

Change In Bell Signal Made Necessary

Effective, beginning Sunday, April 10th, bell signals must be given according to Rule Number 60, pages 24 and 25 of rule book.

Conductor on second car of two-car train may give buzzer signal to car ahead when his steps are clear, but must follow the rule for "Late Passengers" or "Delay in Starting," as outlined in Rule 60, page 25. This rule means that the conductor on single car, or on the first car of two-car train, must withhold his bells until the motorman signifies by one or two taps of his gong that the way is clear to start. That is simple and easily understood.

The installation of traffic signals makes it necessary to observe this rule. Today the front end of the car is the controlling end. Two bells given by the conductor does not mean go ahead any more, but that the rear step is clear at the time. If the motorman cannot start, they mean nothing.

Reason for stops may be classed under seven general heads:

First—Picking Up Passengers

Motorman times his bells so car may be safely started the instant he receives signal from conductor. In case of overload, when people are unable to board, but are at the steps, call for bells from conductor, move away slowly when they are received. Do not pound or cuss with the gong, just

give the ordinary two taps loud enough for conductor to hear.

Second—Traffic Officer

One bell to traffic officer when front end is clear. Answer with two taps when he turns for you to proceed. The same where towers are located.

Third—Traffic Signals

Call when things look clear, or just before "go" bell rings to change the direction of traffic. Time yourself so start can be made when conductor signals.

Fourth—Arbitrary Stops

Motorman may call as stop is made, providing there is no one to board at rear or alight at the front end.

Fifth—Hundred Foot Stop

Call as stop is made.

Sixth—Traffic Ahead

Give proceed bells when motorman signifies that he can move car.

Seventh—Terminals

Terminals are usually controlled by the motorman ringing his gong when it is time to go.

All traveling men have received orders to report violations of this rule, but we do not want reports, we want team work, and bells given that mean something. A trainman may call upon any supervisor, instructor, or safety man for additional information, and if a condition arises wherein this rule cannot be followed to the letter, report it direct to the Safety Bureau.

Right Dope Helps Dispatcher

A question often asked by trainmen is: "Why do I have to wait for the dispatcher to answer me," when, as a matter of fact, it is not very often he has to wait more than 15 seconds. If he has to wait 15 seconds, it is because some other trainman is telling his tale of woe.

Chief Dispatcher Bodley, in commenting on this subject, says: "Remember that during the rush period there are three dispatchers who handle the cars and bus lines. During this period comes reports of mechanical trouble, blockades and accidents, and it requires, on an average, 75 seconds to receive any of these reports, providing the trainman giving the report has collected the necessary information. If he has not, the time is increased from 120 to 150 seconds.

"Recently," said Bodley, "I had a report from a conductor who stated that a man had been struck and seriously injured by an automobile and requested an ambulance be sent. He gave the location as Third and Western. The Police Department was given this information and an ambulance was immediately dispatched.

"Eight minutes later, the motorman of this same car called the dispatcher to report his conductor was mistaken and changed the location to Seventh and Vermont. Again it was necessary to call the Police Department and give them the correct information. This misinformation caused an ambulance to make an unnecessary trip and consumed about four minutes of the dispatcher's time."

So remember, fellows, the dispatcher is trying his best to co-operate with you, and it is up to you to have the correct information ready when something has happened on your line necessitating your calling the dispatcher.

Square and Compass Club Doings

The next regular meeting of the Square and Compass Club will be held in the Masonic Temple on Saturday, April 23rd, instead of April 16th. Several prominent judges will comprise the speakers for the evening. There will be refreshments after the talks.

Ball Game Saturday

Los Angeles Railway vs. D. & B. Pump Supply Company, Home Grounds (Vernon Yards), one block east on Vernon off Santa Fe Ave. "J" and "V" cars, 2:30 p. m., April 9th.

Easter Sunrise Service

The Community Development Association has made plans for a wonderful program for the fourth annual sunrise service to be held in the Coliseum, Easter morning.

The first rays of the sun will streak the sky at 5:19 a. m.

During the early hours of the morning, organ and vocal numbers will be broadcast over KFI as the thousands of people are making their way into the Coliseum.

Sunrise will be announced by bugle call, to be immediately followed by musical selections of the Philharmonic Orchestra under the direction of Emil Oberhoffer, conductor.

