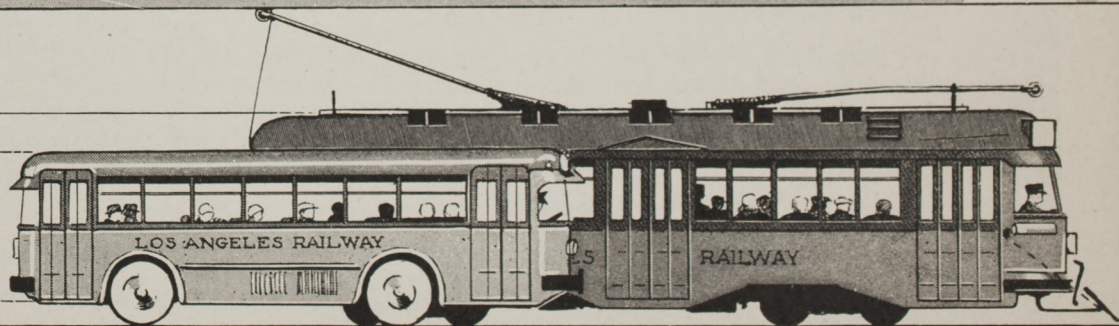
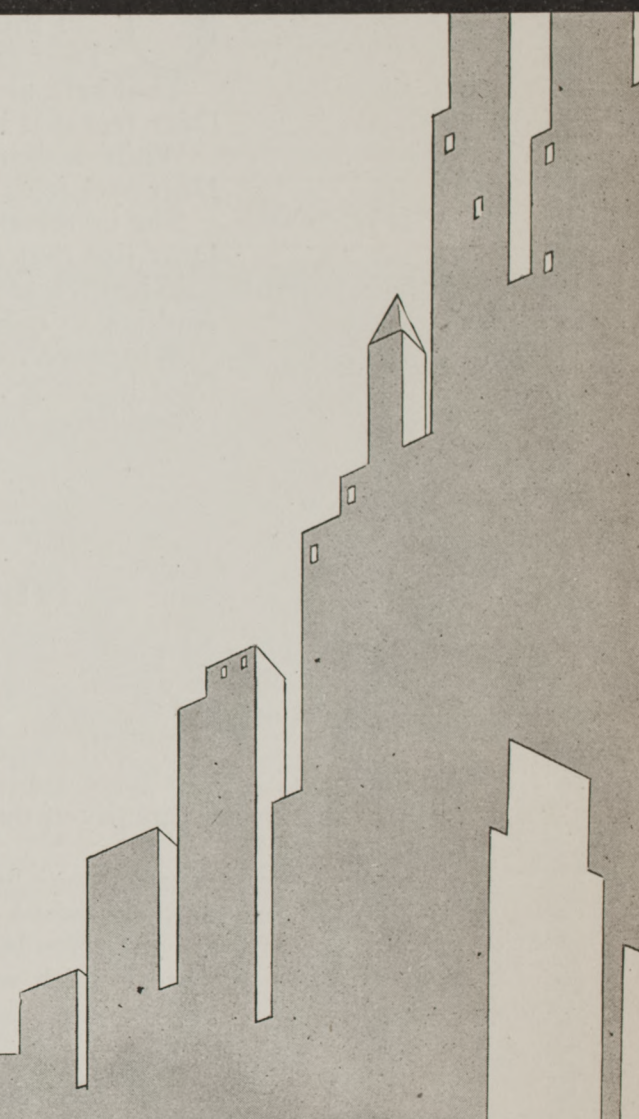


TWO BELLS



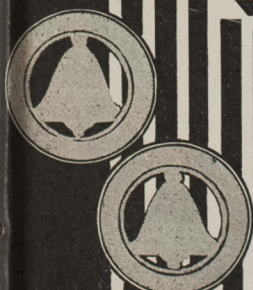
STRINGING TROLLEY WIRE, SOUTH MAIN ST.



VOLUME
TWELVE

MAY
NINETEEN THIRTY-ONE

NUMBER
FIVE



EDITORIAL

To Our Mothers

OF all the things God ever made
I think these are the best:
Dear arms in which we first were laid,
That held us first in rest;
Dear feet that tire not day or night
While walking duty's way;
Dear eyes with dauntless love alight
For us through every day;
Dear lips that are so quick to droop
When we are hurt or sad,
And just as quick with smiles to troop
Whenever we are glad;
Dear hearts and souls which gave us birth;
Our Mothers, God's best gift to earth!

Selected.

Memorial Day

AGAIN—Memorial Day! And again the memories—sweet and sad—of those near and dear to us who fought and gave so much for their country.

The Peace Years roll onward, leaving the memories clearer and more poignant. The years have robbed memory of its bitterness, and today we give thanks for the sanctity of our homes and realize the blessing of a country saved for itself.

Let us pause, then, in our busy pursuits, and offer a prayer of thanksgiving that our most cherished possession—our liberty—is still ours to hold in trust not only for ourselves but for the future.

We must not break faith with those who died.

Platform Philosophy

Men are of two classes—those who do their best work today and forget about it, and those who promise to do their best tomorrow and forget about it.

Diamonds are chunks of coal that stuck to their job.

It is better to keep the mouth shut and be thought a fool than to open it and remove all doubt.

The only nation that gives any promise of tax reduction is hallucination.

There's no explosive like an accident. One may blast your hopes forever.

Cheer up—even if the sun does have a sinking spell each night, he comes up as bright as ever next morning.

TWO BELLS

A Herald of Good Cheer and Cooperation

Volume Twelve

May, Nineteen Thirty-one

Number Five

Published Monthly by and for Employees of the Los Angeles Railway

JANET C. McNEILL
W. T. SHELFORD

Publicity Manager
Editor

Eighty Trainmen Win Safety-Courtesy Contest

Eighty trainmen were successful in winning the first Safety and Courtesy Contest of the year for the months of January, February, March and April, entitling them to the honor of dining as guests of the Company, together with their wives and sweethearts, at a dinner to be announced by bulletin later.

This contest was evidently quite severe inasmuch as no group came through with a spotless record. At Division Three, Group No. 1, winners of this contest, had one point against it. In the last three contests this Division has had spotless winning groups.

Group No. 2 of Division Five was the only other team to have a lone point against it, while at Division One, Group No. 7 had six points against its reputation; Groups Nos. 2 and 8 of Division Two had four points each and Group No. 6 of Division Four finished up with two points against it.

The following men have earned reserved seats at the banquet tables:

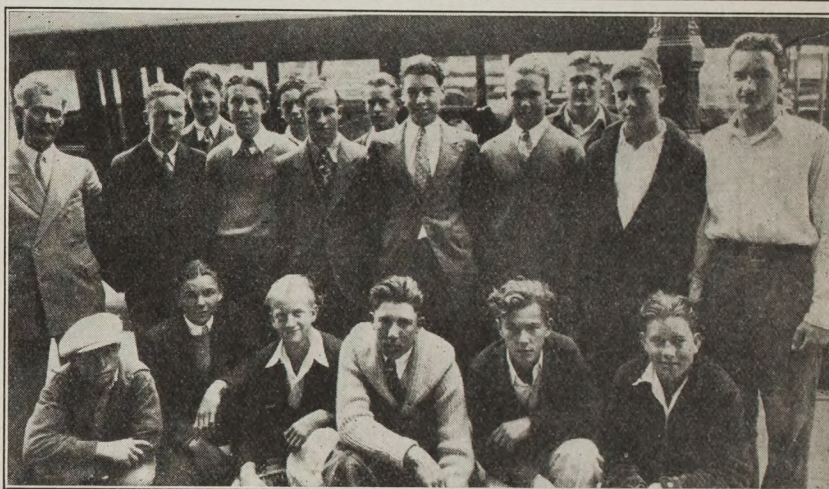
Division One, Group No. 7: Motormen B. R. Parker, W. D. Pringle, C. W. McKellip, P. Sciffo, R. E. Burrow, Conductors O. W. O'Neil, C. Tucker, G. E. Robinson, L. Rasmussen, R. W. Stevens, Safety Operators J. C. Berrell, J. Viellenave.

Division Two, Group No. 2: Motormen W. S. Tupman, J. G. Adair, E. C. Parsons, J. W. Ray, U. S. Cupp, P. V. Mathews, C. E. Greenlea, T. K. Batson, Conductors C. F. Eastman, M. F. Nar, S. E. Merriweather, C. Fisher, J. Hollingsworth, A. G. Richards, E. A. Moxley, N. W. Wagner. Group No. 8: Motormen L. A. White, J. Williams, C. H. Coolman, A. M. Jones, R. R. Harrow, G. Doerflinger, J. P. Kennealy, J. L. Zellers, Conductors F. B. Slaughter, A. A. Shewmaker, F. Jones, A. O. Reynolds, O. B. Landrum, E. E. Ford, W. H. Laing, R. M. Wilkins.

Division Three, Group No. 1: Motormen C. H. Doughty, M. L. Hersom, J. Corsen, T. W. Kingsbury, J. L. Ott,

(Continued on Page 4)

BOY GUESTS OF COMPANY



E. R. Dye, Operating Superintendent and his boy guests. Left to right, back row: Stewart Ford, Belmont High; Mike Garofalo, Lafayette High; Chester West, Jordan High; Tom Hollen, L. A. High. Middle row: Kenneth Lyman, Lincoln High; Lawrence Dornberg, Franklin High; Ross Howell, Belmont High; Paul Cumplido and Robert Becker, Jefferson High; George Samardich and Chris Vuletich, Belvedere High. Front row: Andrew Hedblon, Bell High; Dudley Colloran, Franklin High; Louis Debney, Marshall High; Leonard Brovenzano, Jordan High; Wilbur Martin, Marshall High and Clinton Pitman, Bell High.

Seventeen youthful representatives of ten high schools were guests of the Company on Monday, April 27th, in observance of the annual custom of Boys' Day in Industry, carried on throughout Los Angeles.

E. R. Dye, Operating Superintendent, acted as host to the boys. They were escorted through the Auditing Department by George MacDonald, Chief Clerk, and given an insight into the activities of that department, J. A. Bodley, Chief Dispatcher, explained the methods of handling emergency calls and the task of the dispatcher in minimizing the delays to service. L. A. Recappe, Superintendent of Schedules, explained briefly the intricacies of schedule building.

From the General Office building the boys were escorted by special coach to South Park Shops where H.

