

Front row, left to right: Safety Operators J. H. McClintock, W. L. Greenwood A. C. Beck, F. H. Rhoades, H. Howard; Motormen G. H. Slatford, C. Larson, A. F. Kiefer. Second row: Conductors F. U. England, S. T. Cooper, W. W. Warren, A. W. Horton, C. J. Knittle, J. Howarth, C. C. Dotts, M. B. Boyd. Back row: Motormen T. L. Roberts, W. Brotherton, R. A. Knudson, M. L. Hart, R. K. Dowell, J. A. Douglas, R. W. Harry, G. Culp.

Instructors Division 4

"By their works ye shall know them." Introducing, ladies and gentlemen, Superintendent Wimberly's Line Instructors — motormen, conductors and safety operators. They are responsible, to a certain extent, for Division Four's splendid record in securing witnesses, as they teach their students, along with other operation, how to secure seven or more witnesses per accident.

The efficient students these men turn out indicate, by the records, that they are real trainmen and instructors, or, as the saying goes—"They know their oil."

Baseball Signs

Six or seven cars on the "H" Line are being equipped with dash signs reading "Baseball—This Car to 42nd and Wall," for the start of the games at Wrigley Field.

This is for the accommodation of baseball fans leaving the north end of the city served by the "H" Line.

The baseball signs will be placed over the rear dash sign when car leaves the 53rd street terminal, to be taken off when car arrives at 42nd street on the southbound trip.

Ball Game Saturday

Los Angeles Railway vs. Pacific Mutual, Home Grounds (Vernon Yards), 2:30, April 16th.

How League Stands

Teams—	Won	Lost	Pct.
Boyle Dayton.....	2	0	1.000
L. A. Ry	1	1	.500
Santa Fe	0	1	.000
Pacific Mutual	0	1	.000

"Press Harder" Safety Slogan

Electric Railway Journal

He was just a little chap, not more than twelve years of age. He was standing in the middle of one of the busiest streets in New York City. He represented the conglomerate type that is an integral part of our city life. On his face was an expression of responsibility far beyond his years. He was directing traffic at a critical time, and traffic was obeying every motion of his hand. There was no confusion. Rattling trucks, screeching taxicabs, clanging street cars halted at his whistle. In his alert gestures and frail little body was fruition of one of the greatest movements mankind has ever undertaken. He proclaimed better than all the screaming posters and reams of propaganda that the safety movement has penetrated to the very roots of American life.

Now let us glance Westward. Take the recent case of Albert Frick, the young salesman of the Public Service Company of Northern Illinois, whose life was prolonged for 108 hours through the devotion of more than a score of his co-workers who had been trained in the art of artificial respiration; their skill was made possible because safety had been sold to the company for which they worked. Did Albert Frick die in vain? Certainly not. His death set up another beacon that will dispel the gloomy idea that corporations are soulless.

The gasp of the dying man, "Press a little harder, boys," is a motto worthy of the safety movement. If it is obeyed the roots of the movement will not only be sustained, but there will come a time when the unsafe man or woman will be considered a menace to society.

The little boy at the corner, and Albert Frick; what powerful arguments for the doubter!

Making Your Will Law Of Succession

The law of succession is that branch of substantive law which regulates the disposition of property after the death of the owner. It is divided into two general divisions; first, the law of testate succession, and second, the law of intestate succession.

Testate succession is that form of succession which is governed by the last will of the deceased owner. When the owner has left a valid will, he is referred to as a "Testator," or, if a woman, as a "Testatrix."

Intestate succession is that form of succession which, in the absence of a last will, is governed by the legal rules of descent and distribution. The owner who has died without leaving a valid will is called an "Intestate."

Descent and Distribution

"Descent," or "Inheritance," is a term properly used only in reference to the succession of real property. The most approved term to indicate the succession of personal property is "Distribution." We will give some rules for the distribution of the property of an "Intestate." 1. If the deceased leaves a surviving husband or wife and only one child, or the lawful issue of one child, the estate will be divided in equal shares to the surviving husband or wife and child or issue of child. 2. If the decedent leaves a surviving husband or wife and more than one child living or one child living and the lawful issue of one or more deceased children, then one-third goes to the surviving husband or wife and the remainder in equal shares to the children and the lawful issue of any deceased child by right of representation; but if there is no child of the decedent living at his death, then the remainder will go to all of his lineal descendants and they shall share according to the right of representation. 3. If the decedent leaves no surviving husband or wife, but leaves issue the whole estate goes to such issue in equal shares. 4. If the decedent leaves no issue nor husband nor wife, the estate must go to his father, or mother, in equal shares, and if either is dead, then to the other; and if there is neither issue, husband, wife, father or mother, then in equal shares to the brothers and sisters of decedent by right of representation. 5. If the decedent leaves no husband, wife or kindred and there are no heirs to take his estate or any portion thereof, the same escheats to the estate for the support of the common schools.