The invocation will be given by Dr. Allen A. Hunter of Mount Hollywood Congregational Church, and the singing by the assembly will be conducted by J. Arthur Lewis.

Easter message will be given by Dr. James A. B. Scherer, and the benediction by Dr. J. Newell Elliott of the Southwest Presbyterian Church.

Wishing Them Many More

The numerous friends and co-workers of Mrs. John S. Roberts, secretary to the general manager, wish her health and happiness on her twenty-ninth anniversary of service with the Company on April 10th, and hope she has many more anniversaries.

Also, R. A. Pierson, supervisor of the Merit and Bonus System, who still parts his hair in the center and is as sheikish as ever, celebrated his twenty-fourth anniversary with the Company on April 8th. To "Bob" Pierson, we say, "More Power to You."

Orchestra Again to the Fore

Adding to their laurels, the Company Orchestra occupies the place of honor in opening the celebration of KHJ, The Times' fifth anniversary "on the air" on April 13th. The program will commence at 12 o'clock noon and continue until midnight.

The "Tune-Ins" for the week are as follows:

Orchestra

April 12—KMIC, 8:30 to 10 p. m.

April 13—KHJ, 12 o'clock noon.

April 14—KFQZ, 9 to 11 p. m.

April 15—KNRC, 9 to 10 p. m.

April 16—KNX, 3 to 4:30 p. m.

Auditors Picnic

MacDonald's Clan, about 120 strong, otherwise known as the Auditing Department, their friends and families, hied themselves, a la caravan, to Orange County Park, Sunday, April 3. As soon as the Clan arrived, preparations were made for an attack on the eats.

Desiring to see the country on foot, Brooks and Snyder covered several square miles of Orange County in their quest for firewood to roast Nock's weenies.

A near riot ensued when Fishenden discovered that someone had "copped" his chicken dinner. Jack put his hound dog "Juddah" on the scent, and the drumsticks were soon traced to Greenie's basket.

After the big eats, a chilling display of outside indoor baseball was staged by the timekeepers and cost accountants, known as Underwood's "boneheads" and the register checkers as Kissington's "dumb bells."

Lawrence Grimm, ancient first sacker for the Union Pacific Railway, who was in the box for the "Bones," showed only flashes of old form and was taken out in the fifth inning. Real "Live Bells" replaced the dumb ones when the navy girls of the Tabulating Department entered the game in the sixth. Helen Herbert, on the mound, was in best form and her graceful curves upset the "Boneheads" and the game ended in a 22 to 12 victory for "Dumb Bells."

In the tug-of-war, the "Dumbs," to further show their ability, under-pulled the "Bones."

In the "Egg and Spoon" race, 75-yard dash for women, Mrs. Wilson took the honors. In "threading the needle," Helen Herbert was first. The 50-yard race for the men had to be run twice. The first run-off, Yarbrough won; the second time he was third—dirty work somewhere. Gladstone MacDonald, like a good Scot, took long strides and saved shoe leather. He also ran.

And—not forgetting the "Lary Glee Club"—H. E. Gaskill, conductor. Popular songs were rendered with "pep and gusto," greatly contributing to the enjoyment and success of the picnic.

Supervisor Staten in Hospital

Supervisor L. T. Staten, who was seriously injured on April 1st, is in the Roosevelt Hospital. He is doing as well as can be expected, and would appreciate visits from his co-workers and friends. Fellows, a little cheery word goes a long way.

TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse

Publicity Manager

Easter Customs

Besides the religious significance of Easter, which makes it the most joyous of all festivals, there are the symbols beloved by all of us, the Easter rabbit and the colored eggs. These symbols have come down to us from the festival of the ancient Norsemen, in honor of the goddess of spring, "Ostara" or "Eastre." This festival marked the end of winter and the beginning of spring—the season of new growth and life. The rabbit and the egg were significant of the most prolific sources of new birth. The custom of coloring the eggs signifies the colors of the Aurora Borealis, or northern lights, and the brilliant hues of the Easter dawn.

It is, perhaps, a far cry from the end of the frozen winters of the far north, and the customs of an ancient people, but the Easter bunny and the gaily colored eggs are still important in our own Southern California.

