Ormston, of the Electrical Wiring Department. Sid got his final citizenship papers last week.

Carpenter Tom Tripney, has a brand new Chevrolet.

Introducing H. D. Sievers, a new man in the Carpenter Shop, and a good baseball pitcher.

Carpenter E. Volando is still on the sick list.

Now that A. L. Dellinger has returned to his post and has recovered from his injuries, the Carpenter Shop is again functioning 100 per cent.

Carpenter George Yale celebrated his birthday on the eighth of this month by taking the family abroad. "They had to see Paris."

L. N. Campbell is the initial carpenter vacationist having been granted two weeks of rest.

H. Lock, Switchman, met the milkman coming home last week-end having lost himself in the suburbs of Pomona or Chino, he does not know which. Our advice would be to change cider makers.

R. Blaize, Truckman, his twins and his banjo caused quite an attraction at Redondo Beach. Besides the crowd the only thing missing was the tent, ticket-taker and the "bally-hoo-man."

A sure sign of spring when Truckman J. B. Mathis wears his brand new J. B. Stetson on the job.

E. G. Sundeen, J. Grady and A. W. Harlow, answer on the Truck Shop sick list. Also Truckman E. McCleanthan, is reported doing fine after his appendicitis operation.

Lots of flowers, late colds, shiny new automobiles and a malady most generally known as spring fever—all made an excuse for Truckman Bill Thun to get his hair cut at a lady barber shop. But whatever enticed him to get all the other extras even to a manicure, we can't explain.

The Truck Shop welcomes two new employes to its fold, R. O. Summers and R. S. Duke.

Everyone joins in expressing their sincere sympathy to Painter W. D. Taylor upon the death of his son.

Clarence Lock, of the Machine Shop, just blossomed out in a late Dodge roadster. About three years late but not a bad car to wreck.

Sherman Krewald, of the Machine Shop, has let it be known that there is a new girl in his neighborhood that he is very much interested in. Stay home little girl, stay home.

Frank Ross, of the Tin Shop, is reported on the sick list.



J. H. MCCORNACK

O. W. Mills has been moved up to a regular Supervisor. T. R. Swisher has received the appointment of Relief Supervisor.

J. C. Sausser left the service April 6th after being with us two and one-half years. He has made a connection with the Pan American Oil Company.

Vacation time is here. D. P. Marshall, M. R. Voorhees, F. C. Smith, R. J. Bleser and A. E. Johnson are the first to be granted thirty day leaves of absence. R. J. Bleser is taking a rest and visiting with relatives in San Diego. A. E. Johnson is going to visit his folks in San Francisco. D. P. Marshall and M. R. Voorhees are merely vacationing and F. C. Smith is going to try to catch up on his sleep.

Superintendent C. O. Morse is in receipt of a letter from the wife of W. A. Ellis stating that Mr. Ellis is in a very serious physical condition. A word of cheer can be sent to "Pop" at Box 924, Phoenix, Arizona.

A. J. Peterson and H. A. Hanson are on the sick list. Peterson is in the Sanatorium at Monrovia and Hanson has been placed in the Barlow Sanatorium. Last reports are that both men are improving. Here are two of our boys that are very appreciative of the Medical Plan.

G. A. Daily was off sick for thirty days. He says that he feels fine now.

G. B. Swisher was forced to take thirty days sick leave on account of a minor operation. He reports that he feels better now than he has for a year.

C. M. Dathett, one of our former operators, has received a first class transport pilot's license. He is employed at the Crescent Airways giving instruction with a Lincoln-Paige training ship. It is reported S. F. Bills, R. Rowlands and J. Lerner are taking instructions.

G. W. Himes and G. W. Seabourn have been granted thirty days sick leave.

L. H. Turpen has been called to Cottage Grove, Oregon, on account of a serious injury to his mother, caused by a fall down a flight of steps.

Our old Cash Receiver "Pop" Campbell who is off sick, called in and reports that the doctors think he has an attack of appendicitis.

GARAGE

R. L. Wibboss is the new service man on the second shift.

N. E. Potts and Reuben Ake are the new men on the wash rack, Potts coming to us from The Pioneer Truck Co.

Anyone on the night shift desiring to exchange for a day job for thirty days or more, please see Louis Chiaro.

T. Shelly now leaves us to go with the Mavv Carburetor Company. Wildung is taking up carburetion and Bob Rout takes his place in the electrical room.

R. Sudano, T. Sullivan and Doyle Rishel have been down to see how Fords are made at the new plant at Long Beach.

We still have three racing drivers and cars at the Garage. John Sturm with his sixty-three mile per hour Chevrolet coupe. Wm. Craig with his fast Dodge, and Dean Ovard with his famed Buick. They were going to enter the speed contest at Dry Lake but Strm was afraid the alkali dust would ruin his paint job, Craig has to have an uphill track and Ovard says he is too busy.

W. Dewhirst says the squirrels of Fontana are happy now. His walnuts are coming fine.

Everyone in the Machine Shop promised to go to the Easter Sunrise services.

G. Baker now has three Chevrolets. If you have any spare parts for sale get in touch with him. He would like to get one of them running.

Jimmy Deam doesn't mind a little scuffle once in a while but he gives up when given the airplane spin.

Dale Cutlip made a five day business trip to San Diego. While there he had the opportunity of making a very interesting inspection trip through the Navy Airport at North Island.

We had almost forgotten E. Wetzler worked here. He has been out on the road so long. N. Powell is now taking a turn at service work.

George Riggs has added another traffic tag to his collection.