E. Jordan, Superintendent of Car Equipment, personally conducted the boys through the different departments.

Inasmuch as the boys were required to attend school in the afternoon the visit had to be brief. Consequently they were escorted from the Shops to the General Office building, where they disbanded about noon, satisfied that they had covered much territory and had learned many things in the short time allotted.

Staging A Comeback

J. G. Owens, Superintendent of Division Five, is back in Los Angeles after an absence of many months in an effort to regain his health. He is looking fine, has a good tan and says he feels like a new man.

(Continued from Page 3)

W. Millican, R. D. Starling, J. W. Reynolds, Conductors J. C. Phillips, E. C. Molster, H. A. Beals, J. A. Morris, A. C. Stover, C. E. Vasser, I. F. Hickox, D. A. Kuykendall.

Division Four, Group No. 6: Motor-men L. W. Fry, H. F. Malugen, L. M. Enos, T. L. Roberts, E. Reichelt, Conductors A. M. MacKenzie, H. O'Neill, C. D. Sayers, C. J. Knittle, R. E. Carroll.

Division Five, Group No. 2: Motor-men W. G. Dugger, F. P. McMurphy, M. Knudsen, W. S. Campbell, L. O. Larson, Conductors H. W. Thagard, T. J. Trabue, J. A. Bontty, J. Turvey, M. B. Phelps.

The contest revealed one important feature, namely, that over ninety per cent of trainmen over the entire system ran true to form and never lost their courtesy or safety. Division Two topped the list with 97.3% clear; Division Three, 96.8%; Division Five, 95.7%; Division One, 95.4% and Division Four with 94.6%.

There was a slight change in the manner of grouping motormen and conductors in the Fifth Safety and Courtesy Contest which commenced on Friday, May 1st. In this contest each group will contain the same number of men as in previous contests, the difference being that each man will be grouped according to his performance as reflected during the last four-month period. The men who have established the best records during the last Safety and Courtesy Contest will be in the top groups, arranged according to seniority, and the last group will comprise men who have established the poorest records during the previous contest.

Safety Record Shattered!

Just to prove to the railway personnel and clientele that they made no mistake in having a no-accident day on Sunday, March 15th, the trainmen of Division One repeated the feat on Sunday, April 19th, by piloting their cars safely, without a scratch to a carload, for a total of 10,383.67 miles—better than three times the distance between Los Angeles and New York City—and that's no ordinary hop.

This figure establishes a new record for Division One inasmuch as it adds a little more than sixty-five miles to the old record of March 15th, which totaled 10,318.56 miles.

It seems to be the current rage all over the universe to break records of all kinds—altitude, distance, speed—and one of these days the boys of this Division are going to break out with a week-day safety record of the scratchless variety. Just you watch for the headlines.

THREE-TIME CHAMPS KEEP CUP



Step right up folks and meet the "champeens of pinochclery", T. J. Kelley, F. B. Slaughter, M. Taylor and W. D. Billips. Superintendent T. Y. Dickey of Division Two now accepts the cup as a permanent fixture in his office by virtue of three successive wins.

It required two tricks in the deciding game of pinochle to determine whether or not Division Two was to win the trophy for keeps. Well, to make a long story short, the two tricks were easily won and others along with them in the final series of the tournament, settling the question as to championship.

Division Three players were runners up in the tournament and finished just two games behind the champions. In the last series on Wednesday, April 29th, Division Two needed three games, but took four instead.

Starting in from where the last issue of Two Bells left off, Division One lost four games to Division Three on April 6th. On April 8th, Division Five took three games out of five from Division Two; April 10th, Division One took the odd game from Division Four; April 13th, Division Three and Two mixed it up with Two taking the odd game; April 15th, Division Five lost four games to Division One; April 17th, Division Four took four games away from Division Three; April 20th, Division Five won the odd game from Division One; April 22nd, Division Three reversed the order on Division Four, taking four games away from them; April 24th, Division Two captured the odd game from Division One; April 27th, Division Five lost the odd game to Division Three and in the last battle on April 29th, Division Four lost four games to the champions and dropped to the bottom of the line-up.

Here are the standings of the teams at the close of the 1931 tournament:

	Won	Lost	Pct.
Division Two	24	16	.600
Division Three	22	18	.550
Division Five	20	20	.500
Division One	18	22	.450
Division Four	16	24	.400

New Grade Level

On Mateo Street and the new approach of the Fourth Street Viaduct, the old tracks on Mateo are being removed and new tracks will be laid to conform with the new grade level under the viaduct at this point. Standard paving equipment with 116-pound girder rail is being used on this improvement.

Thanks, Mr. Reed

Here is a letter we received the other day that makes us feel good all over. We are taking the liberty of publishing the letter in full, and express our sincere thanks to the writer:

"Have just received the April Two Bells, 1931.

"Am accepting 'editorial' invitation to say I am pleased to get Two Bells as it is, for I know I could not better it in anyway in any of its departments.

"Always glad to hear of former and new members. Often wish I was with them, still I have the heartiest thanks to all for my retirement.

Yours truly,
O. G. Reed
1350 E. 46th St."

B. O. TRANSFERS COSTLY

By E. R. DYE

Operating Superintendent

A check recently made on our cars indicates conclusively that our Company is suffering considerable loss of revenue each day on account of the negligence of our conductors in not properly scrutinizing transfers presented by passengers, the result being that a large number of invalid transfers are being accepted daily.

Every transfer so accepted represents in revenue 7c or a token, and it does not take an expert mathematician to realize that with the large number of passengers riding our cars on transfers daily, the detection by our conductors of invalid transfers and the collection of fares for the same represents a large amount of money.

No conductor need feel that he will be unjustly censured for refusing to accept an invalid transfer. Just how to reject an invalid transfer is clearly outlined in Instructions to Conductors, issued under date of April 1, 1929. Unfortunately, there are a few conductors who do not yet seem to have acquired the knack of exercising the necessary tact and diplomacy when handling the ticklish situation which invariably arises when it becomes necessary to reject an invalid transfer.

The majority of our conductors are daily getting by these unpleasant situations in a very commendable manner, and there is no reason why every man in our service should not, with the training he receives and the experience gained from daily contact with the traveling public, be able to get by every such situation in a manner that will reflect credit on our Company.

Never fail to remember that the passenger must be given the benefit of any reasonable doubt and that a transfer may have been improperly punched by issuing conductor, in which case the passenger is entirely innocent of any wrong-doing, and it is in a situation of this kind that a conductor has the opportunity to demonstrate just what kind of a diplomat he is. By the exercise of care on the part of the issuing conductor in punching his transfers, many unpleasant moments may be saved for the receiving conductor; and the passenger is justified in complaining, if, thru the carelessness or mistake of issuing conductor, his transfer may be refused by receiving conductor.

Study carefully the instructions as laid down in the April 1, 1929 issue of "Instructions to Conductors", and do not lose sight of the fact that to stay master of any situation, you must keep your temper, and, even under

THE LANES OF THE RAILWAY

To the old time question "How many wells make a river," we add "How many lanes make a boulevard" and leave the solution to our cross-word puzzle artists.

The other pay day, George Lane, Assistant Treasurer and Paymaster, was given a little reception by the rest of the railway Lanes just to show they are not of the ordinary variety. They got together and gave George a little boost, morally and physically—as shown in the accompanying photograph.

There are two sets of Lanes in the photograph: Henry Lane, extreme left, Carpenter of the Garage, is the father of H. A. Lane, second from right, Serviceman at the Garage. The other group consists of William J. Lane, Foreman, Electrical Construction and Nelson H. Lane, Foreman of Wiremen; they are supporting George Lane; Norman Lane, on the extreme right is First Class Mechanic at the Garage. Bill and Nelson are the well-known brothers of the Line Department and Norman is the son of Bill Lane.

E. M. Lane, second from left, is a Brakeman at Division Two Mechanical and diagnoses the symptoms of street cars at night at that Division.

George Lane really needs no introduction to the Company having joined up in the railway service on September 23, 1903, with years of railway experience prior to that date.

William J. Lane started with the Company on December 1, 1910, and Nelson Lane on May 26, 1914. Henry Lane started on July 16, 1923, E. M. Lane on November 19, 1924, Norman Lane on January 26, 1926, and H. A. Lane on September 18, 1930.

Inset is William Lane, Conductor of Division Five. Bill has been pulling the bell cord since September 27, 1920.

the greatest provocation, must not permit your dealings with your passengers to become personal.



The Journey's End

The many friends and associates of William T. Brown, General Foreman of Car Houses, and Walter C. Brown, Assistant Superintendent of Car Equipment, are deeply grieved to learn of the death of their father, Mr. William Brown, who passed away suddenly on April 27th, at the age of eighty-eight years.

Born in Dagenham, England, Mr. Brown was always active in religious and civic affairs, and for many years served as local preacher to communities. He served faithfully in the employ of the Pacific Electric Railway and was on the retired list of that company at the time of his death.

Besides his widow he leaves six sons, John, Fred, Joseph, William, Walter and Benjamin, and five married daughters, Mrs. Emma Nunn, Mrs. Ada Rowen, Mrs. Elizabeth Arandsee, Mrs. Minnie Fraser and Mrs. Marian Connorton. Mr. Joseph Brown and Mrs. Ada Rowen reside in Rumford, Maine. The other members of the family are all living in California.

To these members of his family circle have come many expressions of profoundest sympathy as well as numerous beautiful floral offerings. Interment was held at the Angelus Abbey at Compton.

Witness Average Down Accidents On Wane

For the third time this year Division Four dropped below the seven point, as their figure shows an average of 6.71 witnesses per accident. Division Three is runner-up with 5.99 which is slightly better than their March figure. Divisions Five, Two and One retained their same positions but Division One jumped from 4.28 in March to 4.47 in April.

Here are the standings of the Divisions in the witness race for the past two months:

March		April	
Div. 4	7.04	Div. 4	6.71
Div. 3	5.90	Div. 3	5.99
Div. 5	5.51	Div. 5	5.25
Div. 2	5.01	Div. 2	5.01
Div. 1	4.28	Div. 1	4.47

ACCIDENTS DECLINE

The total number of accidents shows a downward trend. For the month of April, there were 1217 as against 1295 for March. The average witness card per accident remains practically constant. The figure for April is 5.44 and for March 5.43.

Slight Upshoot In Kicks Bouquets Wither

Discourtesy kept an even temperature this month; Fare and Transfer Trouble, Dangerous Operation and Short Change complaints increased, while Starting Too Soon, Passing Up Passengers, Carrying Passengers Past Stop and Service complaints decreased slightly. Miscellaneous Complaints increased 9 points which is not so good.