BOUQUETS



Left to right: P. E. Atchison, J. L. Sheer, D. Stasi, F. J. Nimz, H. F. Seward, F. O. Hebert.

Conductor P. E. Atchison is given an appreciation from Dr. A. D. Pfeifer for kindness he displayed in fulfilling his duties. Dr. Pfeifer considers him worthy of honorable mention.

Conductor J. L. Sheer is complimented by Mrs. R. E. Whitman for courteous and helpful service to his passengers, particularly to elderly persons.

Motorman D. Stasi received commendation from Mrs. B. W. Jack for courtesy in bringing his car to a stop to accommodate old gentleman in boarding.

Conductor F. J. Nimz is commended by S. M. Wallach for his courteous manner.

Motorman H. F. Seward receives appreciation from Miss Lucile E. Dickson for complying with last minute signal stop at cemetery, given by elderly woman.

Motorman F. O. Hebert is especially complimented by Mrs. L. V. Stockwell. Mrs. Stockwell says she has never seen a more interested or careful motorman.

Conductor C. O. Boyd of Division Two, whose picture, accompanied by a commendation, has appeared in at least three recent issues of Two Bells, must carry a magnet. Last week Mr. Boyd has received two complimentary letters, both from out-of-town visitors. Mr. Dan Swanson of the Sporting Goods Journal, Chicago, particularly appreciated the calling of streets and transfer points. Miss Ursula Wessel, who has traveled extensively, writes: "I have never experienced such courtesy and efficiency as in your Conductor 2490 of the 'U' line. For a stranger it is most pleasant to meet with such service. The conductors out here are, on the whole, very helpful."

LARY LAFFS

Small Boy (on arrival at country cottage): "Mummy, where is the bathroom?"

Mother: "There isn't any bathroom, dear."

Small Boy: "Good! This is going to be a real holiday."

"There are two sides to every question," proclaimed the sage.

"Yes," said the fool, "and there are two sides to a sheet of fly paper, but it makes a big difference to the fly which side he chooses."

Doctor—You have been at death's door and only your strong constitution saved you.

Patient—Kindly remember that when you send in your bill, Doctor.

Mother: "Where has Johnny gone this afternoon?"

Father: "Well, if the ice is as thick as he thinks it is, he's gone skating; but if it is as thin as I think it is, he's in swimming."

"Are you for this five-day week, Sam?"

"Boss, ah's foh a one-day week with six days' pay."

One: "Well, I showed up the teacher before the whole class today."

The Other: "Why? Wise us up."

One: "She asked me for Lincoln's Gettysburg address 'n' I had to tell her he never lived there. Oh, you should have heard the class laugh then."

When You Buy or Sell Real Estate

(Continued from Last Week)

The expiration of the statutory time for bringing an action to recover a debt or to enforce any personal obligation does not operate as an EXTINQUISHMENT of PAYMENT; therefore, where legal title of land has been conveyed to a trustee to secure a debt, the title and power of the trustee is not affected by the expiration of the period prescribed to bar the debt, and a Court of Equity will not interfere to enjoin a sale under a trust deed in such circumstances.

Recovery on Trust Deed

The holder of a trust deed given to secure the payment of a promissory note, after exhausting the remedy by sale of the trust property, may proceed by action to recover any deficiency but such action must be brought before the statute of limitations has run. Such suits are seldom brought, for the reason that the holder of the note usually bids in the property for the amount of the debt, or a stranger bids a sum larger than the debt, in which case the beneficiary is paid in full, and the balance goes ordinarily to the trustor or to the persons legally entitled thereto.

The general rule is that an action to foreclose a deed of trust cannot be maintained, for the contract of the parties is that upon default the trustee shall sell and there is no equity of redemption to foreclose.

Loans and advances voluntarily made by the beneficiary in a prior trust deed, without legal obligation to do so under the terms of the instrument, with actual notice of the terms and conditions of a subsequent deed of trust, are subject and subsequent to the lien of the latter trust deed; but constructive notice by the recording of the subsequent encumbrances or trust deed is not enough—it requires actual notice.