We haven't heard for sure whether Bob Hester, our boat builder, made Jack Savage's new shoes or not.



H. K. CONACHER

DIVISION ONE

R. P. Sherrill has returned to work after being confined to his home with the measles.

G. K. Davis has been called to Arizona on account of his brother being seriously injured in an accident.

Harry Ogden, who boards with R. P. Sherrill, was also confined to his home with the measles.

E. L. Swartz is sporting one of "Uncle Henry's" latest, a brand new coupe.

H. R. Sprague has been granted a leave of absence to visit his mother, who is very ill in Milwaukee, Wisconsin.

Geo. Mawby, who was recently operated on, is getting along very nicely and expects to be back on the job very soon.

"Happy days are here again," everyone is busy trying to plan vacations,

where to go and what to do when they get there.

T. P. Manes, after being away for eight months, is back with us again. Glad to have you back, Ted.

G. E. Atkins spent a few days up around San Francisco looking the country over. He reports a very nice trip.

Elmer Nolton is taking violin lessons and from all reports is getting along fine. Just as long as it isn't a saxophone we can forgive him.

DIVISION TWO

Doc. Robey and family were among the many thousands to visit the new Ford plant at Long Beach during the opening week. Doc says it was a very interesting trip and well worth the time spent in going through the plant.

H. T. Brown, Doc's "little sunshine boy," took the afternoon of April the 26th off to visit the United Airport, where he watched the Army fliers do their stuff.

Tommy Hartley was confined to his home the latter part of April with an infected foot. It may be the forerunner of the hoof and mouth disease, Tommy, so watch out!

Introducing J. E. Wilson, replacing the late S. T. McLaren, on the night shift. Glad to have you with us Joel.

W. J. Christmas was off on sick leave the latter part of April and has returned to work after having undergone a complete overhauling. Glad to see you back, Bill.

Frank Long, on one of his recent Sundays off, made a trip to Adelanto to visit some friends and while up in that vicinity dropped in to see our old friend L. Martin, who sent his regards to all the boys.

J. Griffith and a party of friends spent a recent Sunday at Jim's newly acquired ranch near San Jacinto. Jim is very much pleased with his ranch and the surrounding country and is looking forward to many pleasant visits there.

L. Raskey's recent fishing trip was a complete failure; after fishing for a few minutes, he lost hook, line, sinker, and rod. It must have been a whale, Lud.

Jack Shelton has been on sick leave for the last few days suffering from an attack of neuritis. The boys all join in wishing him a speedy recovery.

DIVISION THREE

Alice Muse, daughter of E. C. Muse, Foreman, has just returned home from the hospital, where she underwent an operation. We all join in wishing her a speedy recovery.

Anna Pollock Simpson, wife of J. A. Simpson, Repairman of Division Three, passed away on the 10th of April, much to the sorrow of their many friends. We wish to extend our most heartfelt sympathy to members of the bereaved family.

DIVISION FOUR

M. Morrison resigned on April 15th to go into the chicken business with his father near San Dimas. We all wish Mort the best of luck.

Geo. McCay has been entertaining his wife's mother who is visiting him from Vancouver, B. C.

Tom Watts and a party of friends spent last Sunday at White Oak Lodge, where they had a very nice time.

R. Litz and wife spent the week end at Lake Arrowhead.

J. W. Melvin spent the first Sunday in April at Malibu Lake where he reports the weather was very warm.

James Alverson has purchased a 1923 touring car with which he and his wife hope to enjoy themselves this summer, even though someone has christened it, The Wreck of the Twenty-Three's.

J. Campbell enjoyed Easter Sunday fishing at Hermosa Beach even though he did bring home an empty sack. Better luck next time, Joe.

DIVISION FIVE

For some reason or other the traffic cops seem to have a grudge against Tom Cosgrove. Ten dollars for turning in the middle of the block said the Judge. Better stay away from Corona, Tom.



H. I. SCHAUBERT

Although diligent search was made all month for a few items of interest to help fill the Vernon Yard column it was not until the last moment that any appreciable results were obtained. Enough was obtained, however, at that time to fill the summaries of all the football games to be played this fall.

K. Holmes for G. Foulkerson; A. Zillig for K. Holmes; D. Adams for J. Handley; C. Marsh for D. Adams; G. Salazar for J. Flavin; P. Bustus for G. Salazar; P. Rooney for J. Dempsay and M. McDermott; and C. Zuber, son of Jake, for P. Rooney.

James Handley, Green Foulkerson, James Flavin, Jack Dempsay and Mike McDermott were the men retired in this big game of Railroadng, and if it were possible for these men to make an exit before the assembled Los Angeles Railway Employees, they would receive an ovation equal to any accorded a retiring football hero.

Good-bye and good luck; but don't forget to come around once in a while to see if the "kids" you have left behind can maintain the service you have so wonderfully inaugurated.

In the event that you may not have heard of it, Harry Snow is the proud possessor of a brand new, second hand, Oldsmobile coach. By the same transaction, Jack Sleeper came into possession of the most durable Maxwell that ever stood on four wheels. Durable, because Harry had driven it since some B.C. date.

Some of the boys in the Yard were fortunate enough to witness some of California's "unusual" when a heavy fall of snow occurred as Harry was attempting a childhood prank by stealing a ride on Babe Gravino's rear bumper.

Roe VanBrunt has been suffering from an affliction of the eye, which the doctor pronounced to be eyerightus. Tell the doc his sense of location is bad, Roe, it must be "eyeleftus."