Will—Testate Succession

A will is an instrument by which a person directs the succession of his or her property after his or her death.

Until death it is subject to revocation by the person making it. So far as the will relates to real property, it is called a "Devise." If it disposes of personalty, it is to that extent referred to as a "Testament" and the gift of personalty is called a "Legacy." The instrument is generally called a "Last Will and Testament." The statutes prescribe certain formalities in the execution of a will and these must be complied with or the instrument will be invalid and the property will descend as if no will at all had been made.

Execution of a Will

To execute a will, the statutes have provided the following formalities: Every will other than a nuncupative or holographic will must be executed and attested as follows: (1) It must be subscribed at the end thereof by the testator himself, or some person in his presence and by his direction must subscribe his name thereto; (2) the subscription must be made in the presence of the attesting witnesses, or be acknowledged by the testator to them to have been made by him or by his authority; (3) the testator must, at the time of subscribing or acknowledging the same, declare to the attesting witnesses that the instrument is his "Last Will and Testament;" and (4) there must be two attesting witnesses, each of whom must sign the same as a witness, at the end of the will, at the testator's request and in his presence.

Escheat

If the owner of property dies without making a valid will or without having lawful heirs or distributees, his property escheats or goes to the state.

Executors and Administrators

An "Executor" is one who is appointed by a testator (or one making a will) in his Last Will and Testament to carry out the directions contained in the instrument.

An "Administrator" is one who is appointed by the court to take charge of the property of the deceased person and distribute it according to the will of the deceased or according to law.

Engineers Busy

On Virgil avenue, from Willowbrook to Clinton, work has been commenced on reconstruction in re-tieing, ballasting and paving.

Work is under way on Wall street, between 45th and 53rd streets, in complete reconstruction of track.

TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

What Price Service

Did you ever hear the quotation, "A man's best friend is his dog?" Did you ever have a dog of your own, and if you did, did you ever stop to think how firmly that dog entrenched himself in your affections, and how quickly you would have resented any unnecessary injury which might have been inflicted on the animal?

A few days ago we had a case wherein a dog in some manner became entangled in the truck of one of our cars on line "R," and while no injuries were apparent the dog was in such a position that it could not be readily removed.

With one paw laying across the rail, another only a few inches from the rail, and the body of the dog doubled up under the mechanism of the car, the dog was able to look up at the bystanders, not making a whimper at the time, but with a pleading and trustful expression in its eyes, indicating that it realized that it was in a serious situation, but that it trusted in its friend "man" to extricate it.

The attention of the crew in charge of this car was called to the situation. They stepped down on the ground, looked at the dog, but neither member of the crew made any personal effort whatever to relieve the situation. They did back the car up a few feet with no result, and then disregarding suggestions on the part of bystanders that if they would wait a few minutes someone would shoot the dog, the crew got on their car, started up at a rapid rate of speed, saying that they would go to the end of the line and see what they could do. The car had only proceeded a few feet when one leg of the dog was torn from its body, a few feet farther along another was torn off, and still a short distance farther the mangled quivering body became dislodged and the car passed on.

The report of the crew was very laconic in saying that "when we reached the end of the line the dog was gone."

The crew testified that they heard, as they proceeded, no sound from the dog indicating that it was in pain, and yet the testimony of bystanders was to the effect that the dog howled so that it could be heard for blocks.

One lady in an automobile who was witness to the occurrence fainted and was upset for several days.

The motorman on the car immediately following when asked what he thought when he saw fragments of the dog's body being torn away and scattered along the pavement in front of his car as he proceeded to the terminal, was silent for a moment, and then replied that he did not have a very good appetite for his dinner that night after his day's work was completed.

The crew in charge of the car simply stated that they did not know what to do, and that they did not think the Company wished a car delayed for such a reason.