Title of Purchaser

The title of the purchaser at a sale under a deed of trust relates back to the date of the deed of trust, and conveyance to him thereunder passes title to an unsevered fruit crop upon trees growing on the land, which is a part of the realty, and where the purchaser takes possession, he is entitled to gather the fruit crop as against a chattel mortgage executed subsequent to the deed of trust and prior to the sale, says our California Supreme Court in 142 Cal. 643.

Likewise, it has been held that where an owner, to enable a contractor to obtain materials, gives a deed of trust to a material man, such deed of trust takes priority over claims of subcontractors and other material men, and consequently where the deed of trust was given to the contractor to enable him to procure materials, and he assigns it to a lumber company, it still takes priority.

It has also been held that where a trust deed was recorded before any work was done or material furnished, in the ordinary course of things the trust deed would be prior to any mechanics' liens.

Extension of Time

While it is within the powers of the trustee to postpone sales from time to time, when in the opinion of the trustee it looks as though the trustor will be able to pay the obligation without the necessity of the property being sold under the term of the trust deed, such a right may be exercised

by the trustee, but where in the opinion of the trustee it is not advisable to make any such extension, it has been held that the creditor was entitled to have the sale made, and under such circumstances the debtor would have no valid grounds on which to attack the validity of the sale, merely because he was not allowed more time in which to pay the debt.

Notice of Sale

Notice of a sale must be given in strict accordance with the requirements of the law, and failure to give such notice would make the sale invalid.

However, there is no requirement that the trustor or those holding under him must be notified other than by the recorded notice and advertisement as referred to in the usual form of trust deed.

Where a trustee may convey legal title in breach of the trust, without complying with the power in the instrument given, it has been held that the grantee takes good title at law, but such purchaser in equity holds the property upon the same trust which the trustee held it, for the reason that the purchaser should be held to know the record title of his vendor.

Legality of Sale

Also it has been lately held by our Supreme Court that mere inadequacy of price, however gross, is not of itself sufficient grounds for setting aside a sale legally made; there must, in addition, be proof of some element of fraud, unfairness or oppression before the court will be justified in depriving the purchaser of his legal advantage; where, however, the price is greatly disproportionate to the actual value, very slight evidence of unfairness or irregularity will suffice to authorize the granting of the relief.

The fact that the property was sacrificed by the sale under the deed of trust cannot affect its validity. The remedy of the debtor was either to have paid the debt or borrowed elsewhere to redeem it from the trust before it was sold.

If Anybody

Killed a Pig,
Got Married,
Beat His Wife,
Beat His Wife,
Borrowed a Stamp,
Made a Speech,
Robbed a Bank,
Bought a Ford,
Sold a Dog,
Lost His Wallet,
Gone Fishing,
Broken His Neck,
Bought a House,
Shot a Cat,
Been Away,
Come Back Home,
Had a Fire,
Taken a Vacation,
Been in a Fight,
Got Licked,
Out of the Hospital,
Made a Bet,
Won an Auto,
Got a Raise,
Hasn't any kick,

WHY, IT'S NEWS!

Send it to your correspondent.—
(Adapted from The South Canada Power News).

Bulletins

ISSUED APRIL 11, 1927

NO. 51—NOTICE TO TRAINMEN

At Leonis & Downey terminal of line "V," passengers will be handled between the tracks or on right-hand side of car as it arrives at terminal.

NO. 52—NOTICE TO CONDUCTORS

Pass No. 5476, issued in favor of Conductor A. L. Morris of Division No. 3, which was reported as lost in Bulletin No. 47, has been recovered.

NO. 53—NOTICE TO TRAINMEN

Arrangements have been made for toilet privileges in the rear of tailor shop of Mr. S. A. Haljun at 8622 South Broadway.

Access to this location may be had by way of 86th Place and through gate in the rear of furniture store.

Co-operation of trainmen is earnestly requested in taking care of the premises and conducting themselves properly.

NO. 54—NOTICE TO CONDUCTORS

Public schools will be closed on April 11th, 12th, 13th, 14th and 15th. Honor no school tickets on those dates.

NO. 55—NOTICE TO MOTORMEN

On account of numerous complaints from motormen that the metal strip used as a signal bell was not sufficiently loud, signal bells are being substituted for such metal plates. These loud sounding bells must not be plugged in any way and any motorman found operating a car with the signal bell muffled, will be held responsible for same.