Here are the comparative figures:

Discourtesy 20 in March, 20 in April; Fare and Transfer Trouble 38 in March, 42 in April; Starting Too Soon 10 in March, 9 in April; Passing Up Passengers 9 in March, 7 in April; Carrying Passengers Past Stop 9 in March, 7 in April; Dangerous Operation 2 in March, 3 in April; Short Change 7 in March, 8 in April; Service 7 in March, 4 in April; Miscellaneous 36 in March, 45 in April.

The total number of complaints for March was 138 and for April 143, an increase of 5.

Commendations decrease

There were 53 commendations in March and 45 in April. The number of men commended at each division was: Division One, 6; Division Two, 10; Division Three, 10; Division Four, 13; Division Five, 11.

Change Location of Rails

Due to the widening of Washington Street at Maple Avenue the present location of the rails at this intersection will be centered.

SPECIAL INSTRUCTORS SHOW RESULTS

By JOHN COLLINS, Supt. Meter-Mileage Department

There is no more important feature connected with the duties of a motorman than that of proper operation. To establish a uniform method of correct operation, our Instruction Department started out on a campaign of re-instruction on April 16, 1931, and before these instructors were placed on the road to contact with motormen, they themselves were given very thorough instructions as to the proper method of operation. In turn they will endeavor to thoroughly instruct each motorman in what is considered the proper method of operation.

It is the intention to continue this method of instruction at Division Two until all lines at that Division have been covered; after this these men will be moved over to lines of another Division until eventually every motorman will have received identically the same instructions.

It will probably be necessary, in the case of some men, on account of their inability to quickly grasp the instructions given them, to conduct a follow-up campaign with these particular individuals who will receive instructions as long as may be necessary until the Instruction Department is satisfied that they thoroughly understand and are putting into practice the method of operation outlined by the Instruction Department. It will be found that this is the easiest method of operation, but it will be necessary for some motormen to discard some of their acquired habits in order to put into practice the new ideas being taught.

Two instructors have just completed a month's work on Line "V". With three exceptions, all the men of this line are doing the work as it should be done. These men will undoubtedly continue to improve. The three exceptions can do it, but they have a tendency to let their minds wander, except when under observation. They are professional motormen, however, and I see no reason for it becoming necessary to furnish them a permanent instructor.

The result obtained is evident when the figures covering the fifteen days prior to instruction are compared by weeks with the figures covering the instruction period:

From	3- 1-31	3-16-31	3-23-31	3-29-31	4- 6-31
To	3-15-31	3-22-31	3-28-31	4- 5-31	4-12-31
Average Regular Men Kwh/cm	2.34	2.30	2.25	2.20	2.21
Per cent Saving Reg. Men	5.24	7.25	9.27	11.28	10.90
Number of Reg. Men in red above 2.30 Kwh/cm	30	22	16	5	9

Or, to put it another way, compared to week prior to instruction:

Date	Regular	Percent Decrease	Extra	Percent Decrease	All	Percent Decrease
3-9 to 3-15	2.38		2.38		2.38	
3-16 to 3-22	2.30	3.36	2.39	0.42	2.31	2.94
3-23 to 3-29	2.25	5.46	2.40	0.84	2.28	4.20
3-30 to 4-5	2.20	7.56	2.32	2.52	2.22	6.74
4-6 to 4-12	2.21	7.15	2.40	0.84	2.25	5.46

This shows extra men who have not been instructed remained the same while the regular men who had been instructed showed improvement. Another noticeable fact is that the power consumption increased on all other lines of this Division about one per cent during the same period.

The Instruction Department should be through with this campaign by August. They will then devote their attention to those men who are drifting away from the idea. The instructors have the patience and will give any necessary assistance. Take advantage of it and to help yourself let your daily working tool be planned action, and a definite mode of thought.

Lowering Grade

Work to lower grade on South Broadway from 93rd Street to 114th Street was begun recently by the City. Engineers of the Company will follow with their portion of the work as soon as the City completes its program. To conform to the new street level, the Company will be required to make the biggest excavating job in its history. A new private right of way will be constructed with curbing and passenger landings.

Division Assignments

The following men qualified and were sent to their various divisions during the month of April 1931:

To Division One, Motorman W. O. Evans and Conductor R. R. Hayman.

To Division Two, Motorman J. L. Smith and E. P. Kearns.

To Division Three, Motorman B. Assmusen, T. Calderwood, A. F. Walsh, T. C. Whitmore, J. B. Rice, E. B. Bowlin and J. H. York; Conductors I. C. Chambless, F. Sattler, H. D. Adams and A. R. Jones.

In Affectionate Memory

The passing on April 22nd of John W. McElroy, former Information Man, marks the closing of life's book for another of our long time faithful employees.

For thirty-six years McElroy has been associated with this Company and during that time he had endeared himself to all his fellow workers, to the executives and to the public he served.

He started with the Company as Motorman at Division One on January 7, 1895, and after twenty-seven years of platform service without a missout, he was appointed Information Man on April 1, 1922. In this capacity he served until April 1, 1930, when he was placed on the Special Roll.

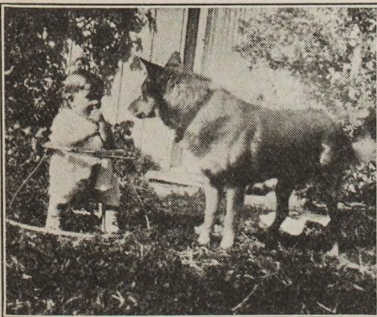
McElroy was born in Toronto, Canada, September 3, 1954, and is survived by his wife and son who have the heartfelt sympathy of executives and employes of the railway. Interment was made in Inglewood Park Cemetery.

Another veteran of the rails to answer the last call is Norman B. Stiles, former Watchman at the Garage, who passed away on April 25th, after an illness of four months.

Stiles was employed as a Motorman at Division Three on March 12, 1907. After twenty-one years of faithful service in this capacity he was appointed Watchman at the 16th Street Garage on September 5, 1928. On June 1, 1930 he was transferred as Flagman, Transportation Department, and on January 1, 1931 was again transferred as Watchman, Garage, which position he filled until illness prevented him from successfully carrying out his duties.

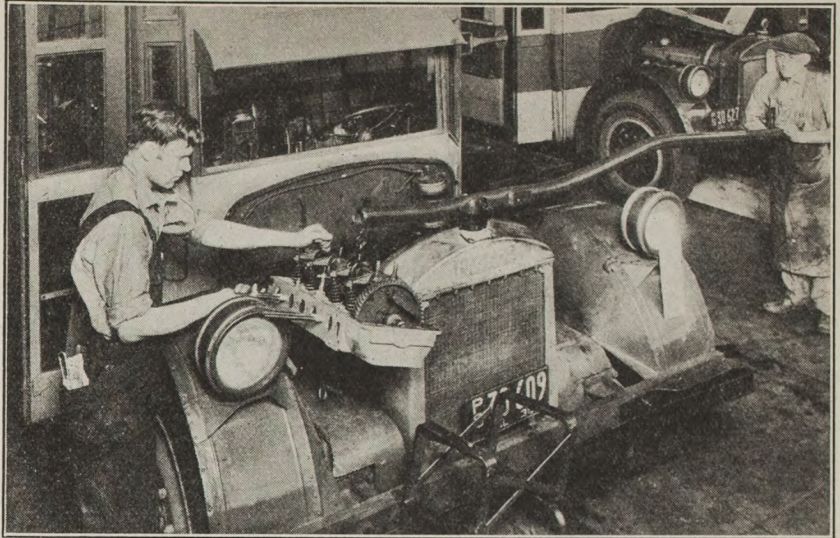
He is survived by his wife, two sisters and two brothers to whom the sympathy of the entire railway organization is extended in their hour of bereavement.

Whatsamatta?



Harry Hunt, Jr., one-year-old son of Harry Hunt, Division Two Mechanical, whistles for police protection from Rex.

LIFTING BY LEVERAGE



Skinned knuckles, lost tempers, damage to cylinder head gaskets and parts are by-gones now that the cylinder head lifting device has made its effective appearance at the Garage.

This device, adaptable to both four and six cylinder motor heads, is mounted on a swivel base in the radiator filler neck, connected by a hook to the valve rocker arm assembly. In this manner it forms a fulcrum which makes the job of lifting off or applying a cylinder head a very simple matter.

The leverage idea is far superior to the old method used, particularly on double deck coaches, as it eliminates a double hook up with a bar on the crane above the overhang of the coach to a bar between the overhang and the motor, this bar, in turn, being connected to the cylinder head.

The bracket on the front bumper is made to receive the cylinder head and thereby to eliminate the scratching of paint formerly caused when the heads were set down on the front fender. This bracket also removes the accident hazard of cylinder heads slipping off the crown of the fender.

In the photo we have R. N. Hester steadying a four motor cylinder head, ready for installation, while R. W. Taylor supplies the leverage.

Makes Final Trip

We regret to chronicle the passing of Theodore A. Johnson, Conductor, Division Two, who died on April 18th.

Johnson was born in Lyons, Nebraska, on November 8, 1893, and was employed as a Conductor on March 6, 1925. He was a member of I. O. O. F. No. 40, Minneapolis, Minn., and is survived by his mother and two brothers.

Workmates Spring Surprise

At the time the April issue of Two Bells went to press, April 7th, a surprise party was staged at the home of Guy D. Wheelock, of the Schedule Department, by his many friends, and, according to reports, it was a real surprise on Wheelock.

His home was filled with a happy throng that had come to celebrate his eighth wedding anniversary. Cards, singing and dancing were the high spots of the evening.

Among those present were: Mr. and Mrs. W. D. Payne, Mr. and Mrs. W. B. Mott, Mr. and Mrs. E. A. Tower, Mr. and Mrs. R. W. White, Mr. and Mrs. C. H. Freestone, Mr. and Mrs. D. H. Johnston and Lillian, Mr. and Mrs. C. H. Lewis and Donald, Miss Fern Preston, Mrs. E. Springer, Mr. and Mrs. S. MacWhinney, Mr. and Mrs. Frank Miles, Mr. and Mrs. Ivan MacWhinney and Mrs. Marie Benighaus.

The Race Is On



Hare and turtle race by Norma, 11 years and Richard, 1½ years, children of Conductor K. E. Sloan, Division Two.

