

Big Bouquet For Easter

Speaking of bouquets, this is the entire florist's shop:

The splendid co-operation rendered by the trainmen in making the Easter Sunrise Service in the Coliseum a huge success, brought forth the following letter from W. D. Campbell, Publicity Chairman, Pacific Coast Power and Mechanical Exposition, conducted by the National Exhibitors' Association, in conjunction with the forty-fifth annual convention of the National Association of Stationary Engineers to be held in the Ambassador Auditorium during the week of August 22nd to 27th, 1927.

Mr. Campbell writes as follows:
Superintendent Los Angeles Railway Company:

Dear Sir: Wish to congratulate you and your men for the wonderful way the Easter morning services were handled at the Coliseum.

Having seen similar services handled in our eastern cities, I can truthfully say that your men excelled any work of this character anywhere.

With best wishes to you and all your men, I am

Very truly yours,
W. D. CAMPBELL.

While the travel by street car to the Coliseum was not quite as heavy as last year, due to the fact that Hollywood Bowl drew thousands of worshippers this year, the Company provided more cars in an endeavor to amply accommodate the patrons.

R. B. Hill, Superintendent of Operation, on behalf of the officials of the Company, heartily concurs in the wonderful boost given the trainmen by the above letter, and extends appreciation for the splendid manner and spirit of co-operation displayed by the men.

Bogus Baseball

Omigosh—there's going to be a ball game Sunday morning, April 24th, at Vernon Yards at 9:30—the Shop Scrubs vs. the Larys.

The Scrubs, under Foreman Joe Spearing's tutelage, have been scrubbing up for a benefit game for Sid Ormston, injured player of the Larys, who has been suffering from a broken ankle received during a game about a month ago.

It's going to be a "desprit battle," boys, and if you don't get a life-sized kick out of it—we miss our guess.

Tickets are 25c. You'll enjoy it.

Meiers Sets Accident Record

NAME	Meiers J.H.				DIV.	4				CAP NO.	2123			
1920	no accidents													
1921	1-28	10	10	0										
	4-22	10	10	0										
	10-14	10	10	0										
	11-10	13	10	X										
1922	7-24	12	10	X										
	8-30	22	10	X										
1923	no accidents													
1924	6-28	15	14	-										
	8-5	17	10	X										
	11-21	12	10	-										
1925	1-30	11	10	X										
	7-14	22	14	-										
1926	no accidents													
1927	4-5	13	14	X										



FORM 558-O 1M 6257 STA.

Here's a record without a crack. Motorman J. H. Meiers of Division Four hails from Waterloo, Iowa, and started with the Los Angeles Railway in October, 1912.

He has established an exceptionally good record, and since the inception of the Safety Bureau in 1920, his record takes up very little space on the report card.

From the above it will be noticed he had no accidents in 1920.

The first three sets of code numbers in 1921 shows accidents due to automobiles turning from the curb. The character (—) indicates loss of safety for the month, and accident classed as preventable.

The code number of accident 11-10 (1310 X) indicates automobile struck standing car. "X" mark signifies the driver of automobile was fully to blame for accident.

There was no accident counted from October 14, 1921, until June 28, 1924.

From July 14, 1925, until April 19, 1927, Meiers' record is clear. This means twenty-one months without a single accident. This is a remarkable record, as Meiers works the "C" Line, which operates through heavy traffic practically all the time.

Some of you fellows who have two or three report cards all full will appreciate what the above means.

"Boys' Week"

Preparations are being made for an extensive program during "International Boys' Week," to be held April 30 to May 7th.

All municipal, civic and private organizations are co-operating to make this a big week for the boys.

The Los Angeles Railway will be represented by boys who are sons of employes of the Company.

Rails to Arrive

The first unit of 550 tons of 116-pound steel girder rail is due to arrive in Los Angeles Harbor on board the S. S. Felix Taussig on May 7th.

The second unit of 450 tons of the same rail is scheduled to arrive on the S. S. Hanley on May 14th.

This is the first half of 2000 tons of girder rail ordered from the U. S. Steel Products Corporation.

The "Hill" Of Fame

Those of us who have not succeeded in securing national fame must not let the green-eyed monster "jealousy" drag us into the Slough of Despond just because a member of the family of one of our own official family has attained fame as a motion picture producer in his early manhood, while most of us are still nationally unknown.

The producer of the screen story, "Tell It to the Marines," featuring Lon Chaney, George W. (Bill) Hill, has been accepted by the motion picture world and picture "fans" as what is commonly known as a "howling success."

Even the New York critics, usually hesitant to acknowledge that anything superior can come out of the West, acclaim this late production as one of the best of its kind seen on the silver screen.