NO. 56—NOTICE TO TRAINMEN

Trainmen are frequently noted as smoking in the closed section of late night or owl cars while riding as passengers. This practice must be discontinued at once.

NO. 57—NOTICE TO CONDUCTORS

Pass No. 261, issued to Mabel V. Socha, Vice-President, Park Commission, is reported stolen.

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

NO. 58—NOTICE TO CONDUCTORS

Firemen's Pass Book No. 33560, issued to Fireman Beauford J. Frank, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

P. B. Hill

BUS

NO. 24

Below find change in location of Company Telephones for use of Bus Operators.

From 54th and Figueroa Sts. to Manchets and Figueroa.

From 61st and San Pedro Sts. to 59th Place and Avalon Blvd.

From Beverly and Heliotrope to Beverly and Vermont.

NO. 25

Effective Saturday, April 9th, 1927, Bus Operators on Washington-West Adams Line will stop only to pick up and let off passengers where skip stops have been established.

J. Vanhankent

FOR SALE

Player Piano—Thiebes Cabinet Grand, first-class condition, twenty rolls, \$175. B-32.

Chevrolet Touring—Late 1924, disc wheels, \$195 cash. B-33.

Piano Accordion—Italian make, professional instrument, like new; cost \$400, for \$250 or nearest offer. B-34.

Division Five Mechanics



Front row, left to right: W. Coxon, W. Wells, A. Shenton, F. Rawlinson, Ed. Thomas, H. Hale, H. Clark, B. Burgess. Middle row: G. Prake, O. Cowden, A. N. Anderson, R. Crowther, F. Gray, G. Mullen, Z. D. Eastin, A. Jackson, A. J. Hayward. Back row: G. Macqualter, H. S. Dixon, N. A. Land, B. Whelchel, W. Ellis, H. Goodman, R. Bokes, W. Lund, W. Hueske.

Legal Question Box

Because of many inquiries coming from mechanical departments of divisions and also from the Shops in regard to legal questions, it has been considered advisable to include these departments in questions and answers.

All questions should be sent in either to the division superintendent, department head, or direct to Room 601, L. A. Railway Building.

Q—Bought three lots, each 50x160. Built a house on each of the two. Sold the two houses and gave a contract, describing the lots running north and south as stated in deed. Since the property was deeded to me the county surveyed, changing the position of the lots, placing the two houses (placing one house touching two lots) in wrong position. Have they the right to change the lot measurements or position of lots without the consent of the owner?—N. M. K.

A—In answer to your question as to your three lots, will say that if you will send us the legal description of these lots as shown in your deed, we will be very glad to answer your question.

Q—If there are both a trust deed and a mortgage on the same property, as mentioned in Two Bells, and the payments on the trust deed are not made, but the payments on the mortgage are kept up, can the party holding the trust deed foreclose?—J. F. L.

A—Yes.

Q—If you are buying a piece of property on a contract, as mentioned in Two Bells some time ago, is it necessary to record the contract?—C. R. C.

A—No, it is not absolutely necessary, but is the only protection you have and we would advise you to record the contract.

Q—Will you kindly tell me what is meant by the term community property and if the separate property of a husband or wife becomes community property after marriage?—W. G. G.

A—Community property is all property acquired by a husband or wife during marriage, except that acquired by gift, bequeath, devise or descent. Separate property of either a husband or wife does not become community property after marriage.

Q—If deeds to real property are held by a man and his wife as joint ten-

ants with the right of survivorship, is it necessary for either or both of them to make a will?—F. H. B.

A—No, not as to real property, but if either husband or wife has any personal property which they desire some particular person to have, then it would be necessary for them to make a will.

Q—If you sell a piece of property on a contract and the buyer fails to keep up the fire insurance, what steps should be taken by the seller to protect himself in case of fire?—W. T. K.

A—The seller should pay the fire insurance and charge the amount of same to the contract price.

Q—If a mortgage is given on a piece of property for a period of three years, when does it outlaw?—E. T. S.

A—Four years after a mortgage has become due, which in this case would be seven years after the execution of the mortgage.

Q—For how long a time is a judgment held valid?—W. C. M.

A—Five years.

