

Line Instructors Division 3



Conductors—Front row, left to right: J. B. Logue, N. E. Mackay, F. E. Sparks, R. H. Gamble. Middle row: D. W. Beatty, O. S. Garrison, F. E. Fawcett, J. J. Olexo, R. Brown. Back row: C. N. Denton, J. B. Keenan, J. E. Bohler, E. M. Cady, E. E. Fort.

These are the boys who take the raw material and after a pleasant jaunt of from twelve to eighteen days, turn them in as near the finished product as is possible. This group of line instructors hailing from Division Three are on the job all the time and all can rest assured that their students are properly instructed.

The lineup is two short on account of Motorman B. H. Dean getting his dates mixed and Motorman L. F. McGinty being on the sick list.

Company Dance

An earful for the absentees: The Company entertainment and dance, held in the Foresters' Hall, Saturday evening, March 26th, was a huge success.

W. C. Brown, general foreman of the shops, made the opening speech. He introduced the artists of the evening, who were employes of the different mechanical departments of the shops.

Charlie Clegg gave a very clever clog dance. Tom Maguire rendered Scotch selections on his concertina. Robert Blaize, Jr., age six years, danced the Charleston and Black Bottom in a very clever manner. The vocal quartet, composed of W. Terry, W. Murphy, H. Gasink and E. Brougner, and the string trio, composed of R. Baxter, W. Mosely and T. Mosely, gave several selections that were well received. T. Pilkey, character comedian, brought a big laugh from the audience. E. G. Sundeen, magician, kept them guessing and wondering how he did his tricks. R. Baxter gave a performance of the buck and wing dance with banjo accompaniment,



Motormen—Front row, left to right: C. T. Morgan, J. T. Edmiston, G. M. Nankervis, R. L. Sufficool. Middle row: W. A. Clark, G. M. Martin, E. E. Fogle, R. H. Schumacher. Back row: J. D. Brewster, G. L. Kromer, G. S. Wheeler, F. L. Leadbetter, G. V. Hopkins.

Ball Game Saturday

Los Angeles Railway vs. Boyle Dayton Company, 38th and Ascot (White Sox Park), 2:30 p. m., April 2nd.

which was one of the high lights of the show.

Mr. Brown was well pleased with the entire performance. He expressed appreciation of the boys' efforts and hoped that their show would stimulate interest and competition among the different departments and divisions. C. V. Means, chairman of the entertainment committee, hopes the boys will make a return visit and get the other departments interested. The attendance was over five hundred.

Many remained for the dance numbers, to trip the light fantastic to the snappy music by Mrs. Anita Starkey.

Legal Question Box

As there are many requests from trainmen for legal advice upon various matters, the management has made arrangements to answer such questions through a question and answer column in Two Bells so that all may benefit from the legal information given.

Requirements are that when a question is sent in, it must be signed with the trainman's name, number and division. Only the initials of the trainman will be used in the answer in Two Bells.

Any legal question regarding domestic relations will not be answered through the columns in Two Bells, but will be answered direct by letter.

When You Buy or Sell

(Continued from March 28th Issue)

In this issue of Two Bells we will touch upon trust deeds and also show the difference between them and mortgages.

A trust deed, like a mortgage, is generally given to secure a debt, evidenced by a note or notes. The parties thereto are usually designated as the trustor, the trustee and the beneficiary.

A mortgage creates only a lien on real property; a deed of trust carries the legal title. However, the execution and delivery of the deed of trust, unless specifically agreed to the contrary, in due and legal form, does not carry with it the present right of possession. That right remains in the trustors or their successors until such time as the trustee has sold the property and conveyed the same in the form and manner provided in the instrument.

The trustor retains up to the time of the trustee's sale also such an equitable interest in the property that he may homestead and that he may successfully hold as equity up to the limit of exemption permitted by the homestead laws against creditors who are not secured by the deed or some valid prior lien.

The trustor's interest is such that he may sell, devise or transfer the same subject to the rights contained under the deed of trust, and his grantee will acquire the legal estate against all persons except the trustee and those claiming under the trust deed.

The trustee under a trust deed takes only such title and rights as may be necessary to execute and carry out the conditions of the trust created. The title of the trust may be classed as a dormant title which comes to life when the hammer falls at the sale, taking effect as of the date of execution and delivery of the deed, rather than as of the date of the sale itself.