Win Seven Straight Lose Eighth Game

Coming out of a slump that nearly threatened their unblemished baseball record the Larys managed to break a tie with the Goodyear Tire and Rubber Company on Sunday, April 19th, in the last session of the eighth inning when Lewis singled and scored Gibbs, making it a 11 to 10 tally in one of the shabbiest games of errors played by the Larys since they squeaked in spring training. This makes it their seventh straight victory.

Edwards started the chucking but was pulled in the second frame after four successive hits were piled up on him. Sievers went in and held them down to ten hits. The score was made as follows:

R. H. E.

Goodyear	0	4	0	0	2	2	0	2	0	10	14	1
Lary	0	0	2	0	2	3	3	1	x	11	18	7

Since the April issue of Two Bells the Larys have played the I. O. F. Crown Laundry, Goodyear and Biltmore Garage.

Another battle of errors took place in the game on Sunday April 5th, when the Larys had it out with the I. O. F., actually winning the game 14 runs to 8 after eight blunders had been committed. Edwards mounted the hillock for five innings and Sievers for the balance of the game.

R. H. E.

I. O. F.	0	0	0	0	3	0	2	3	0	8	10	1
Larys	4	0	1	1	0	1	4	3	x	14	19	8

In the game on Sunday, April 12th, the Larys had easy pickings with the Crown Laundry and took them for a cleaning. Sievers pitched the best game of the season, piling up a total of seventeen strikeouts to his credit. Sherwood poked out his second circuit clout for the season, and the score ended with a 17 to 1 victory for the Larys.

R. H. E.

Crown L.	0	0	0	0	0	1	0	0	0	1	5	6
Larys	0	1	1	2	0	6	3	4	x	17	19	1

The first set-back the Larys received came in the game with Biltmore Garage on Sunday, May 3rd, when they lost 4 runs to 3, in a closely contested battle of the horsehide. Lewis pitched for the first time this season and went bad in the fourth frame when the Biltmore squad batted him for five successive hits, converting three of them into runs. Sievers held them scoreless after that. The score ran as follows:

R. H. E.

Biltmore	1	0	0	3	0	0	0	0	0	4	11	1
Larys	0	1	1	0	0	0	0	0	1	3	7	1

Howard Taylor Tops Bowling Record

The Los Angeles Railway Bowling Team finished in second place in the Electric League, just one point below the leading team, winning 33 points and losing 15 points.

The personal averages of the team were as follows: A. Genn, 171; E. Fleming, Captain, 168; H. Petrie, 160; J. Yarbrough, 154 and S. Wood, 151.



H. Taylor

In the Broadway House League the Los Angeles Railway Bowling Team finished in a tie for third place. The personnel of this team consisted of E. Fleming, Captain; H. Petrie, H. Taylor, Doyle Rishel and A. Genn. In this league the team made an average of 810.

H. Taylor in the night of February 16th, shot an inning of 251, winning a gold button presented by the Pacific Bowling Congress for bowling over 250. He was also presented with a pair of bowling shoes from a local shoe store for bowling the highest game during the league.

The Great Open Spaces

The man or woman who never takes a vacation and boasts of it is foolish. To rest from the worries and cares of business is essential; it is an investment in improved health, in a livelier imagination, in greater enthusiasm for work upon your return and in increased appreciation for the beauties of nature, all of which will return substantial dividends.

The Playground and Recreation Department of Los Angeles offers attractive vacation possibilities for those who desire either complete rest and relaxation or every variety of camp and outdoor activity in its municipal camps.

Camp Seeley, in the San Bernardino Mountains, will begin its season on June 7th. It has rustic cabins, swimming pool, and a community recreation lodge for dancing and entertainment.

Camp Radford opens on June 14th. It is also situated in the San Bernardino Mountains and is 6,000 feet above sea level. Horseback riding is one of the popular Radford diversions.

Camp High Sierra, which starts its season on June 21, is the most distant of the municipal camps. It is located in the Mammoth Lakes region of the High Sierras in Mono County. The

Girl Basketeers Finish In Lead

With seven outstanding victories chalked up to their credit out of nine games played at the Echo Park Playground, the girl basketeers ended the league series on April 9th by losing to Polytechnic High 27 to 17. With Elsie Seehorn and Kay Graham absent, the Tokenettes were unable to stem the attack of Poly and at the end of the first half the score stood at Polytechnic 24, Lary 3. However, a belated rally changed the score quite a bit, but came a little too late to bring the fruits of victory.

In the the nine games played the girls accounted for 297 baskets with an average of 33 baskets per game. This is considered a high average and was responsible for the Larys being on top at the close of the league.

The following is a complete list of games played and the results:

Jan. 20—Larys 46, Univ of West.....	23
Jan. 27—Larys 32, Mutual Ex.....	19
Feb. 6—Larys 39, Desmonds.....	19
Feb. 12—Larys 49, Barker Bros.....	34
Feb. 17—Larys 24, Information Ex. 27	
Mar. 3—Larys 30, The May Co.....	29
Mar. 12—Larys 22, Pacific Mutual... 12	
April 2—Larqs 38, Vermont Ex.....	16
April 9—Larys 17, Polytechnic High 27	

Credit should be given each player for the teamwork displayed during the series of games, and another successful season is looked forward to next fall when the girls expect to have a much stronger combination of players and more reserves.

Track Extension

Track work is scheduled to start at once on 48th Street from 6th Avenue to Crenshaw Boulevard, a distance of 4600 single track feet. Standard 116-pound girder rail, creosoted ties, six inch concrete paving and two inch top paving will be used in this extension.

FOR RENT

Five room house, modern, nicely furnished, for the months of July, August and September, \$35 per month. 4432 East 2nd Street.

playground has been built in a place where "California's Alps" may be enjoyed to the fullest extent.

The summer vacation period will soon be upon us. For information regarding these camps write, telephone or visit the Los Angeles Department of Playground and Recreation, 305 City Hall, Telephone FA 5211, Station 2386.



That wily young fellow Dan Cupid seems to be centering his activities in the Tabulating Room of the Auditing Department.

At the time the April issue of Two Bells went to press, Lloyd H. Gebhart slipped quietly away on Saturday, April 4th, and was married to Miss Lelia Lou Largey at the Colton Baptist Church. Mrs. Gebhart is a Riverside girl, and now that the young couple have been forgiven by immediate members of their families, we join in wishing them much happiness in their matrimonial venture.

* * *

Another quiet wedding was solemnized at Huntington Park Baptist Church on Saturday, April 25th, when Miss Elsie Seehorn, of the Tabulating Room, made certain vows of love, honor and other formalities to one Lawrence Ragland. Mrs. Ragland is a member of the Girls Basketball Team and has a host of friends in the building. Congratulations Mr. and Mrs. Ragland and may your marital bark sail the seas of happiness, the sails filled with zephyrs of good wishes for your future welfare.

* * *

Conductor Clarence E. Clifton of Division Four is being congratulated on his marriage to Miss Lillian May Crook, April 10th.

* * *

Conductor C. R. Wise of Division Three was married on March 25th.

* * *

We hear that Motorman Charlie Owens of Division Three was married on April 28th. We could not find Owens to get the particulars of the affair.

* * *

Motorman E. L. Mason of Division Two and Miss Bernice Maude Gamell were married Monday, April 28th, at the home of the bride's cousin, Mrs. A. G. Cassady in Eagle Rock. The Division extends to the couple its best wishes for a long, happy married life.

* * *

Conductor C. A. Cavin of Division Two and Miss Stella May Cavin were married April 15th. We wish the newlyweds success and happiness.

* * *

V. P. Higdon of the Motor Coach Division was married April 16th to Miss Thelma Hoyt of this city. The wedding was held at the Christian Church at Budlong and Santa Barbara at 8:30 P. M. About 250 friends

and relatives were present. The bride's brother was married the same evening and they held a gorgeous wedding supper together.

* * *

C. V. Coleman, Register Clerk, of the Motor Coach Division was married April 6th to Miss Myrtle Hurst of Los Angeles. A pretty wedding was held at the Wee Kirk of the Heather Church of Glendale at 5 P. M. with a few friends and relatives present. Congratulations.

* * *

A. J. Reich of the Motor Coach Division was united in marriage to Miss Ruth McCullough, of Los Angeles, March 25th at Yuma, Arizona. They are at home now to their many friends at 5379 Lewis Place.

* * *

F. M. Dayton of the Motor Coach Division was married to Miss Ethyl Workman, of Los Angeles, March 28th. The wedding took place at Long Beach and the happy couple are residing at 6314 Arbutus Ave., Huntington Park.

Appreciations

We wish to thank our many friends for their kind expressions of sympathy and for the beautiful floral offerings that accompanied them on the occasion of the death of our beloved father. These kindnesses are deeply appreciated by the entire Brown family.

Walter C. Brown
William T. Brown
and families

* * *

We wish to thank our friends of the Los Angeles Railway for their kind expression of sympathy, and the beautiful floral offering following the death of our dear wife and mother.

K. F. Wright
Barbara Wright
Jimmie Wright.

* * *

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

C. D. Shaffer and Daughters.

* * *

We wish to acknowledge with gratitude your kind and thoughtful expression of sympathy.

Mrs. Sara A. McElroy
Mr. and Mrs. W. H. McElroy.

* * *

Gratefully acknowledging and thanking you for the flowers and your kind expression of sympathy.

Emily A. Stiles and family.



BIRTHS

The proudest man in the world right now is Conductor Fred Buxton, of Division Five, and for a darn good reason too. On April 16th, Fred's wife presented him with a 7½ pound baby boy, who has been named Fred Hall Buxton. Both mother and baby are doing wonderfully well and daddy is doing even better. Congratulations, and thanks for the cigars.

* * *

Motorman F. M. Osborn, of Division Three, announces the birth of a son born March 24th, weight 6½ pounds. Mother and baby are doing fine.

* * *

John Rhodes, of Division Two, announces the arrival of a son, Cleotas Rhodes, on April 3rd. Mother and baby are doing fine.

* * *

In response to a SOS, Motorman-Line Instructor E. R. Rath, of Division One, hurried to the Carol Ann hospital to greet his newly arrived 7½ pound daughter. This was April 12th, and mother and daughter are doing fine. Rath is all smiles and the cigars were extra good.

* * *

M. B. Pearce of the Garage, has been proudly telling us about his 9 pound baby boy who arrived April 16th. His name is Lyle Dixon. Pearce says he is going to give him his wrenches to cut his teeth on. Many thanks for the cigars.

* * *

On April 7th, an 8 pound baby girl was presented to John Ponterelli of the Trimming Department of the Shops. To say that John is walking around on air would be putting it mildly. Thanks for the smokes. Mother and Stella Katherine are doing fine.