However, this motorman who was on the car following, when asked what he would have done had he been in charge of the car concerned, gave absolutely the most satisfactory answer which could have been made when he said: "I would not have moved my car with the dog in that position, but I would have called the dispatcher as soon as I could and tried to have the emergency truck sent out to jack the car up," and that is exactly the action which should have been taken.

It will take a long period of careful, courteous and efficient operation on the part of every trainman in the service to overcome the impression made by the thoughtless, cruel and inhuman action of the crew in charge of this car on bystanders and passengers who witnessed the incident.

BOUQUETS



Left to right: I. E. Gott, F. T. Ruelas, G. E. Nidick, H. W. Brown, C. T. McClure, F. Stauss.

Conductor I. E. Gott of Division Three is complimented by Mrs. W. M. Owen for assistance given an elderly woman in boarding and alighting from his car and giving her helpful direction.

Motorman F. T. Ruelas of Division Four receives commendation from Captain P. F. McLaren of the Fire Department for assisting a blind man from his car and through traffic.

Motorman G. E. Nidick of Division Four is given an appreciation by Mrs. M. E. Brewster for courtesy and consideration to elderly woman who would have been passed up in the dark.

Motorman H. W. Brown of Division One is especially commended by Charles E. Long for alertness, strict attention to duty and efficiency in handling his car to avert collision with automobile.

Conductor C. T. McClure and **Motorman F. Stauss** of Division Three receive commendation from F. B. Beatty. Mr. Beatty commends Conductor McClure for assistance to blind colored man, and Motorman Stauss for his careful handling of equipment and safe operation.



LARY LAFFS



"Did the children behave when you bathed them?" asked the mistress of the new French nurse.

"All but ze biggest boy—and, mirabileu!—how he fight an' kick an' nearly tear ze face off me before I could get him in."

"Which biggest boy—we've only got one boy, and he's only two years old?"

"Eet is no him at all, I mean. 'Tis a boy who wears glasses an' has ze curly hair."

"Boy! Boy! That's not a boy! That's my husband!"

"Do you find that advertising brings quick results?"

"I should say it does. Why, only the other day we advertised for a night watchman and that night the safe was robbed."

"Oh, Mrs. Magnus, did you ever meet a man whose touch seemed to thrill every fibre of your being?"

Mrs. Magnus: "Yes, the dentist."

A West Virginia darkey, a blacksmith, recently announced a change in his business as follows:

"Notice—De copardnership heretofore resisting between me and Mose Skinner is hereby resolved. Dem what owed de firm will settle with me, and dem what de firm owes will settle with Mose."

Tommy went home one day with a nice new golf ball.

"Look at the lost ball I found on the links, father," he said.

"But you are sure, Tommy," said Mr. Traddles, "that it was a lost ball really?"

"Oh, yes," said the boy. "I saw the man and his caddy looking for it."

"Hey, any of you fellows lose a wrench?"

"Yea, me."

"What's yer name?"

"Mike Conners."

"You ain't the guy. This wrench belongs to Pat. Pending. His name's on it."

Bandit (to bank teller): "And get a move on you! Don't you know I can only park my car out there for 15 minutes?"

"Do you think I look all right in my new gown?" she asked.

"Hm! Yes," replied her husband, "but I would suggest that if possible, you get in a little further."

Try It

Getting out a magazine is no picnic.

If we print jokes folks say we are silly.

If we don't, they say we are too serious.

If we publish original matter, they say we lack variety.

If we buy syndicate stuff, they say we should use items about our own people and our own plant.

If we stay in the office, we should be out rustling up news.

If we go out to rustle up a little news, we should stay in the office and not bother men at work.

If we don't print contributions, we are unappreciative.

If we print them all, the paper is filled with miscellaneous junk.

Like as not, some fellow will even say we swiped this from another paper.

And so we did!

Bulletins

ISSUED APRIL 18, 1927

STREET CAR

NO. 59—NOTICE TO TRAINMEN

Some crews and operators on Mateo Street Shuttle cars are failing to stop for passengers when southbound at Third street.

This stop must be made whenever passengers offer themselves.

NO. 60—NOTICE TO CONDUCTORS

Pass No. 123, issued to LeRoy Dixon, Secretary, Inglewood Chamber of Commerce, has not been turned in. This man is no longer connected with the Inglewood Chamber of Commerce.

If presented for transportation, take up, collect fare and send to this office with report.

NO. 61—NOTICE TO CONDUCTORS

Pass No. 6274, issued to E. M. Worsley, Motorman Division No. 1, is reported lost.