It is obvious that to execute the trust, the trustee must by the instrument be so far vested with the absolute title of the land as is necessary to convey to the purchaser at the trustee's sale free of all right, title, interest or estate of the trustor, or of any one claiming under or through the trustor by virtue of any transaction occurring after the making of the original trust deed.

(Continued on Page 3)

Larys' New Home

The LARYS are to have an honest-to-gosh brand new baseball field with regulation size diamond. Work is now under way in Vernon yards to level and improve the ground for the coming events. As the management is doing this much for the boys, it is hoped the fans will turn out and boost for the LARYS.

The baseball season is now officially opened and the LARYS are entered in the Industrial League, playing on Saturdays instead of Sundays. By virtue of a few victories during the practice games, the LARYS, under the able captaincy of Joe Palmer and O. Lund as a star twirler, and the careful management of H. A. Bonsall, should be able to make it mighty interesting for the fans.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

Distinguished Writer Pays Compliment to Conductor

H. M. Mayo of Division Five is Subject of Editorial by John Steven McGroarty

Licking Transfers

We have a suggestion from a regular passenger which we are passing on.

He says that the conductors with whom he rides have a habit of wetting their thumbs on their tongues and transferring the wetness to the transfer, making the transfer too goeey for comfort and good sanitation. Now a conductor's thumb, however clean when he started out, is hardly fit to lick after an hour or two of service.

This suggestion is passed on as much for the benefit of conductors as the passengers.

BOUQUETS



Left to right: A. F. Munson, F. Hart, F. S. Leon, A. J. Konecny, R. Shosted, W. Matthews, T. I. Thoreson.



Left to right: P. Kelley, W. E. Marsh, A. G. Plummer, O. B. Landrum, H. F. Smith, W. E. Griffis.

Conductor A. F. Munson and Motorman F. Hart, both of Division Three, are the recipients of a joint letter from Miss Cecilia Grant and Miss Nelle Holt, wherein they are commended for their courteous and kind consideration in stopping their car some distance from the regular stop to take these women on as passengers.

Conductor F. S. Leon of Division Three is given an appreciation by Mrs. P. L. W. for paying her fare when she chanced to board his car without the necessary money.

Conductor A. J. Konecny of Division Five is particularly complimented by Samuel M. Taylor for his continual patience and courtesy to passengers.

Motorman R. Shosted of Division Five received the highest praise from W. S. Yager for his quick thought and action at Slauson and Broadway when he jumped from his car to prevent a feeble old gentleman from walking in front of a speeding steam engine which he had not noticed.

Motorman W. Matthews of Division One is specially commended by Mrs. H. M. Otter for his courtesy to passengers.

Conductor T. I. Thoreson of Division Three is complimented by C. W. Ellison for giving assistance to a crippled old gentleman and for his courtesy to the public in general.

Conductor P. Kelley of Division One is commended by James E. Baker for courtesy in assisting a woman off his

car and for efficiency in handling crowds during rush hours.

Conductor W. E. Marsh of Division One is given an appreciation by Mrs. M. Lyman for assisting an elderly woman on his car and providing a seat for her.

Conductor A. G. Plummer of Division Three is the recipient of commendation from Nurse Miriam Jean Rollins for his thoughtfulness in rendering assistance to elderly people and children and especially passengers who are heavily laden with packages.

Conductor O. B. Landrum of Division Two is commended by C. H. Marsh for consideration shown passengers and for assisting a blind man through traffic to a place of safety.

Conductor H. F. Smith of Division Three received commendation from Miss Lillian Larrimore for efficient and courteous service and the gentlemanly manner in which he handled a transfer situation.

Matty: "What makes your wife so suspicious of your stenographer?"

Earl: "Well, you see, my wife was my stenographer before I married her."

Sailor—"They've just dropped their anchor."

Mrs. Symp—"Gracious, I was afraid they would! It's been dangling out-side for some time."