Q—If there is a trust deed and a mortgage on a piece of property, and the owner of the property fails to keep up payments on both trust deed and mortgage, and the property is foreclosed under the trust deed, has the owner one year to redeem under the usual terms of a mortgage?—E. T. S.

A—The owner does not have one year right of redemption if the foreclosure and sale is made on the trust deed. But if the foreclosure and sale is made on the mortgage, notwithstanding there is a trust deed, then one year right of redemption is allowed under our statutes.

Wim Holds That Lead

When it comes to procuring witnesses to accidents, Superintendent Wimberly of Division Four knows his division will be in front. Sure enough, they lead for the month of March with an average of 7.13.

Division Three passed Division Two for second place.

The results for the month were as follows:

Division	Average Witnesses Per Accident
1	5.54
2	5.72
3	6.08
4	7.13
5	5.77

Commendations Gain

During the month of April, commendations showed a gain of 14 over the month of March. Unfortunately, there was an increase in the number of discourtesies.

Introducing New Men

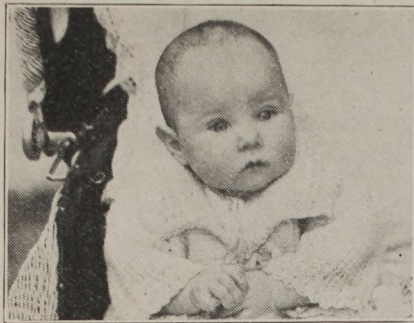
The following men have been sent to their various divisions during the week ending Wednesday, April 6:

To Division One, Motorman H. M. Perkins. To Division Two, Motorman D. B. Buford. To Division Three, Motormen H. L. Prusank, F. G. Jost, Conductors C. M. Rockafellow, G. A. Doughty, T. G. Henry, R. Fulton, E. E. Smith, J. E. Clausen. To Division Four, Safety Operators W. W. Senor, R. F. Glass. To Division Five, Conductors E. Wood, L. A. Walters, D. A. Buzzell, H. L. O'Howell.



Motorman Bob Frazier of Division 1 and His Pet Doily.

Bob has been with the company since May 12th, 1892, and is No. 1 on the seniority list at his division. If it's horses you want to know about, see Bob. He knows them from nose to tail, especially when it comes to betting on 'em. He says, "Don't bet and you will always be a winner." While it may seem strange to most of us that a motorman for over 34 years should still be interested in horses, that is, interested enough to keep one, the following little incident will enlighten you as to just how horses stand with Bob. A certain movie concern heard of this horse and after looking it over, decided that they could use it to advantage in some of their pictures. They wanted the horse but couldn't use Bob, so he figured that while they thought more of his horse than they did of him, he thought a whole lot more of his horse than he did of them, and he still has his horse.



This chubby little girl is Miss Fern Virginia Seward, 5½-month-old daughter of Motorman H. F. Seward, Division Three.

DIVISION FIVE

FRED MASON

The three big boys, Motormen Spohn, Downing and Otte, drove a couple of hundred miles last Sunday in search of rabbits. These three huskies, averaging 200 pounds, shot one rabbit, the unfortunate one being too old to make its getaway, and Spohn's cat reaped the benefit. Otte was the only one of the party who knew his stuff. He'd sit on a rock and have Spohn and Downing beat the bush for miles around and chase the rabbits his way. Otte worked his run on Monday and Downing couldn't. As a marksman, though, Otte would make good at putting strawberries in strawberry shortcake.

Conductor H. L. Raines, who has been confined to the Queen of the Angels Hospital for almost two months, is now at his home, 2225 West 52nd street, and would appreciate a visit from any of the boys.

Conductor "Tex" Hiller doesn't care whether he's called a gentleman or not. Blondes, brunettes, red-heads or toupees are all alike to him. He's got himself a Chrysler 70 roadster, and from now on it's going to be the red-heads he'll prefer, the brunettes he'll defer, the blondes may rant, but the toupees can't. All aboard, girls.

Motorman H. M. Guthrie, number one on the seniority list, and who hasn't worked a run with Sunday time for umpteen years, called up on the phone last Sunday morning all excited because he had missed out. So he hung up the receiver and went back to bed.