Infant Daughter of Stationer Passes

We join with the many friends of N. H. Greenwood, Stationer, in expression our deep sympathy on the occasion of the death of his little daughter, Barbara Ellen.

Baby Barbara was born on April 23rd at the Stork Nest Hospital in Inglewood, and passed away ten hours later. She weighed seven pounds, twelve ounces.

Mr. and Mrs. Greenwood are bearing up bravely under the shock of losing their first child for whom they had planned big things.



BOUQUETS

For (1) Conductor L. C. Price of Division One from Victoria Frost for advancing her fare.

For (2) Motorman F. R. Combs of Division One from Mrs. Myrtle P. Baldwin who writes, "This man has an interest in the comfort and welfare of his passengers, and expresses it in a kind, gentle way."

For (3) Motorman S. D. Snyder of Division One from T. W. Williams for courtesies under very trying circumstances.

For (4) Conductor L. L. Rentch of Division One from Charles J. Sansone for the keen enjoyment manifested in serving his patrons and for his neat appearance and pleasant manners.

For (5) Conductor R. W. Bower of Division One from Mrs. B. F. Lloyd for courtesies to all passengers. He is also commended by Robert Thompson for his pleasing manners.

For (6) Motorman A. E. Gardner of Division One from W. G. Todd for courtesies and consideration to passengers.

For (7) Motorman M. M. Hogan of Division One from C. O. Flint who states, "I wish to commend the headwork and tremendously quick action of this Motorman, when a youngster in an auto cut a left turn across the track in front of his car, then decided to stop on the track and did so. If it had not been for the skillfulness of this operator, there would have been a serious accident."

For (8) Conductor A. A. Phillips of Division One from Edward C. Shafer who writes, "I always make it a point to catch Conductor Phillips' car—just to see him give everyone a cheery greeting. Sometimes I have talked with him, more often observing him from the side-lines assisting passengers on and off the car, painstakingly giving directions as to one's destination, and if by chance an elderly per-

son is making an effort to catch the car, he sees that the car waits for him just a second—a notable gesture."

For (9) Motorman E. J. Roche of Division Two from D. E. Smith for speaking in a clear yet moderate tone of voice to both men and women, young and old, when warning them upon alighting, or upon answering their questions regarding their destinations.

For (10) Conductor H. C. Cunningham of Division Two, (11) Conductor W. R. Hobdy of Division Three, (12) Conductor M. C. Latham of Division Three and (13) Conductor L. T. Frise of Division Two from Charles H. Johnson for courtesies and thoughtful attention to cripples and elderly people.

For (14) Conductor Francis Donnelly of Division Two from Mrs. Charlotte Rickman for patience and willingness to be of service to the general public, saying, "He is a splendid young

man and a prime favorite among his regular patrons."

For (15) Motorman F. C. Sommer of Division Two from Gloria Mayo for kindness and courtesy in holding the car for her which enabled her to make connection with the bus.

For (16) Conductor T. H. Wood of Division Two from Mrs. Sarah E. Bastajian for courtesy and for calling the streets in a clear tone.

For (17) Conductor J. E. Deane of Division Two from Clifton X. Anchor for an exceptional personal courtesy.

For (18) Conductor C. Fisher of Division Two from J. H. Gilbert for explicit directions concerning transfers and for courtesy to his passengers.

For (19) Conductor C. C. Ditter of Division Four from S. R. Gorham who writes, "It is with pleasure that I express my approval of the way this young man treats the public, which in my estimation is 100%. I think he is worthy of consideration."

For (20) Conductor L. H. B. Farr of Division Four and (21) Conductor A. Nielson of Division Three from Mrs. C. Dunkle for universal courtesy and efficiency.

For (22) Motorman Edward Preice of Division Three from L. Gill for courtesy.

For (23) Motorman T. P. Chauvin of Division Three from Mrs. L. M. St. Jean for courtesy in holding the car until she could board, which enabled her to fill an important engagement.

For (24) Motorman G. H. Melcher of Division Three, (25) Motorman A. V. Smith of Division One, (26) Motorman C. H. Blackburn and (27) Conductor W. Jennings of Division Three from Miss E. E. Whalen for courtesy and efficiency.

For (28) Motorman G. C. Ficklin and (29) Conductor O. G. Willis both of Division Three from Mrs. Otto Fenske for efficiency and courtesy.

For (30) Motorman C. J. Sutter of Division Four from Mrs. E. Kennedy who writes, "Motorman Sutter saved me from losing my job one morning last month by stopping the car for me when I was late."

For (31) Conductor G. Granger of Division Four from William Neilson for courtesy in advancing his fare.

For (32) Conductor T. T. Leech of Division Five from Grace Lee Baker for the efficient manner in which he handles his passengers during the rush hour.

For (33) Conductor G. R. Perdew of Division Three from Gloria Smith for exceptional courtesy.

For (34) Conductor M. C. Aspinwall of Division Five from Mrs. M. B. Wood for courtesy and kindness.

For (35) Conductor C. C. Goodson of Division Five from Olive McMullen for attending to his business in a

most pleasant and efficient manner.

(For 36) Conductor J. A. Ganann of Division Five from Mrs. I. May Throop for pleasant and kindly manner toward his passengers.

For (37) Conductor H. E. Tetreault of Division Five from Miss B. Ross for giving service unselfishly and willingly and always with a smile. He is also commended by L. McCrea for unending patience and cheerfulness, and further commended by Mrs. M. Diener for calling streets carefully and patiently directing his passengers as to changes and transfers.

For (38) Conductor T. J. Mulrine of Division Five from Theodore Cranz for politeness and strict attention to duty; for calling streets loudly and for cheerfulness.

For (39) Motorman G. Cook of Division Five from W. J. Paul for holding the car until he could board, which courtesy was greatly appreciated.

For (40) Motorman C. H. Conrad of Division Five from William Dublin for excellent service.

For (41) Conductor J. M. Sullivan of Division Five from Mrs. L. M. Moote for kindness and courtesy.

For (42) Conductor G. E. Kinnison of Division Three from Mrs. K. Parvin for taking care of an elderly woman who was ill on the car and for helping her to the safety zone where a traffic man took charge of her.

For (43) Motorman J. W. Reynolds of Division Three from Hughes Carr for courtesy and kindness.

For (44) Motorman G. O. Pritchett of Division Three from Minnie Warrington for courtesy and kindness in advancing her fare.

For (45) Motorman M. B. Capps of Division Three from J. L. Spingle for careful and efficient operation.

For (46) Conductor C. Tucker of Division One from Eligio Saturnino for courtesy and for faithfully fulfilling his duties.

For (47) Conductor A. B. Davidson of Division Four from Mrs. C. A. Troth for extreme courtesy.

For (48) Conductor J. H. Demaree of Division Three from Mrs. L. C. Scott who expresses her appreciation of his honesty and courtesy.

For (49) Motorman L. P. McAvoy of Division Five from Mrs. S. E. Jessup for service and consideration.

For (50) Motorman E. V. Todd of Division Two from Mrs. Ruth Ralph for courtesy and helpfulness.

Play Safe At Surf

Asserting that approximately ninety-two percent of accidents in the surf which necessitate life-guard rescues are avoidable, the Los Angeles City Playground and Recreation Department asks the cooperation of early season beach goers to observe a list of "don'ts". We are passing them on to members of our railway family for their perusal. Here they are:

1. Don't swim near rip tides; if in doubt about the safety of the water, ask the nearest life-guard—39% of the rescues.

2. Don't over-estimate your swimming ability, especially at the beginning of the season when not in training; don't make long distance swims unaccompanied by a strong swimmer or a boat—18% of rescues.

3. Don't bathe in remote places, but always stay near where a life-guard is stationed for your protection—11% of rescues.

4. Don't bathe immediately after eating; cramps frequently result—8% of rescues.

5. Don't swim near piers or pilings, as they cause strong currents and they have sharp cutting surfaces—6% of rescues.

6. Don't dive into unknown water or run into the surf before exploring thoroughly to find out its depth; when in doubt, ask the life-guard—6% of rescues.

7. Don't use inflated rubber play apparatus, such as tires, tubes, and water wings, in the surf; you may be carried out to sea and be unable to return—4% of rescues.

Other "don'ts" that will aid in making public beaches safer:

A. 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; if you actually need help, don't be timid about asking for assistance.

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

C. 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.

D. 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 oversleep and wake up a "cinder".

Track Reconstruction

Engineers of the Los Angeles Railway are working on track reconstruction on North Broadway from Ord Street to Bishops Road. This job calls for standard 116-pound girder rail, creosoted pine ties, rock ballast, eight inch concrete paving and asphalt top paving.

Specially Constructed Crossing

A specially constructed manganese articulated two unit crossing is being installed over the U. P. tracks on North Main and Albion Streets. This is known as the U. P.'s river track.

Square and Compass Activities

If your husband says he is going to the Square and Compass Club meeting on Saturday, May 16th, be sure that he does go and that you go with him. It's Ladies Night, you know, and that means that hubby takes the family for an evening of entertainment.

President John Collins has arranged for an enjoyable evening with a program of vaudeville talent that is going to hold your undivided attention. Refreshments will be served in the banquet room after the entertainment.

Degree Team Active

On invitation from officers of Glassell Park Lodge, the Degree Team conferred the degree of Master Mason on Conductor E. R. Jensen of Division Three, Tuesday, April 28th.

Club Guests of Signet Chapter

On May 11, Signet Chapter, Royal Arch Masons, will have as their guests, Bethels Nos. 30 and 36, Order of Jobs Daughters. A special program is being arranged and members of the Club, together with their wives, are among the invited.

Legion News

Memorial Day will be observed by the Canadian Legion Post No. 10, in conjunction with Inglewood Post No. 13. According to plans there will be a massive parade at Inglewood Park Cemetery at noon, May 30th. The British veterans plot is located in this beautiful location.

Arrangements have also been made for a church parade at St. Paul's Cathedral on Sunday morning, May 10th, in connection with the regular service. The assembly place for the parade will be on Hope Street between West Sixth Street and the Public Library. Time of assembly is 10:30 a. m.



Kathleen Marie gets a big kick out of her first birthday cake. Her daddy is Conductor L. B. Woodall, Division Two.



L A R Y ◆ ◆ ◆ ◆ L A F F S

"A hoss race," said Uncle Eben, "is most always at least a four-to-one shot, dependin' on de owner, de trainer, de jockey an' de hoss."