Herein may lie the explanation of the unusual good cheer radiating from our own "Bob" Hill, father of "Bill," now at the top of the Hills of Fame. (Incidentally, Bill "takes after" his mother).

War Risk Insurance

The government has announced that veterans of the World War have until July 2, 1927, to have reinstated or converted their war risk insurance.

This is an opportunity that should be passed up by no man.

The date, July 2, 1927, is the final date.

Get in touch immediately with the Veterans' Bureau, 418 South San Pedro street for particulars.

Phoney Coins

A warning to conductors. W. W. Ashe, United States Secret Service Agent, of this city, declares that counterfeit dollar coins are being widely circulated in Southern California.

The counterfeit coins are clever imitations, and are dated 1922 and 1924—so be on the lookout. Enough said.

BALL GAME SUNDAY

Los Angeles Railway vs. Boyle Dayton, Home Grounds (Vernon Yard), Saturday, April 23rd, 2:30 p. m.

HOW LEAGUE STANDS

Teams—	Won	Lost	Pct.
Boyle Dayton	3	0	1.000
L. A. Railway	2	1	.667
Santa Fe	0	2	.000
Pacific Mutual	0	2	.000

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

Within The Law

Have you ever read any of the "Get Rich Quick Wallingford" stories? If so, you never heard of a prettier pair of rascals than Jim Wallingford and his partner, Blackie Daw, and yet with all their crookedness they managed to keep just "within the law" in most of their schemes.

Unfortunately, we have some men in our own Los Angeles Railway family who exert more effort to see how closely they can shave a rule without actually violating it than would be needed to follow the rule to the letter and therefore operate in a more satisfactory manner.

Also cases are noted wherein a crew will actually comply with the letter of a rule, and yet their failure to go just a little farther than the rule calls for results in serious consequences, but when demerited for this failure the plea is made that the demerits are unjust because the crew actually did comply with the rule.

An example of this kind developed a few days ago when a crew on a "W" car found a defective switch when eastbound at Washington and Figueroa, and complying with rule No. 70, section "F," which says, "Where an electric switch fails to respond and cannot be moved by hand, motorman will—lift the link—and notify dispatcher," but did not notify the dispatcher until they reached York Junction.

In the meantime, two other cars were derailed at this switch, causing serious delay to traffic.

Had this crew notified the dispatcher promptly of the condition of this switch, repairs might have been made before the derailments occurred. Yet this crew was "within the law." What do you think of the case?

When You Go Into Partnership

A partnership or firm is an association founded upon the contract of two or more persons to combine property, labor, or skill in business as principals for the purpose of joint profit. Another definition is: "A contract of two or more competent persons to place their money, effects, labor and skill, or some or all of them, in lawful commerce or business, and to divide the profit and bear the loss in certain proportions." It frequently happens that, for the conduct of a business enterprise, more capital is necessary than is possessed by the individual who wishes to engage in that enterprise. There thus arises a necessity for the combination of capital belonging to two or more persons. Various forms of association for business purposes thus arise, differing from each other according to the different forms of agreement into which the parties who thus combine their resources enter. The most ancient and usual form of association is the partnership, as above defined.

Rights and Liabilities

Every member of a firm, unless restricted by the terms of the partnership articles, is entitled, jointly with his co-partners, to the full control of the partnership property and of the partnership business; and every member of a firm is personally liable for all the partnership debts.

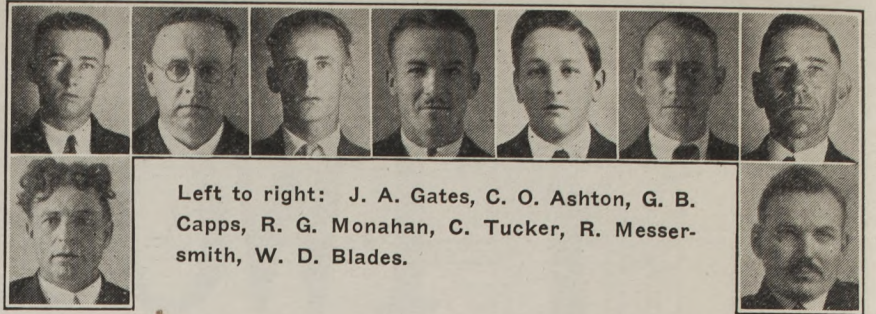
When two or more persons enter

into a partnership relation, the law imposes upon them certain liabilities and rights which are not necessarily mentioned in the agreement by which the association is formed.