On February 20 there appeared in the Times Magazine Section, on the page conducted by John Steven McGroarty, an editorial by that distinguished writer which caused considerable interest in the Los Angeles Railway circles. It concerned the courtesy shown by a certain conductor. We published this conductor's picture and a synopsis of Mr. McGroarty's editorial in the February 28 issue of Two Bells. Since then, however, there have been numerous requests that we publish the article in full. The article follows:

"The other evening when the Missus Conductor had come home from a day spent in the roaring town, we asked her what she brought with her in the way of news back from that seething mart of trade and traffic to the quiet and peace of our green Verdugo Hills.

"She waited awhile to answer because she was 'all in,' as the saying is. The hard stone streets and sidewalks of the roaring town are cruel to a hill woman's feet. And it seems that she had also been in seven or eight bargain sale rushes which, while they may not have done her any harm, certainly did her no good.

"So, after a while, when she had had a good hot drink of goat's milk and a cookie to eat and had slipped her aching feet into her old slippers, she was in a humor to talk.

Conductor 2584

"The most important thing I want to tell you, she said, is that I desire to make a report on Conductor No. 2584 of the Yellow Street Car line in the roaring town. And I want you to tell his boss about him, she said.

"Well, now, we answered and said, this is a poor business making complaints to employers about their employees. Maybe Conductor 2584 was some poor fellow whose liver was a little out of order and maybe who had a fight with his wife in the morning before he went to work. Let him go, we said. Have some Christian charity in your heart. And remember, that it is the highest virtue to do good to those who do evil to you.

"If you will wait a minute to let me tell my story and not interrupt me, replied the Missus Conductor, somewhat tartly, I may be able to let you know that I have no complaints whatever to make against Conductor No. 2584. On the contrary, I want to impress you with the fact that he is the finest gentleman and the most kindly man that I met this whole live-long day in the

roaring town. And it is a good report, and not a bad one, that I want you to make of him to his employers.

"I was trying to hold on to a strap in a crowded yellow car, she said, and ready almost to faint away from weariness and fatigue when Conductor No. 2584 took me by the arm, edged me to the rear end of the car and found the motorman's empty seat for me to sit down on. You know, she said, the motorman was on the other end of the car running the thing.

"We were surprised to hear this, because we had always thought that the motorman ran the car from the rear end instead of the front end. But we didn't say anything to the Missus about it, fearing that she might think that we were trying to be smart and witty, and we always fail to impress her as having any of these qualities in our makeup.

"I rode about seventeen blocks in that car, the Missus continued, and Conductor No. 2584 was everlastingly helping old women off and on, taking babies in his arms and helping weary mothers to get them across the street, speaking pleasantly to everybody that came and went, and doing a thousand and one things that probably he wasn't paid for doing and that nobody expected him to do.

"He must be very tired when he gets home at night, said the Missus Conductor to us, but it would be just in his bones and muscles that he would be tired, and not in his heart. The heart of a man like that is never tired, she said. And I'll bet that if he is married and has children that their little noses are pasted against the window panes every night watching for him to come home. And if he has a mother I am sure he is not only the staff of her old age, but a vast comfort to her heart.

"And so I want you to report him to the company that he works for, concluded the Missus, as she finished the glass of goat's milk and swallowed the last bite of cookie.

"And so here is the report, printed in black and white, for the world to see. And Brother Henry Huntington, who owns the yellow cars and who lives in a stately mansion on a shining hill, will read the report this morning in the Synagogue where he sits regularly and in which he is also a member of the Congregation of the Faithful because he was raised a good Methodist and taught to say his prayers every night and every morning."

"What's the idea of the Joneses high-hatting us like that?"

"Haven't you heard? Their car has been equipped with snubbers!"

Teacher: "Johnny, I'm only punishing you because I love you."

Johnny: "I wish I was big enough to return your love."

Mike—"I got one of those with two pairs of pants."

Gus—"How do you like it?"

Mike—"Not so well. It's too hot wearing two pairs of pants."

Rah: "What is the greatest water power known to man?"

Raw: "Woman's tears."

Bulletins

ISSUED APRIL 4, 1927

NO. 49—NOTICE TO TRAINMEN
Effective Sunday, April 3rd, 1927, operation of line "P" will be extended from the present terminus on Pico street to Rimpau Boulevard. Patrons may be advised accordingly.