The first thing we read this morning was the comment of a noted educator who said there were two kinds of colleges in America.

Undoubtedly there are—those that wish they had fired the coach last fall, and those that wish they hadn't.

"What does it mean by 'being candid,' father?"

"Speaking unto others as you would not like them to speak to you."

Servant Girl: "Madam, master lies unconscious in the hall, with a piece of paper in his hand and a large box alongside."

Mme. X (joyously): "Oh, my new hat has arrived."

Fred—"Longfellow said that in this world a man must be either anvil or hammer."

Arthur—"He was wrong. Some men are neither; they are merely bellows."

Facetious One: "Why so gloomy, old chap?"

Gloomy One: "Just heard my uncle has cut me out of his will. He's altered it five times in the last two years."

"Ha! Evidently a fresh-heir fiend."

It was Sunday morning in a men's class in a famous Presbyterian church school.

"Will you please tell me," said a member to the teacher, "how far in actual miles Dan is from Beersheba? All my life I have heard the familiar phrase 'from Dan to Beersheba,' but I have never known the distance."

Before the answer could be given, another member arose in the back of the room, and inquired:

"Do I understand that Dan and Beersheba are the names of places?"

"Yes."

"That is one on me. I always thought they were husband and wife, like Sodom and Gomorrah."

When he stood up he was spell-bound. The big and jubilant audience dazed him, and as he stammered and stuttered in an attempt to get started, one of the members of the audience halloed: "Tell 'em all you know, Bill. It won't take long."

That was just enough to rile Bill.

"I'll tell 'em all we both know," he shot back. "It won't take any longer."

"Who can give a sentence using the word pendulum?" asked the teacher.

Little Rachel's hand went up. The teacher nodded encouragingly.

"Lighting was invented by Pendulum Franklin."

Two little boys were talking. One said to the other: "Aren't ants funny little things? They work and work and never play."

"Oh, I don't know about that," replied the other. "Every time I go on a picnic they are there."

The wife had been put on the budget plan. At the end of each month she and her husband would go over the account together. Every once in a while he would find an item, "G.O.K., \$3.00" and a little further on, "G.O.K., \$6.00."

Finally he said, "My dear, what is this G.O.K.?"

"God Only Knows," she replied.

A Chicago actress came into a lawyer's office and said, "I want a divorce."

"Certainly," said the lawyer. "For a nominal fee I will institute proceedings."

"What is the nominal fee?"

"Five hundred dollars," he replied.

"Nothing doing," retorted the lady. "I can have him shot for ten."

Speaking of unemployment! Col. Brown, of Memphis, said to Rastus, "Do you happen to know where Sam is?" And Rastus replied, "Yassah, yassah, ah sho does, sah. He's asleep in de shade o' dat tree lookin' for a job."

Rastus' lawyer was informing him on the legal status of his matrimonial relationship, and his chances for a divorce: "Mistuh Johnson, I has discovered I can get yo' divorce on the grounds that yo' marriage ain't legal, on account of her father he had no license to carry a gun."

Grandpa was dozing in his armchair and emitting sounds that might have come from a combination mule and buzzsaw. As mother entered the room she saw Bobby twisting one of grandpa's vest buttons.

"What are you doing?" she asked. "You know you musn't disturb grandpa."

"I'm not disturbing him," was the reply. "I was just trying to tune him in on something different from what he's givin' us."

A California man, suing his wife for divorce after less than two years of marriage, says that she is "sullen, mean, irritable, morbid, disagreeable, nasty, gruesome, cool, bitter, jealous, heckling, picaunish, loathsome, insulting, brazen, miserly, gluttonish, temperamental, selfish, contemptuous, inattentive, uncivil and inconsiderate."

—but can she cook?

Grocer: "You want a pound of ochre? Is it red ochre for painting bricks?"

Small Boy: "No, it's tappy ochre wot Maw makes puddin' with."



Division One

H. N. COLE

When Motorman H. L. Glass is crossing the street, he accepts the warning horn of an ordinary automobile with all the respect that the size of the machine merits, but when a certain machine, a member of a midget family, honks at him he says it makes him mad all over.

This crew usually pulled in by way of Seventh and Figueroa, but on this particular morning Seventh and Grand was their route. According to the Motorman C. M. Haylett, Conductor J. W. Kliever rushed to pull the switch according to custom; instead of grabbing the chain handle, he gave a huge tug at the short bar sticking in the same hole, and started backward and, but for a large building in his path, he would have broken the record for running backward.

Conductor R. W. Brigham claims no responsibility for the Arrow being in Lake Arrowhead, but it is an established fact that he has something to do with the scarcity of fish in said lake. The first day of May each year finds Brigham and his wife comfortably camped on the bank of the lake with rod and reel in hand, patiently waiting for the stroke of twelve, when the fun begins.

To those of you who have the habit of leaving your cigarettes at home on the dresser, we refer you to Conductor W. Watson who has a fresh supply at all times. Watson says that for seven long years Conductor E. Yohler has been leaving his on the dresser, and being close friends,—well you know how it is.

Almost any day there comes from the locker room a little song that ends up with a yodel which can be heard throughout the building. It is simply beautiful, even more wonderful than those heard over the radio. Motorman C. E. Yocum is the artist.

Conductor F. E. Schuler claims the honor of being the youngest Grandpa at Division One. He is forty-two. In last month's issue we reported an addition to his own family, and now comes the information that he became a Grandpa on April thirteenth, a little grandson arriving on that date.

It is suggested by Conductor G. E. Sackville that a coin exchange conducted by boys from the different divisions might prove interesting as well as beneficial. Any one interested get in touch with Conductor Sackville of Division One.

Motormen A. J. Koltenbaugh and B. B. Baker make frequent visits to the Division, but it will be several weeks before either will be able to return to work. Both are recuperating from injuries sustained in accidents.

At this writing Conductor-Line Instructor H. H. Wulf is out of danger and on the road to recovery. It will be remembered that he returned to the hospital for a second operation recently.

Conductor C. B. Haggard is back on

the job after an illness of several weeks, and is looking fine.

Have you noticed that Studebaker Special Six parked at the Division? Well it belongs to Conductor L. C. Price, and Ye Scribe had the pleasure of riding home in it a few evenings ago, and to say it was luxurious, would be putting it mildly.

Conductor W. H. Dyson has been on the sick list for several days but he hopes to be back on duty at an early date.

Illness is keeping Conductor H. L. Emmert away from his place of business for a few days.

The following motormen are reported sick: B. B. Darnell, C. Fisher, J. S. Peach, J. R. Williams and George Arnold.



Division Two

H. F. NELSON

Motorman G. W. Farley has been granted a leave of absence for ninety days in which to make a trip to Lewiston, New York, to visit relatives.

Motorman B. "Red" Briggs has returned to work after finding his father out of danger back in Illinois. Red reports a good trip and claims at last he has had his fill of good old home cured ham.

Motorman C. H. Engle is sporting a brand new Buick Eight, which he purchased a few weeks ago. Says its a lot different than the old Chevvie he's been coaxing along for the past six years.

Motorman W. T. Wuertz and family drove back to East St. Louis where they expect to visit old friends and relatives for about two months.

Motorman M. R. Chamblin is back again on the doughnut line after having undergone an operation. He claims he had a good time in the hospital and one good thing about a hospital—they issue no demerits there.

Motorman W. L. Ross has been off for the past month due to his wife being very sick.

Motorman R. B. Azbell spent several days on the sick list due to injuries received when he collided with a truck on Line "S." He received a bruised knee and several other bruises.

Switchman G. W. Coulter is still in the hospital. Latest reports are that he is getting along fine and anxious to get home.

Conductor L. H. Boyle was granted twenty days in which to rest up and recuperate from a recent illness.

Conductor G. D. White was roaming around the waiting room challenging all to a game of checkers. A boy about ten years old, who happened to be there, took him up and took White to the cleaners with three straight games, then he beat Ed Bailey and several other conductors. "Tex" Bourland must have heard what had been going on for he did not put in his daily appearance until quite a while after the young checker player had departed for home.

Motorman R. J. Smith wasn't fooling when he said he and the family were going to drive back to Texas for sixty days. He stopped at the Division just before leaving and we would have believed him if he'd said he was going around the world, for the Chevvie was well loaded for any kind of a trip.

Conductor W. S. Shepherd enjoyed a thirty day leave which he spent at home in Kansas. Reports a good trip.

Conductors F. W. Graves and A. R. Duncan motored to Coos Bay to look over some land which they had heard advertised over the radio but having no boat with them they were unable to see it, for it was raining while they were there, and their car was not equipped with pontoons, so they were obliged to come back home, but they report a good trip and look well rested up.

Conductor B. Still was working as motorman one Sunday recently, and while going down Wall Street noticed an awning in front of a store burning; having no water or any other means of putting out the fire, he took out his knife and cut out the burning spot. Later he told the owner of the store about what he had done. The owner let down the awning and took a look and there it was, he had rolled up the awning without noticing that anything was wrong with it. He then rewarded Still with a large handful of real good cigars.

You have heard about "All Night" and "Baby" Owls, but we have a new one at Division Two. Its called the "Pie" Owl. Every night the crew upon reaching Santa Barbara and Dalton are met by a baker who treats them with fresh pie; if he happens to miss one night he doubles up on their allotment the next night. The office clerks have been wondering why this run was so popular with the extra men.

Motorman R. W. Fowler resigned on the twenty-fifth to engage in the real estate business and reap a fortune.

We welcome Conductor M. F. Hurst to our midst, he having traded divisions and seniority with L. T. Staten who is making his home at Division Four.

Motorman R. T. Willis resigned the fore part of April to enlist in the U. S. Army Air Service, with the expectation of being stationed at Manila.



Division Three

L. VOLNER

In the wee small hours of the early morning Clerk Herter was rudely aroused by the frantic ringing of the telephone. Taking down the receiver a woman's voice called "Hold everything, Harry will be down in a minute." The clerk had hardly resumed his work when in ran our popular conductor, Harry Beals with barely enough wind to call for his run. When asked by the clerk why all the hurry, Mr. Beals looked at the clock and saw that he was down just one hour too early.

Conductor M. O. Brown and family ac-

accompanied some friends to Sequoia National Park for a few days vacation.

Foreman Reid and Clerk Dean have forsaken the golf courses for the past few Sundays and have been vainly trying to capture a few halibut off the Southern coast. If they caught anything, they must have eaten same before they returned, as there were none in sight.