Conductor E. D. East has teamed up with Conductor W. E. Clinkenbeard, late of this division and now working out of Division 3, and has taken a 20-day layoff to visit the folks in Austin, Texas.

The Barber Shop Checker Tournament, up till Wednesday last, showed Mr. Lee in the lead by quite a big margin, and Conductor R. C. Perry in the cellar by a much larger margin. Conductors Lane and Safford and Motorman Rufus Farmer are all battling for second place, with Pete the barber liable to nose either one of them out. The big match was between Safford and Farmer, with our own little "Boston" Safford beating the big Rufus Farmer by one game. "Boston," however, is not consistent, as Pete "trimmed" him the following night.

Red neckties are coming back into style. Conductor George Baltas is wearing one, or rather still wearing one.

Be sure you get plenty,
Get fifteen or twenty,
And they'll learn about WITNESSES
from us.

DIVISION ONE

H. N. COLE

Motorman C. W. McKellip came in one of those rainy mornings last week with a look on his face that registered recent trouble of some kind. His hair wasn't white, but it showed signs of having been standing straight up, and he was still pale around the gills. The trouble was this: He was compelled to make a quick stop with his machine and the street was so slick his machine decided to disguise itself as a top and began to spin around for five or six turns and then adjusted itself and came on to the car barn as docile as you please.

Motorman C. E. Yocum is feeling unusually good these days, and he has a just cause for it. He has just bought a dandy new Essex coach, and believe me, it is a beauty, with all its trimmings, etc.

Motorman J. H. Dillard has taken 30 days off to rest up and recuperate his health.

Conductor O. J. Freeman is taking ten days to visit friends in Salt Lake City.

Motorman T. C. Jones, who has been on the sick list for several weeks, returned to work last Tuesday.

Conductor O. F. Miller, who has been ill for the last 60 days, is reported as improving.

Conductor J. A. Cardenas has been on the sick list for several weeks.

Motorman B. B. Darnell has changed from night to day on the "D" line.

Conductor L. R. Delore, who has been working a night run on the "N" line, has taken a couple of trippers for a change.

Conductor Jack Sproule is reported as being quite ill.

Conductor E. H. Sanberg, who was struck by an automobile while flagging at 7th and Alameda, several months ago, has returned to work.

Conductor H. E. Irvin, after bucking the extra list for 18 months, has a regular run. He says there is nothing like it.

DIVISION TWO

E. A. MOXLEY

Motorman A. L. Swasey is back on the job after his recent operation. Glad to see your smiling face, Swasey.

Flash off the wire: Just born, to Mrs. J. A. Madigan, wife of Foreman J. A. Madigan, a 9-pound boy on April 4, 1927. Both son and mother are doing nicely. (New York papers please copy.)

Conductor P. J. Boyer is back in train service again after flagging for awhile.

I wonder if H. T. Hansen knows that Conductor J. C. Kitchell, after working 96 days between "Wingfoot" and "University" on Line "U," is now working between Hollywood and Watts on Line "S"?

Motorman O. Daniels was severely injured in an accident at 10th and Maple and is confined in the Roosevelt Hospital.

Conductor L. C. Welch has a brand new Buick sedan. Every time he wants to put it in the garage he has to have someone drive it in for him. He tried it once and now he has a new garage.

Conductor F. L. Carnine slipped away to Ventura and got married a few days ago. We have not as yet learned who the lucky girl is, but wish them all kinds of good luck. Cigars were greatly appreciated by the office force.

DIVISION THREE

L. VOLNER

Conductor F. C. Mead has returned to duty after about two months' vacation.

F. D. Caldwell is taking thirty days off to rest up.

T. D. McBride has gone to the Imperial Valley for a week's vacation.

C. R. Certain has been granted 60 days' vacation.

Motorman P. W. Miller is off duty for one week.

Conductor C. P. Lazar has a grin on his face a mile long—the reason thereof, twins came to his house on the night of the 5th inst.

A little school girl composed the following and gave it to Conductor Hail Green:

A Woman's Wail

Once I had a little bird
And his song
Was the sweetest ever heard.
He is gone.
Some cat got him!

Once I had a pet white mouse,
A bit of fluff,
A wriggling, dancing little mouse,
Yes he was.
Some cat got him!

Once I had a lovely beau,
Had a bus,
Lots of cash to spend, you know,
I could cuss,
Some cat got him!