NO. 50—NOTICE TO TRAINMEN
Effective at once, in every case where a main fuse is blown on car, motorman will note the word "Fuse" on face of motorman's report card opposite item "5 motor."

Should more than one fuse blow while in charge of car, note as "2 fuse" or "3 fuse," etc.

P. B. Hill

Bus News

Effective March 28th, last bus on the Inglewood Bus Line leaves 54th and Mesa Drive at 11:24 p. m., and Market and Queen streets at 11:39 p. m.

Effective April 1st, Alvarado Street Bus Line schedules will provide more service on Sundays, midday headway being changed to eleven minutes from approximately 10:30 a. m. to 7 p. m.

Visitor From Oakland

E. E. Thornton, assistant superintendent of transportation of the Key System Transit Company of Oakland is visiting us, studying our methods of schedule construction, transfer and merit and bonus systems, etc.

New Route Book

A new booklet, entitled, "Seeing Los Angeles by Yellow Car and Bus," is just off the press. This booklet contains information on places of interest in Los Angeles and how to reach them by street car or bus.

It also contains owl car service on the various lines leaving the center of the city and also leaving the termini of the lines. These booklets are being distributed among the divisions for the use of conductors.

There is a supply on hand for distribution to the public, so any inquiries made of trainmen by passengers for copies can be taken care of by directing them to the Public Relations Department, Room 601, or the ticket office at 1050 South Broadway.

From Across Seas

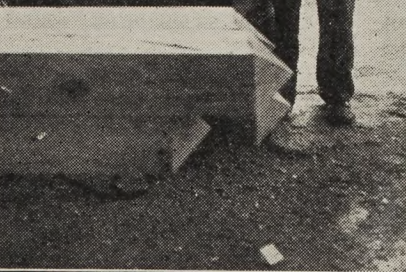
Mr. Masakuni Segawa, a representative of the Municipal Railway of Tokyo, Japan, is visiting us, looking over the properties of the company.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, March 30:

To Division One, Motorman L. C. Davidson; to Division Two, Motorman P. W. Gartland, Conductors J. J. Wolfe, W. A. Colwell, R. L. Fair; to Division Three, Conductors W. H. Benham, C. J. Ritter, C. R. Floss; to Division Four, Motormen W. F. Lewis, S. C. Baker; to Division Five, Motormen W. Dudley, F. F. Kirchner, J. H. Piercy.

Crossing Signs



Left to right: G. Alimonte, A. Malm and A. Normand.

The top picture shows part of Mill Foreman Buswell's gang dadoing, or gouging, crossing sign posts for use on the Company's private right-of-ways in various parts of the city. The bottom picture shows the finished product. Some eighty-five signs are being installed to warn motorists to be cautious and help reduce accidents.

Railroad Ticket

Offices Move

Trainmen are requested to note that the ticket offices of the Union Pacific and Santa Fe Railways have moved from 221 South Broadway. The Union Pacific is now at 732 South Broadway and the Santa Fe at 743 South Hill street.

Changes "S" Line Owl Service

For a tryout of sixty days, commencing April 4th, the 1:00 and 2:10 a. m. eastbound Line "S" owl cars, at Seventh and Broadway, will operate through to 77th and Central.

Formerly the 1:00 o'clock owl operated to Goodyear and the 2:10 a. m. to 61st and Avalon. Should travel conditions not warrant the through service, the cars will operate as previously.

New Schedule

On Line "P"

On account of line extension on West Pico to Rimpau boulevard, new schedules on Line "P" will become effective Sunday, April 3rd.

FOR SALE

Typewriter—Remington standard, number eleven, good condition, \$18. B-28.

Planator Transmission—For Ford car. Value \$35; will sell for \$20. Brand new. B-29.

Radio—Console, five-tube, practically new. Cost \$83. Will sell for \$50. B-30.

WANTED

Saxophone Book—Universal, and music rack. B-31.

Square & Compass

Confer Degrees

On March 22nd, the Square & Compass Club conferred the third degree of Masonry upon R. J. Gates and H. J. Flaherty of Division Two in South Park Lodge.

John Collins, supervisor of safety, received the third degree in Henry S. Orme Lodge on March 24th.

I. E. Church, bus division, received the Master Mason degree in Progressive Lodge on March 28th, and C. G. Habighorst, Division Three, in East Gate Lodge on March 31st.