Clerk Gilmore says it would be the end of a perfect day each Sunday if he could only pull a tripper after the ball game. Golf in the morning—baseball in the afternoon—after that he hasn't anything to do until the next morning.

Conductor N. E. Mackay and Motorman N. N. Flanigan have returned after spending a few weeks visiting Hollywood and way points.

Our Superintendent, George Ferguson, walked out of his office and into the trainmen's room, and much to his chagrin he heard "bones" rattling and a group of trainmen gathered. It had all the earmarks of a crap game, but to Mr. Ferguson's relief it was only an "Acey Ducey" or backgammon game in progress. Conductor Richards introduced the game to Division Three and it is getting to be rather a common sight to see Conductor Jergensen, Motorman Graham, and Conductor Richards engaged in this very interesting game and incidentally anyone of the above named men challenge all comers in a tournament.

Motorman H. R. Miller spent the latter part of April resting at his home in Temple.

Conductor C. T. Gartrell spent the month of April visiting his parents in Oklahoma.

Having heard the story that some motorman ran so slow that an old lady with a basket of eggs could alight any time between stops without breaking an egg, E. C. Croughan thought that a young active conductor with three dozen eggs ought to board a car that had just started to move. But somehow his feet went high and the eggs he was delivering to someone at the Division were badly scrambled. Croughan was not injured.

Conductor C. L. Menefee has accompanied his mother back to Sioux City, Iowa.

After seven months off duty on the sick list, Motorman C. M. Ward has returned as spry as ever.

On account of the flu, Conductor Ira Gott was off duty several days last month.

Conductor F. E. Sparks is now harvesting his crops of potatoes and onions. This together with his egg production keeps all the family working overtime.

Motorman M. L. Moore and family are spending sixty days with relatives in Oregon.

To supervise several changes that are to be made in his residence Motorman J. D. Messick is off for a few weeks.

Conductor T. A. Shanafelt spent several days in Arizona recently.

During the past month Conductor C. E. Dunlop and family visited Catalina for several days.

Motorman John L. Baier is loafing around the Division with his arm in a sling, same having been broken when Baier was cranking a car.

The new electric clock in the trainmen's room is very much appreciated by all the boys.

Motorman Jack Critchett is filling in as an extra flagman for the next few weeks.

Motorman J. R. Grose was off duty on account of sickness for several days during the past month.

Motorman Charles Owens is back on the job again after several weeks seige of rheumatism.

Conductor W. T. Russell and Motorman Roy Gholson believe they are the only trainmen who were working for the Los Angeles Railway prior to the World War, who served through that fracas, and are now back on the cars again. If there are others, either of these men would be pleased to hear from them. Address them in care of Division Three.

It's bad enough for just a common Motorman to miss out, but for a Line Instructor, and when he is breaking in a student, isn't it awful! After finishing with his student Motorman-Line Instructor C. T. Morgan shone around the barn for three days.

Conductor K. F. Wright has the sympathy of all the boys, over the loss of his wife, who passed away the past month.



Division Four

C. J. KNITTLE

The greatest desire of every correspondent, whether he be with a city paper or a house organ, is to be first with the latest but in our search for news the fact that the latest is not yet out makes it a difficult one. However, here's a big scoop just before it happened. In a few days about eighty trainmen will gather in a well known banquet room to be served an excellent chicken dinner with their division superintendents acting as waiters. This climaxes the first safety contest of the year, and group number six is being congratulated for carrying the honors at this division.

Conductor L. T. Staten of Division Two traded seniority April eleventh with Conductor M. F. Hurst of this Division.

A line shakeup was held for the "N" Line April 4th.

Conductor Frank Reynolds treated himself to a two weeks leave starting April 12th and made a trip to Pismo Beach and Santa Barbara and also visited our old friend, C. M. Munger, a former conductor, at Tulare.

There are times when we are dubious about the purported return of prosperity but the evidence is very convincing at times. For example Conductor George Prattley rolls to work in a recently purchased Packard Sedan, and Motorman Biddle ambles in with a lately acquired Buick Roadster. Then, too, Motorman Ed Adams is traveling about in a free wheeling Studebaker Sedan.

Mrs. Esther Pearce, stenographer, spent a few days on the sick list with an attack of laryngitis.

Conductor Andy Goldsmith left April 19th to motor to Milwaukie by way of Denver, Fort Collins, Lincoln, Neb., and Chicago. In Lincoln, Andy will visit a twin brother whom he has not seen for

twenty-eight years. We wish him a very pleasant journey.

Foreman B. B. Boyd is much enthused these days over a newly acquired canary whose exceptional intelligence is rarely equalled. During a party at Mr. Boyd's residence one recent evening the bird attempted to extricate a few bristles from a guest's mustache. The bird also attempts to ride on B. B.'s razor while shaving. In a friendly game of cards the canary frequently knocked over stacks of chips with its beak.

Motormen W. A. Gray, Dusty Rhoades, Knepper and Conductor W. H. Snow shipped out from San Pedro April 22nd, and returned with two dozen bass and barracuda.

Motormen F. H. Jensen, J. F. Biddle, R. J. Lee and Emil Kuhle, local restaurateur, fished near Catalina April 25th, and brought in nine bass and barracuda.

While waiting for his wife at the Forum Theater Conductor George Prattley had the misfortune to be held up by three very discreet bandits, and lost eleven dollars. The holdup occurred April 24th.

Conductor W. A. Johnson was granted two weeks leave to accompany his wife to Utah where her mother is critically ill. They left April 28th.

W. L. Greenwood, Motorman and Extra Clerk, left May 6th for Portland and Tacoma via Redwood Highway and will return by way of Yosemite. He was granted fifteen days leave.



Division Five

FRED MASON

The fellow who said "Save your money for a rainy day and buy an umbrella" wasn't so bad. But the guy who saved his money for a rainy day and bought an automobile wasn't so good. Motorman E. Gillen did the latter on Sunday, April 26th, and, as we all know, it rained, and how. Motorman Gillen bought his automobile in the morning and 9:30 at night found him in the hospital, the result of an auto wreck. At this writing we are unable to learn what injuries he sustained, but we all hope that they are not of a serious nature and that it will not be long before he is back on the job.

We are glad to see Motorman Floyd Doherty back on the job after being off sick for six weeks and here's hoping that his present good health will stay with him.

Quite a few of the boys have started on their vacations already and several more are getting ready. Here they are:

Motorman K. G. Norris, thirty days, to Tuscon, Arizona.

Motorman A. E. Woodfin, ten days, to San Diego.

Conductor V. R. L. Brown, fourteen days, back to the old home town of Globe, Arizona.

Conductor M. G. Law, forty days, visiting friends and relatives in Detroit, Michigan.

Conductor Gus Berlin, sixty days, back home to Chapman, Nebraska. Here's hoping they have no marathon dances back there or Gus will want an extension.

Motorman C. J. Hart, sixty days, going back to see the folks in Lockerby, Utah.

Motorman D. C. Noggle, sixty days, taking a trip back home to see the folks in Evansville, Indiana, for the first time in ten years.

Motorman George Pape, ninety days, for a trip to the desert on account of his health.

Here's hoping that all enjoy themselves and come back feeling full of pep.

Motorman A. B. Clark is back on the job again after spending sixty days in Abbeyville, Alabama, and reports a very fine trip both going and coming.

To settle all arguments as to how much Clerk "Baldy" DeMuth's beautiful red bezer cost per pint, quart or gallon, he wishes to state, and we don't think he'd fib, that it is nothing but a boil. We had a conductor once who had two beautiful shiners from cranking his Ford.

Motorman Henry Mast recently obtained an order for two pairs of trousers. Ain't dat sumpin'?

Conductor Fred W. "Buck" Buxton has to get a new coat and vest. It's the chest measurement, folks.

Conductors L. K. Wilson, F. T. Carty, and Motormen F. M. Hall, A. R. Hicks, and G. W. Halsey, have resigned to take up other word. We all wish them the best of luck.



JACK BAILEY

The sympathy of all is extended to our Assistant Superintendent W. C. Brown and W. T. Brown, General Foreman of the Car Houses, on account of the death of their father who passed away April 27th.

Mrs. R. P. Millan, wife of Carpenter R. P. Millan is reported seriously ill and we wish to express our sincere wishes for a complete recovery.

Our most heartfelt sympathy is extended to J. Holdsworth of the Curtain Department on account of the sudden death of his brother.

The sympathy of his Shop friends is extended to Truckman J. Giles whose mother passed away last month.

George Cleland, former Trimmer Foreman, and W. L. Williams, former Assistant Foreman of the Mill, recently dropped in for a few minutes chat with the boys.

H. Furrer of the Electrical Wiring Department is back on the job after a trip to the hospital and a few days rest.

You boys in the Winding Room don't want to mistake Tom Rocha's car for a traveling notion shop. Those things on his car are all extras.

Two very industrious young men of the Electrical Wiring Department known to us as Clifton Denell and Arthur Gerard have gained much attention at the Inglewood High School naturalization classes, having been elected to the offices of President and Vice-President.

Great things are expected of Cliff in the coming session when he will be called upon to represent his class as spokesman in the High School Auditorium. Of course

if Cliff is unable to attend these meetings Gerard is quite capable of filling the shoes of the able Clifton. Nothing slow about our Railway Boys.

Herman Heuer of the Winding Room is sporting a new 1931 Studebaker, the other antique he has been driving just could not go on forever.

Dave Anstedt of the Winding Room is home from the hospital after being confined on April 9th. A. G. Sundeen a former employe of the Winding Room is temporarily replacing Anstedt.

R. L. Sloane of the Winding Room is back on the job after two months on the sick list for a minor operation.

Ted Ormston of the Winding Room is back to work after some days off nursing a big toe.

We take pleasure in announcing a new addition to our big family, J. Mautla. Joe is in the Upholstering Department where big soft things are expected of him.

Carpenter R. L. Hand was granted a two weeks leave of absence to return to the East and bring his children to their new home in California. R. L. likes it out here.

H. E. Simpson, Shop Glazier, is reported moving into a new home. Something is missing out on spring housecleaning.

O. Rivers, of the Machine Shop, is again one of us after an absence of several days due to a tonsil operation.

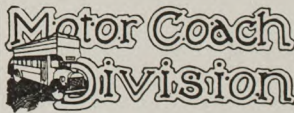
Truckman John Mathis is the recent winner in the Truck Shop quits tournament. If you boys think he is good bring him over to the Carpenter Shop some noon hour.