If presented for transportation, take up, collect fare and send to this office with report.

NO. 62—NOTICE TO CONDUCTORS

Pass No. 1648, issued to Ralph Wright, Second Class Wireman, Electric Construction Department, which was reported as lost in Bulletin No. 47, has been recovered.

NO. 63—NOTICE TO CONDUCTORS

Pass No. 2094, issued in favor of A. D. Doane, Trimmer, Mechanical Department, is reported lost.

If presented for transportation, take up, collect fare and send to this office with report.

P. B. Hill

BUS

No. 27

Beginning at once, operators and conductors when laying over at terminals after dark must have tail lights, interior lights and head signs burning. Headlights must be turned off to save as much drain on the battery as possible.

Wauwankent

TUNE IN

Orchestra

April 19—KMIC, 8:30 to 10 p. m.

April 20—KHJ, 10 to 11 p. m.

April 21—KFQZ, 9 to 11 p. m.

April 22—KNRC, 9 to 10 p. m.



"Don't get scared, folks, I'm a gentleman from outside the ring," says little William Dempsey, fleaweight champion of the Cherry Alley gang. William is not related to the world-famous ring idol. Like Young Stribling, he trains under his versatile daddy, Conductor Vincent Dempsey, of Division Four. William is not quite three.

Legal Question Box

Q. Is a will written and signed by the person making it honored in this state? Also, does it require signing before a witness? Please tell me how a will is executed. H. W. S.

A. The will you refer to is called a holographic will. It is a will entirely written, dated and signed by the hand of the testator himself and need not be witnessed. Every will other than a nuncupative or holographic will must be executed and attested as follows: (1) it must be subscribed at the end thereof by the testator himself, or some person in his presence and by his direction must subscribe his name thereto; (2) the subscription must be made in the presence of the attesting witnesses, or be acknowledged by the testator to them to have been made by him or by his authority; (3) the testator must, at the time of subscribing or acknowledging the same, declare to the attesting witnesses that the instrument is his last will and testament; and (4) there must be two attesting witnesses, each of whom must sign the same as a witness, at the end of the will, at the testator's request and in his presence.

Q. What is the meaning of the term non-suit? R. C. R.

A. The dismissal of an action first by the plaintiff himself, upon payment of costs at any time before trial; second, by either party upon the written consent of the other; third, by the court when the plaintiff fails to appear on the trial and defendant being present asks for dismissal; fourth, by the court, when, during the process of trial, the plaintiff abandons it; fifth, by the court upon motion of the defendant when upon trial the plaintiff fails to prove a sufficient case for the jury; sixth, by the court, when, after a verdict, the party entitled to judgment neglects to demand and have

the same entered for more than six months.

Q. What is meant by a quit claim deed? A. S. H.

A. It is a deed of conveyance operating by way of release, not containing any warranty or covenants of title.

Q. What is a letter of credit? T. B. N.

A. A letter of credit is a written instrument, addressed by one person to another, requesting the latter to give credit to the person in whose favor it is drawn.

Q. What is the time before a contract is outlawed? C. H. K.

A. Four years; that is, the action must be commenced within four years after the execution of the contract.

Q. How must an infant or an insane person appear in court? F. S. E.

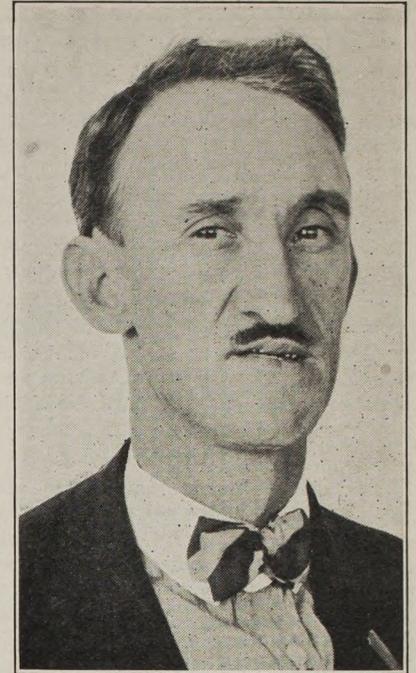
A. They must appear through a guardian.

Q. (1) How would you go about getting a homestead? (2) Can the husband dispose of the homestead without the consent of the wife if it is taken from his separate property? A. T. M.