The degree team is being kept pretty busy, and members of the club are turning out in good numbers to these occasions.

Permanent Supervisors

J. W. Tuberdycke, Division One; Commodore Hogan, Division Two; H. A. Redmond, Division Three, and E. F. Mojonner of Division Four have served their time as extra and temporary supervisors, proved that they could make the grade, and are now being fitted for their new supervisors' uniforms since they have received their permanent appointments.

TUNE IN

Orchestra

April 5—KHJ, 10 to 11 p. m.

April 6—KMIC, 8:30 to 10 p. m.

April 7—KFQZ, 9 to 11 p. m.

April 8—KNRC, 9 to 10 p. m.

When You Buy or Sell

(Continued from Page 1)

The deed of trust, therefore, vests in the trustee for the purpose of the trust, the absolute legal title to the entire estate held by the trustor immediately prior to its execution, and that estate must remain in the trustee for that purpose until the trust is either executed or ceases to exist by reason of the payment of the debt.

A trust deed, therefore, is not a charge on the land, but, as stated by our Supreme Court, is the very land itself.

The use of trust deeds as a means of securing debts is gradually growing in this country. At the present time practically all loans by Mortgage Guarantee Company of Los Angeles and all of the building and loan associations, are secured by deed of trust exclusively.

If the debt secured by the trust deed is paid when due, a trust deed is no more burdensome or drastic than a mortgage. If the debt is not paid, the property is lost sooner or later in either case. In the case of default in the payment of the indebtedness secured by a mortgage, a suit to foreclose is necessary. Some of the parties may be dead; there may be congestion in our courts causing great delay, and there is, of course, the necessity of making subsequent lien holders parties defendant.

After the decree of foreclosure and sale of the property pursuant thereto in the case of a mortgage, there is the redemption period of one year which must elapse before such purchaser at such sale knows whether he will have to take over the property or receive back his money.

While there is no redemption of property in case of a sale under a deed of trust, yet a similar privilege is granted the trustor by the provision of law which requires that not less than three months shall elapse after a notice of the breach of obligation and of the election to sell has been recorded in the office of the county recorder before the trustee proceeds to sell under the terms of the trust deed; and also there is the necessary advertising to be done and notice of sale, etc., as required by the statutes.

(Continued in next issue)

Joe Finn's Brother Passes

The numerous friends of Joe Finn, chief clerk of the transportation department, wish to extend to him their sincere sympathy in the loss of his brother, Michael, who passed away on March 20th, in Wilmington, Del.

New Arrival

Charles E. Culver, secretary to Mr. Huntington and assistant secretary of the Huntington Land Company, is a proud daddy. Marilyn Annette arrived to boss the home on March 29th. Congratulations to Mr. and Mrs. Culver.

DIVISION ONE

H. N. COLE

If you see George Williams hanging around the waiting room, don't think for a moment that he is waiting for a game of pinochle, for he isn't. He has taken the place of Tom Birmingham as Uniform Inspector, Mr. Birmingham having been transferred to Division Two.

Motorman T. C. Jones, who was painfully burned about two weeks ago when a gas stove exploded, has recovered sufficiently to be able to get a shave. McArthur says the barber had to use a lawn mower on his face first.

Conductor F. R. Jones, who has been absent for a couple of days, was around last Tuesday with a smile and a pocket full of cigars, on account of the arrival at his house of a fine baby boy. Congratulations and thanks for the smokes.

Motorman Seemayer has returned to work after several days on the sick list. While off he acquired quite a nifty little mustache, which is very becoming.

Conductor Light has been working a night run on the "R" line, but he decided that he would rather have a daylight on the "J" line, so now Light has a daylight.

It was announced a few weeks ago that Conductor Haggard held the heavyweight championship as checker player at this division. Such is no longer the case. Conductor G. W. Wagner is now wearing the belt and challenges all comers.

Motorman Nate Robinson, who has been on the sick list for about three months, was around again this week and hopes to be on the job again soon.

Conductor F. H. Sweet, who, on account of ill health, has been flagging for the last year, has returned to the platform.

Conductor D. R. Greenfield has returned to work after a few weeks of illness.

Conductor R. W. Stephens is also back on the job, having recovered from a week's illness.