Truckman Joe Schreiber is back on the job after answering on the sick list since March 14th.

Having reached a mature age, or something more important than that, is surely responsible for the sudden change in our old friend L. K. Plummer. "Little Lincoln," has resolved to shave every night in the near future.

Believe it or not Truckman Bill Thun has made at least a dozen trips to Tia Juana in the past few weeks, upon an investigation the boys learned that his wife was out of town. She had better return soon or he will trade the Erskine for an Austin.

The Shop employes wish to extend their sympathy to J. DeLaTorre on account of the death of his father, who passed away on April 27th.



J. H. McCORNACK

It is the unanimous opinion of all present that this month's smoker was the best ever. Mr. Van Vranken, Manager, and F. C. Patton, Assistant Manager, gave splendid talks on accident prevention and operation in general. The boys reciprocated with the musical entertainment consisting of steel guitar selections by J. Myers, C. Clymer and G. Thornton. Thornton also gave a whistling solo. L. Cagle and R. Woodrow followed with harmonica and guitar selections. Not to be outdone G. Mendenhall, L. Hiersemann

and G. Filer also demonstrated their ability as songbirds.

King Riley had to be rushed to the hospital recently for an appendicitis operation. His appendix had burst which made the operation more serious but his recovery is assured now.

F. L. Shafer and A. Vanderhop also had to undergo appendicitis operations but they are home now and doing nicely.

J. Kresge has resigned after three years in the service. He is going back to Philadelphia to re-enter the prize fighting game.

E. Hall now leaves us after nearly two years service.

G. Swisher has been granted a thirty day leave of absence to rest up from the strains of South Main Street.

W. Clark has been hired away from us by the Bothell Ice Cream Company.

If you want to know the right time ask R. Griffith and he will probably tell you 21:60 (Its an old Spanish custom).

H. Zimmerman has had the novel experience of walking back from an airplane ride. While flying his friend wished to see if he could land upon a certain hill, which he did but couldn't take off again with a passenger.

J. L. Burton has resigned after nearly two years service to sell life insurance.

Mike Casale, Mechanic, and Stinky Davis issue a challenge to pinochle players from all divisions—the tougher the better.

R. Graves is acquiring quite an interesting collection of cartoons.

L. Nowak has taken up bowling. He thinks he can bowl if George Riggs can.

Al Brehm goes fishing at Redondo now. There is a fish market there.

Frank's Cafe Bowling Team consisting of H. Donart, R. Hinze, G. Goehler, H. Turner and R. Gay staged another battle royal with the No. 1 Team whose members are Bob Coenen, J. Karchas, P. Hutton, F. Phillips, and Ed Karchas. Much excitement was caused by individual members fighting for high scores. Donart, Coenan and Gay rolled one or more games each over the 200 mark with several others following closely in the 90's. Phillips and Turner shared the hard luck respectively for their teams. These boys roll every Tuesday evening on the Luxor Alleys at Vernon and Vermont.

GARAGE

The Garage Bowling Team consisting of D. Rishel, Captain; E. Fleming, G. Riggs, H. Hinze, G. Oliver and R. Gay is among real competition and so far have dropped more points than they have won but are planning on catching up on some of those teams which are now establishing high averages. It seems that G. Oliver beat his instructor in one game but as he is a very modest fellow we don't hear much about it. This team can be seen in action every Monday evening at Broadway and Manchester.

Ask Mike Casale how far it is from Fairfax to La Brea. It took him six days to make the trip.

Joe McDonald has lost a lot of his zeal for swimming since finding a dead man playing tag with him out in the ocean.

Al St. John says Sam Turner has his Ford in such a condition that he cannot fix it himself any more.

Wesley Nolf says, "Let's wait till

Powell gets here so we can think."

Wm. Decker is taking quite a trip on his vacation this year. He is going to sail the high seas of matrimony. Goodbye "Bach."

E. S. Dick tells us that he drove that six dollar Buick to San Diego in two hours and fifty-seven minutes. It is thought that he was thirsty.

Reports from J. Keller are that he is getting along fine and will be on the job again within the month.

R. Hester has been telling about seeing the Playa Del Rey Mission but from his detailed description it is thought that he was looking at the Sewage Plant.

J. Stanfill has been appointed the new overseer of the grease rack and has taken charge of the greasing of all vacuum tanks.

We are sorry to learn from R. Taylor that his wife has been suffering all this time with her ears and that an operation was necessary.

Dean Ovard received a thrill on one of his ocean voyages when directly ahead he saw what he thought to be a pole driven in a sand bar. Swerving sharply he avoided it but ran into another one. He sat motionless expecting it to come through the bottom of the boat. Nothing happened except noise and looking around he saw several poles all floating on end a short distance below the surface. Relating the incident a friend told him that there were caches of liquor on the end of those poles and now he has twisted the propeller off his boat trying to find them again.

George Borngrebe was forced to take a week off to rest some strained muscles in his back.

The crank slipped off while Wm. Hamblly was cranking his Nash and hit him directly in the mouth cutting a hole in his upper lip and bruising the lower. He has to drink his coffee with a sipper but says it tastes good just the same.

Andy Seyfirth says "You know where they are when you are with them yourself." He has stolen a girl friend away from a fellow and now goes to see her every night so the other fellow can't get her back.

C. Hardy refuses to accept the name of Skipper O'Brien so it has been changed to Popeye.

M. Casale, J. Hubbard and G. Riggs took a trip to Tia Juana Sunday the 26th. It seems that fat papa met an old friend. They had a good and wet time going, coming and while there.

No, that isn't Keller working on Twin Coaches, that's Scotty.

DIVISION ONE

H. Truesdale of the Night Shift, has resigned to take charge of a large ranch in Washington. We all join in wishing Harry the best of luck.

R. Hubbard and family made a very enjoyable trip to Catalina Island last Sunday. Bob said that he wasn't seasick, he was just watching the fish play.

W. W. King has returned to work after being off on the sick list for several nights.

After having had his home broken into and robbed, Geo. Atkins is now in the market for a police dog, a big one.

D. McFarlane made a flying trip to Red Rock Canyon to try out his new Nash, using only five cylinders. Nothing like taking along an extra, is there Don.

DIVISION TWO

We were very sorry to hear of the tragic death of Ernie Sayre's brother, who was instantly killed when he collided with a house, which was being moved.

Jim Griffith tells us that he has potatoes on his ranch which are growing so fast that you can hear the ground crack. Sounds like mashed potatoes to us Jim.

We are very sorry to announce the resignation of Sam Ventalora which took effect April 15th. His physical condition made it necessary for him to seek work of a different nature. We wish you the best of luck Sam and remember to let us hear from you.

Judging from the paint we have noticed under "Doc" Robey's finger nails it must be that spring and house cleaning time is with us again. Its pretty tough on us poor husband's isn't it "Doc"?

As we have quite a bit of respect for the gentleman in question, we won't mention his name, but we were certainly surprised to hear that he ran out of gas while on his way home from work one night last month. It's funny that darn Bluegreen gas won't last longer, isn't it.

We've been told that Sam Cohn is a very frequent visitor at his new son-in-law's home, which is not so strange, but it is strange how well his visits are timed with meal time.

Ernie Sayre and wife enjoyed a trip to Death Valley last month. Ernie highly recommends this trip to any one who can take about three days off. He says it offers something entirely different, in the way of scenery, from any place that he has ever been. He cautions one, though, to have his car in good mechanical condition before making the trip as there are some pretty steep grades going into the valley.

Dennis Yates is getting along nicely at the Methodist Hospital and expects to be back on the job before many moons.

DIVISION THREE

E. C. Muse and a party of friends went on a fishing trip off Manhattan Beach, Saturday, the twenty-first. They reported a good time and lots of fish.

After being on sick leave for several months, J. Graham has reported back for duty. John looks like a million dollars and we are certainly glad to see him back.

A. Roman left on Saturday, the eighteenth, on a vacation trip to Texas.

W. Wickwar is at present off on sick leave with an injured foot.

G. B. Magin is back on duty after being off for several weeks with a broken wrist. Glad to have you back, Bud.

DIVISION FOUR

J. B. Campbell has traded in his old flivver on a 1929 two-door sedan.

While on his way to work one morning last month, Jim Alverson, had the misfortune to wreck his car while trying to avoid a collision. Tough luck Jim.

DIVISION FIVE

Wheeler Ellis has purchased a new home at the corner of seventy-fourth and Budlong Avenue.

The occasion of the big celebration at Lennox last week, was the breaking of a bottle of something or other over the radiator cap of a new Chevrolet, by Mrs. Land. The maiden trip was made to Lake Elsinore.

Other trips that were made during the past month: Wm. Coxen to Lake Arrowhead, Ben Burgess to San Diego, C. R. Litz to El Centro.



H. I. SCHAUBERT

George Jamison, like Einstein and Walker, spent a short vacation last month at Palm Springs, recuperating from his arduous duties as Switch Repairer.

The new watchman on the North Broadway job is J. H. Robinson. He is a former missionary. WELCOME!

Charlie Johnson, after many years of service as Bridge Foreman, has resigned. He is going to Oregon, where he plans to do a little farming and a lot of fishing. Good luck to you Charlie, and when you have time let us know how they are biting.

Cal Simmons had plenty of sick committees visiting him during his recent illness. Mrs. Simmons wants to know, however, why so many of the visitors inquired about her new electric refrigerator before they asked about Cal.

Jimmy Taller has been ill, too, with influenza. Haven't heard how he got along, he has no electric refrigerator.

J. J. Johnson, Cavanaugh, Diebert, Fleetwood, Sparks and Plume spent about two months making repairs to the Vernon Yard well. They made such splendid progress that when a well expert was finally called in, he was able to put the well in operation in only two days.

Jimmy Lavin dropped in at the Yard for a short visit the other day and modestly admitted that—"Minnie av the owfishils had towld him that he was the bist mon they had ivver had on the job. Yiss!!"

Frank Putnam, Bill Swearingen and yours truly went bass fishing at the opening of the season. Each one catching a limit of fish, which were generously divided among the less fortunate. (As it is necessary to have the copy for the May issue of Two Bells in the Editor's hands by April 28th, there is a possibility that some changes be made to the foregoing statement in June issue.—If we can't, forget it.)



H. K. CONACHER

The Mechanical Department wishes to join the many friends of Wm. T. and W. C. Brown in expressing their deepest sympathy on the occasion of the death of their Father, who passed on beyond, April Twenty-Seventh, 1931. Interment was held at the Angelus Abbey Mausoleum.