A. (1) By filing a declaration of homestead, properly signed and acknowledged with the County Recorder, containing a statement showing that the person making it is the head of a family, and if married, the name of his spouse; a statement that the person making it is residing on the premises and claims the same as a homestead; a description of the premises, and an estimate of its cash value.

(2) No, the husband cannot dispose of the homestead without the consent of the wife, even though it is taken from his separate property.

S. G. House



A lot about a House. Folks, step right up and meet Conductor S. G. House of Division Two, who hails from the "Hoosier State," Indiana.

Conductor House started with the Company on June 29th, 1920, and has established a splendid record. He was top man in the special bonus for the years 1924, 1925 and 1926. House had no miss-outs, has received several commendations for courtesy, and if it had not been for a slight omission in his trip sheet in 1922, his record from 1920 would be an unbroken list of merits.

Conductor House has been on the "H" line practically the entire time since 1920.

Superintendent Dickey is justly proud of this trainman's record and doubts if any other division can beat the one established by House.

Pressing Call To Trainmen

Trainman Sprat had a hat,
Not new, but very clean,
His uniform was nice and neat,
His shoes the brightest seen,
And when he went out on his run
He looked alert and keen.

—H. B. H.

Chief Instructor Danny Healy says: "I have observed that, as a general rule, the neater and cleaner the man, the better man he usually makes for the job."

If this is true of a man who is "breaking in," it certainly seems logical that the men already in the service can create a great moral effect both on the new man and on the general public they serve—"uniformally"—so to speak.

A uniform that is kept cleaned and pressed is an advertisement for the man and for the Company he represents. The Company has representatives whose special duty it is to inspect uniforms and equipment of the men. The man who prides himself in the fact that he keeps his uniform, shoes, cap and equipment in first class condition at all times, has little concern in how many inspectors the Company may have. He's there.

Another important factor which enters into this subject is, that the neat appearance of trainmen is considered in awarding the special bonus. Fellows, this is food for thought!

New Garage Under Way

As the last unit of the old buildings has been removed, which stood partially on the site of the new garage, arrangements are being made to use the east and west ends of the new building. The east end of the building accommodates the offices of Garage Foreman Lindsay and staff, machine shop and battery room. Four pits at the west end of the building are being used for repair work on busses.

Work is being carried on for completion of the building which is expected to take about a month to finish.

Shop News

To centralize all repair work in the Repair Department of the Shops, Assistant Foreman Bert Timbs has moved his department and combined forces with Foreman Joe Spearing.

Appreciation

To the employes of the Los Angeles Railway:

We gratefully acknowledge and thank you for your kind expression of sympathy.

Mr. and Mrs. Alfred D. Jack,
Mr. and Mrs. John W. Jack.

"Daddy" Pierce's Shoe Record

When it comes to saving soles, or half soles, Supervisor W. R. "Daddy" Pierce springs this one:

He says he has a pair of shoes he has worn since February, 1918. He wears them every day. Has had them half-soled nine times and they are ready for the tenth time—thinks they will last him another year, and wants to know if any man connected with the Company can beat that record. Now we'll hear yours.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, April 13:

To Division One, Conductor H. Van Zandt. To Division Three, Conductor J. M. Waselchen. To Division Four, Safety Operator R. Cawthon.

FOR SALE

Player Piano — Gulbransen, bench, scarf and 54 rolls—good condition. \$200 cash or trade for Ford. B-35.
House—Plastered, six rooms, double garage, large lot, near Division Two. \$4500. Terms. B-36.

TRADE

Will trade—Good rabbits for milk goat.—B-37.

BUS DIVISION

ELMER WOOD

Wedding bells rang merrily April 10th for Conductor A. C. Adams and Miss Sylvia Slasor, who were united in marriage at the First Methodist Church, 8th and Hope streets. Operator H. H. Houseworth and Mrs. Houseworth were attendants. We wish them all the luck in the world and a long and happy life together, but we are still waiting for the cigars.

Operator A. W. Warnick has been granted a 60-day leave of absence to recuperate from a severe attack of bronchitis. He will go to Arizona and live with his parents until he feels better.

GARAGE

The clerks in the main office are very proud of their new home. They say it's like working in paradise compared to the old office, and now at times it's so quiet you can hear your hair grow. The main office and Mr. Lindsey's are both on the second floor and overlook the entire new garage building.