There is no mistake about spring being here, because Traffic Men Burke and Kaffka both have come out in new uniforms and caps. This is especially noticeable on account that both these men formerly worked out of Division One.

SHOPS

JACK BAILEY

Wheelbarrow Bill of the Paint Shop says he will yell until he is black in the face at the next ball game.

They all say that the new Pontiac is a fine looking and easy riding car. They also attract quite a bit of attention while parading around the streets. Best yet, they look fine when R. Dwyer, E. R. D., and Miss Rohlf, M. M. office—well, anyhow, they went to the Company dance in it. Richard will soon be paying out boxes of chocolates on the ball games.

Our deepest sympathy is extended the family and friends of Mr. C. S. Jack, who had been with the Company over 19 years, from 1907 to 1917, as foreman car cleaner at Division No. 1, and from 1917 until his death as watchman at the South Park Shops. He had just passed his eighty-fifth birthday.

Our sympathy also goes to Revoe T. Slocum upon the death of his father. Mr. Slocum's father lived to be a few months over 113 years old.

DIVISION TWO

E. A. MOXLEY

Motorman W. R. Kitson, who is in the Roosevelt Hospital is reported as doing nicely.

What next! Conductor J. C. Kitchell has become a student of Blackstone. We mean he is about to become a solon, a dispenser of forensics. In other words, he is studying law.

"Tex" Bourland and Conductor E. E. Ford hid themselves to Lincoln Park last Monday, where they waxed merry amongst the picnickers from "Aksarben."

Conductor L. W. White asked off today. He said he would bring "round some good cigars."

Motorman G. Doerflinger is on his honeymoon. And we know about as much where its going to be as we do what kind of flappers there are on Mars.

Motorman G. E. Theall has been granted 30 days to go back to New York.

Motorman V. W. Johnson has resigned to join the navy.

It is desirous that pictures of homes of the trainmen be shown in Two Bells in order that the world can be told photographically about some of the nice homes the Los Angeles Railway employes have. If you will let us know what hours you will be home, arrangements can be made to take the picture of the house and family.

DIVISION FOUR

C. J. KNITTLE

Our good friend, Supervisor "Red" Atchison cops the leading paragraph this week because he is a martyr to public service.

"Red" was standing at Fifth and Hill a few days ago supervising the "C" line when a woman walked up and asked him if he expected to be there a little while. "Red" replied he would probably be there a half hour or so.

The woman explained that a lady friend had failed to meet her there and describing her asked him to tell her, if she showed up, to go over to Gate No. 8 in the Pacific Electric Station. "Red" promised to watch for her.

A few minutes later a lady answering the description fairly well, sauntered along. Stepping up and tipping his cap, "Red" asked her if she was looking for a friend.

"No, I am not looking for a friend, but if you're looking for a flying trip in the patrol wagon just continue molesting me. It's funny a woman can't walk along here without being tin-horned by a bunch of curbstone Johnnies," exploded the lady as "Red" scampered for shelter.

Safety Operator O. R. Fife is leaving April 3 for Cedar City, Iowa, where he will spend a month helping his father put in a crop of grain. (Gosh, ain't we bucolic?) He will also visit in Salt Lake City.

"Dusty" Rhoades, Andy Wheathers and Noah Allinikov, conductors, fished at Santa Monica Friday. Luck was with them and many of us had fish for supper.

We understand Conductor Duke Lowen is having considerable trouble with his new radio. (Say, Duke, wake up and get yourself a "B" battery.)

Division Four was fully equipped with fire extinguishers Tuesday.

Conductor O. E. Goodwin has been granted seven days to rest up.

**DIVISION FIVE**

FRED MASON

The old ball games got off to a good start last Wednesday. Of course, Frank Adams was there, but he told me, before he left, that that was the only game he was going to see this year. Now somebody else tell one.

Conductor R. J. Davis, who was on leave to manage a gasoline and oil service station, has decided to resign and stay with the new business. He is operating the Highland Service Station at the corner of Highland and Fairview avenues, Inglewood, and if it's service you want, Davis has it—so drop around and see him.