SHOPS

JACK BAILEY

Sid Ormston is still confined at his home with his baseball ankle, but is coming along on all three. He is at home every evening and would appreciate a call now and then at 150 East 57th street.

Saturday's ball game fell into the hands of our opponents with a victory of 4 to 5. Let's all turn out and see the boys win the first game to be played on their new field.

If O. Lund, Division One twirler, is not able to be out, J. Mathis, a late Truck Shop sensation, will be in the box this Saturday. He is sure a whiz, too.

S. Wehn, Section Storekeeper, is taking a short vacation. He may refile his income tax upon his return.

F. DeBaun, Store Department, will probably be laid up for a few days. He was doing the Black Bottom for the boys and both feet slipped.

Old Virginia Cheroots were being handed out by Fred Hart, Truck Shop. 'Twas a little girl that caused it all. Mother doing fine.

R. Baxter and G. Sundeen are getting quite popular since the last company dance. They did their little skits for the K. P. Lodge last week.

E. Lendy has been off several weeks sick. We hope to see him back with the Truck Shop soon.

Monkey business: On April 1st, our boy friend, Mr. C. Hatch, returned from lunch and as usual found his mail and phone calls waiting. It was the following call we have reference to:

Mr. Hatch: "Give me HEMPstead 3131 (pause). Yes, this is the mechanical engineering department, L. A. Railway Shops. I would like to speak to Mr. Joe Martin."

He—3131: "Yes, and this is the Selig Zoo and Mr. Martin is our pet gorilla. He is not hanging around just now."

DIVISION FOUR

C. J. KNITTLE

Conductor Joe Howarth is an optimistic little cuss and his favorite diversion is rabbit hunting. Last Saturday and Sunday he hunted in Antelope Valley. The day before he left he asked the men in the office how many they could eat and received requests for five.

Monday morning he walked in with one dressed rabbit and four live baby ones.

"I got eleven more," he informed us, "but, of course, you know I have friends on the outside. This dressed one is for Mr. Wimberly and you other gentlemen will have to wait till the little ones grow up."

April Fool's Day has come and gone. Once more we are reminded that car men are human and apt to fall for the tricks and capers of wiser folks. For instance, there is the case of Motorman Speed, Conductor Lowen, Conductor Sambus, Cash Receiver Smith and Janitor Robinson who called up the dog pound to see what Mr. Barker wanted to speak to them about.

Conductor F. J. Frietsch has been granted a 14-day leave and has left for Frisco to see his brother, who was seriously hurt in an automobile accident a few days ago.

Motorman F. E. Swab, who took a seven-day leave to try canvassing aluminum cooking utensils, returned to duty last Tuesday.

Clerk E. E. Roffee left last Tuesday for Santa Rosa to attend the funeral of his sister.

Safety Operator G. L. Beckstrom reports the arrival of a nine and a half pound boy March 30. Congratulations, G. L.

Conductor Duke Lowen is now doing his gaddin' around in a Nash light six sedan.

We notice also that Motorman Ruelas has forsaken his Chevrolet for a Buick coupe.

Motorman P. E. Doll was temporarily assigned to the line car last Wednesday.

It seems good to see Motorman Bill Sloan back on the front end after a year of flagging.

Conductor A. H. Althoff, who was re-employed March 3, has quit again to go back to his trade, tile setting.

Motorman W. Eckert has been granted 14 days' leave to visit relatives in Oakland.

BUS DIVISION

ELMER WOOD

The stork did not fool Operator G. W. Johnson April 1st when he delivered a seven and one-quarter pound boy. Johnson reports mother and son are doing fine. The boys of the division wish to extend their congratulations to Mr. and Mrs. Johnson.

Operator R. H. Billings on the Lincoln Park line tells of making change for a dollar and giving the passenger "chicken feed" and after waiting until he sat down asked him to put his fare in the box, at which the gentleman dropped the dollars worth of change in the box. "Clang" went the bell.

Operator W. S. Campbell, who was also extra clerk, is now regular clerk on the night shift, replacing C. G. Day. Conductor C. V. Coleman has been appointed extra clerk.

Roy Butler is now in the Garage office replacing Ted Mason, who has left the service.