The mechanics now working in the finished part of the building realize what a wonderful shop it is and the improvement over the old building (which is torn down) is incomparable. The new snappy electric cranes to hoist up motors, transmissions, etc., and carry them to the other end of the shop, make working a pleasure, and the advantage of being able to work under the full length of a bus beats turning it around to work on the other end all hollow, which had to be done in the old shop.

There are also a number of new additions to the machine shop machinery along with the converting of the drill press and power saw into motor driven units.

The locker room in the basement is very cosy, with the gas radiators to keep it warm, and also the showers, which tempt the boys. They will be more appreciated during the summer months.

The following changes have taken place in the past month: Those who have been changed from the night and afternoon shifts to the day shift are as follows: From George Borngrebe's shift, E. A. Thurston, electrician; J. E. Summers, battery man; J. Laughlin, mechanic's helper, and J. O. Doerr, gas station man.

From L. R. Drake's shift, J. D. Phillips, mechanic; T. Casey, gas station man, to tire repair man; John McCornac, clerk, will replace Melvin Rosenbaum in the main office. Melvin is leaving to help run his father's ranch in Capistrano. Harry Nordmark, gas station man on the day shift, will also work in the main office. Floyd Nolf, mechanic, is now in the machine shop as a machinist's helper.

J. Birch, mechanic, is home sick and will take a 30-day leave and visit his parents in Arizona.

Wilson Arrington, auto washer, has resigned.

The following men have entered the service in the past three weeks:

Mechanics—W. T. Hambly, Y. D. Searle, D. H. McCarthy and H. F. Rogers.

Service Men—T. J. Davis, R. E. Irwin, R. L. Lewis, H. Swartz, B. D. Walters and J. M. Fox, the brother to F. M. Fox, formerly Bus Operator and Mechanic.

Auto Washers—F. Hall and E. Peteway. The janitor for the new building is C. Perry.



Who? You would never guess it, friends. The picture was taken in 1907 and is Conductor A. C. Freeman of Division Four when he conducted posses instead of street cars. At the time, Freeman resided in Arcadia, Fla., and was efficiently upholding the law of De Soto County. Records show that besides his nine eventful years as sheriff, Freeman was mayor of Arcadia for four years and also served four years as a police court judge.

SHOPS

JACK BAILEY

The boys win opening game on home grounds. Due to a change in the Saturday Industrial League's schedule the Los Angeles Railway nine met and defeated the Santa Fe squad instead of the D. & B. Pump Supply Co., 11 to 5. Pitcher Lund had the entire field behind him in this game. Armstrong's whips from home plate and Ernst's home run featured the game. Let's all turn out next Saturday and get behind the boys.

John Smith of the Air Department presented R. Ernst with a new one dollar bill for his spectacular feat. John said he has many more dollars waiting, so you home run kings do your stuff.

Taken from a local newspaper:

"Two city policemen were attacked and severely beaten by a lone man. Descriptions taken from papers and battle-worn remains infer that the man will answer to the name of Paul Long, age 33."

You boys in the M. E. office better watch your steps.

It won't be long now. W. T. Reynolds, Store Foreman, went to a specialist regarding his hair turning gray. He was told it was more than skin deep. Six "bucks," please.

Sherman Kriewald of the Machine Shop spent the week-end up in Antelope Valley.

Richard Dwyer, assistant foreman of the Winding Room, was called away to Nova Scotia, Canada, where his mother is seriously ill. He left Friday, March 8th.

F. Schluchter, the big money man in the M. M. office, will start the vacation list on Monday, April 18th. Fritz is just the type that would go and get married. Don't rush him, girls; but good luck and many boat rides to Catalina.

J. Gudelman, Machinist, left early Sunday morning for Big Pines. He is not sure he got there on account of the rain and snow, which made sight-seeing impossible.

DIVISION TWO

E. A. MOXLEY

J. A. Winchel, cashier extraordinary of Division Two, returned from an early vacation looking fine. While away he visited friends in California's Raisin City, Fresno.

W. D. Gordon got two days off last week and, as we are told, quietly slipped away and was married. Congratulations, W. D., and thanks for the cigars.

Now that Wrigley Field has taken on an active appearance, a certain switchman of Division Two, whose by-words are usually heard issuing in stentorian tones, "Top that man!" can be seen almost daily now at the window trying to get off.

Two of the boys are in the hospital; R. E. Brewer is at the General Hospital and L. O. Patterson at the Roosevelt. Pay them a visit, fellows.