The Barber Shop Checker Tournament is in full swing. Extra clerk, "Boston" Safford, lost to Lee, the cook, in the first round, by three to two, and Conductor Bill Lane defeated Conductor "Mr." Perry five straight. Motorman Rufus Farmer, champion of Kansas and environs, defeated Pete the barber, three to two. Pete said it was Farmer's pipe that beat him, not his playing.

Conductor O. C. Haynie is the proud possessor of another boy. This one arrived on Tuesday, March 22nd, and makes three boys and one girl. Congratulations, kiddo.

Conductor George Gibson, who resides at 5146 Fourth avenue, has a lot of dahlia bulbs and will be glad to give them to any of the boys who care to call around.

With the arrival of summer, Switchman Otto Schoff discards his nice white overalls for the heavy blues. His straw hat, he still wears, but that's liable to go any day now.

DIVISION THREE

L. VOLNER

Last Saturday, March 26th, Motorman T. O. Aron, was married to Miss Winifred Price of Toronto, Canada, by Judge Walter Hanby. They are at home to friends at 3451½ Dayton avenue.

E. J. Gentry has returned from Texas, where he was called by the death of his mother. Mr. Gentry has the sympathy of all the boys in his bereavement.

L. E. Bradbury, an ex-conductor of this division, who is now on the police force, has been getting quite a great many credits for his ability in capturing criminals.

Conductor Clifford C. Coates leaves on the 1st for a visit to Iowa, his native land.

W. E. Clinkenbeard is going overland.

Motorman John Harbison is back on the job after an extended vacation.

Motorman C. L. Hutchison has the sympathy of all his fellowworkers. His wife passed away last Sunday morning.

Conductor K. F. Hale resumed duty after a trip to Salt Lake.

BUS DIVISION

ELMER WOOD

Operators E. Lindell and W. M. Hamma (the fat men of the division) met in the office recently and held a reunion, it being the first meeting since serving together aboard the U. S. S. Agamemnon during the big quarrel. It came to light that many a soldier aboard this transport went bare-footed because of Lindell's mania for collecting shoes during the still hours of the night. Lindell also explained the cause of Hamma's willowly figure. Hamma served as a member of a six-inch gun crew for month, and when the "pop gun" finally let go at a German submarine, the report scared slim out of 40 pounds of weight.

Operator A. E. Brumet says he will examine all foot throttles from now on, because he took some chewing gum from one the other day with his shoe and it was sure sticky, he says.

Operator S. D. Hubbel has returned to work after doctoring tonsillitis and the grippe for fifteen days.

Operator E. T. Fleming is on the sick list with a lame back.

When Operator M. E. Dudley returns from the 30-day leave of absence recently granted him, the boys of the division expect to smoke cigars. As it is understood that he will no longer be a bachelor when his thirty days are up.

A slight misunderstanding took place with Operator A. Erskine and a young lady boarding the bus. The lady asked Erskine if he knew where Lucas was, and thinking she meant Operator A. C. Lucas, Erskine replied that he was off duty just then. And she laughed when she saw her mistake and explained that she didn't mean a man, but the name of a street she wanted to go to.

The quarterly shake-up took effect last Friday and everybody looks happy. Operator C. W. Goen says he is glad he doesn't follow H. E. Rainey any more.

Operator Pat McKay has been transferred to conductor.

GARAGE

Another race between the hare and the turtle took place last week, only this was in automotive form. The hare was a Haynes driven by DeFalco and the turtle was a Ford driven by Brown. Anyway, to make a long story short the race ended the same way with the automobiles as with the hare and the turtle. The sport caused great enthusiasm among the mechanics of the garage.

"Bye Bye, Office Force," will now be sung by the mechanics, as the clerks are moving into their new home this week. The mechanics will no longer be bothered with the clerks, and the clerks can work in peace for a change. The office force now consists of five, namely: Wm. B. Decker, Clarence N. Marine, Jimmie W. Murray, Melvin E. Rosenbaum and Harry C. Nordmark.

The garage employes wish to compliment the South Park Shops on the wonderful program given last Saturday at the Company dance. But we couldn't understand how Jack Bailey was passed up in electing the best looking man to do the announcing.

Horace Franklin, head washer, recently visited an acquaintance at Patton State Asylum. We understand he requested the gatekeeper to look him over carefully before he went in so there would be no difficulty about getting out.