As our friend, Derry, intimates, spring has started to commence to begin, so some of the boys on the sick list with colds should have their annual house cleaning, physically as well as residentially, and report for duty.

The radio repair man made an appearance at Division Two last week, so Chief Clerk Clark advises some of the pinochle players who don't seem to have a home, to pay particular attention to the bedtime stories coming from KHJ. But when a guy is melding a roundhouse, he doesn't know whether KNX is broadcasting a Chopin waltz or if KFI is reading stock reports.

Now for your daily fairy tale:

F. Houschildt: "Can I get off my last part?"

Clark: "Certainly, Mr. Houschildt, we're always glad to accommodate you I am sure."

It kinda looks like the new bell system is going to be a good thing. The boys of Division Two haven't said much about it. Although it may appear a little hard to get used to, it looks like a good system.

DIVISION FIVE

FRED MASON

Conductor H. M. Mayo resigned last Wednesday and is going back home to Florida. He left his trip sheet holder and changer to be sold, but took his rubber boots along with him. There's a boy who knows Florida.

Conductor "Tex" Hiller must be having quite a successful time with his Chrysler. The speedometer jumped from 900 miles to 3600 miles. That's going some.

Now that the rainy season is over—blah, blah—the fishermen of Division Five are talking about a trip on the briny and doing some deep sea fishing. Switchman Bill Stoll is bound to be there, but Motorman Rufus Farmer, decidedly no.

With the opening of the American and National Leagues, everybody has his team picked to cop the world's series already, but there's only one guy out of the whole bunch who hasn't picked his own home town. And it's surprising how many come from Pittsburgh, but not at all surprising why they don't go back. Anyway, Frank Adams does not pick the Chicago Cubs, so string along with Frank's selection.

Motorman Charlie Stowe is taking off five days to do a little spring cleaning around the house.

Conductor J. C. Clarke likes the way the weather's breaking and starts off for a 30-day vacation just riding around the country.

DIVISION ONE

H. N. COLE

Motorman E. O. McKinney was a sore hombre last Sunday night when he came out of a theatre and found his car had been stolen. It was a late model Chevrolet, and he was planning a long trip for next Sunday. It has not been recovered according to last reports.

Motormen Hastings and Kelley played checkers for six solid hours last Tuesday, and at the finish they found that they had tied. They will try it again the first day they are off all day, and the fight will be to a finish.

Boys, don't forget that Two Bells wants that snapshot of your child, or your house with the family on the porch.

Conductor E. B. Frizelle is taking a few days off to rest up.

Line Instructor Anschutz is happy again. He has another bunch of students on the "Rough-edge" car.

It is reported that Conductor Jack Sproule is improving and has left the hospital. Here's hoping he will soon be able to resume his duties.

Motorman I. T. Schuler, who has been working a day run on the "N" line, has bid in a run on the "J" line.

It seems that night runs are becoming more popular as time for warm weather approaches. Conductor C. O. Graham also gave up a day run on the "J" line for a night run on the same line.

DIVISION FOUR

C. J. KNITTLE

Motorman C. Hendricks has transferred to Division Three. Motorman Lehman, who transferred from Four to Three about seven years ago, traded places with Hendricks.

Conductor J. F. Lowe has purchased a Durant. He sure do rant about it.

Motorman L. B. Dundas, who has been laid up with the flu the past month, returned to duty last Tuesday.

Conductor E. E. Wilke returned from the sick list last Thursday. Wilke underwent an operation five weeks ago.

Motorman J. W. McKeown has added a new Studebaker to his worldly goods.

Conductor E. Hamilton resigned last Tuesday to return to his home in Nebraska. Hamilton's little daughter is seriously ill.

Conductor J. L. Turnbow resigned Friday to go east.

Conductor M. F. Denning is taking a 15-day rest.

DIVISION THREE

L. VOLNER

W. S. Long, being granted a leave of absence, started on his vacation, getting as far as Delano, where he was in an auto accident. He is now at his home nursing his injuries.

Motorman Clyde E. Jewett is on a leave of absence, using the time in tuning pianos.

E. J. Clark has been granted a 60-day leave to look over his property in Mexico.

Mrs. Tuttle and Marceline, wife and daughter of Manager Tuttle of the Company restaurant, are spending some time at their cabin on Mt. Baldy. Mrs. Tuttle writes Harry that there was a foot of snow in front of their cabin at that time.