In their relation to the partnership property, the law proceeds upon the theory that theirs is in the nature of a joint ownership. One partner cannot, therefore, deprive his co-partner of any element of the free control over the firm property to which one joint owner is entitled. Furthermore, one partner has a right to control the partnership business. Both partners are principals. Each is entitled to control the entire partnership affairs. If, in the exercise of such control, partners cannot agree, the only remedy is a dissolution of the firm. As the correlative of this complete control of the partnership affairs vested in each partner, the law imposes upon each member of the partnership complete liability for all the partnership debts. He may be compelled to pay them not merely to the extent of the amount which he has contributed to the capital, not merely his share of them, but all of them to the same extent as though they were his individual debts.

How Partnerships Are Formed

A true partnership can be formed only by the contract of its members, which contract is subject to the rules governing contracts generally.



Left to right: J. A. Gates, C. O. Ashton, G. B. Capps, R. G. Monahan, C. Tucker, R. Messersmith, W. D. Blades.

E. L. Bailey

J J. Morgan

BOUQUETS

It is commonly said that serving the public is a thankless task. Few of us desire or expect thanks and we are, for the most part, content if our work has been carried out to the best of our ability. It is, nevertheless, encouraging that many letters of commendation are received from our patrons in appreciation of some courtesy or kindness on our part. Some follow:

Motorman J. A. Gates of Division Five from A. Carrier for assisting an elderly woman from the car to the curb.

Conductor C. O. Ashton of Division Two from C. O. Groh for lending car fare when he was unable to change the ten dollar bill presented.

Conductor G. B. Capps of Division One from Hazel Scovil for being very courteous and accommodating.

Conductor R. G. Monahan of Divi-

sion Three from Rose E. Marsh for kindness and courtesy.

Conductor C. Tucker of Division One from Mrs. Frances Antrin for quiet courtesy and attention to business.

Conductor R. Messersmith of Division Five from Mrs. J. W. McCartney for unfailing courtesy and kindly acts, helping passengers who were heavily laden and giving explicit information.

Conductor W. D. Blades of Division Four from Mrs. E. L. Harter for kindness to an absent-minded, weary, little woman.

Motorman J. J. Morgan and Conductor E. L. Bailey, both of Division Four, from F. L. Morgan, office of District Attorney, Los Angeles County, for the manner in which they take care and pride in seeing that strangers are properly taken care of and discharged at their proper streets.



LARY LAFFS



A visitor, being shown round the lake, asked his guide how deep it was.

"Well, sir," was the reply, "we don't know the actual depth; but last year a young Australian came here for a swim, dived in, and disappeared."

"And weren't you able to rescue him?"

"No—we had a cable from Australia next day asking us to send his clothes on."

The shop electrician was puzzled, "Hi," he called to his assistant, "put your hand on one of those wires."

The assistant did as he was told.

"Feel anything?"

"No."

"Good," said the electrician, "I wasn't sure which was which. Don't touch the other or you'll drop dead."

Mr. X was a prominent member of the B. P. O. E. At the breakfast table the other morning he was relating to his wife an incident that occurred at the lodge the previous night. The president of the order offered a silk hat to the brother who could truthfully say that during his married life he had never kissed any woman but his own wife. "And would you believe it, Mary?—not a one stood up."

"George," his wife said, "why didn't you stand up?"

"Well," he replied, "I was going to, but you know, dear, I look like hell in a silk hat."

"I think there's company downstairs."

"How d'ya know?"

"I just heard mamma laugh at papa's joke."

In an out-of-the-way corner of a Boston graveyard stands a brown board showing the marks of age and neglect. It bears the inscription, "Sacred to the memory of Eban Harvey, who departed this life suddenly and unexpectedly by a cow kicking him on the 15th of September, 1853. Well done, thou good and faithful servant."

The big business man's daughter: "Daddy, I wish you'd send me a first class stenographer—I've got a very important letter to dictate to Santa Claus."

Pat—"I call your daughter Sun Maid."

Mike—"Sure, an' fur what raisin'?"

Pat—"She's the first girl my Sun Kist."

Teacher (to Italian boy): Nick, the word "semaphor" is a railroad term, and I want you to show the class how you can put it into a sentence.

Nick:

A nice-a-gal I take for walk,

I say, "Have-a-soda, Marie?"

She say, "Sure-a-Mike, maka me sun-dae."

I say, "Semaphor me."

Cholly (to shopman)—I say—aw—could you take that yellow tie with the pink spots out of the show window for me?

Shopman—Certainly, sir. Pleased to take anything out of the window any time, sir.

Cholly—Thanks, awf'ly. The beastly things bothaws me every time I pass. Good mawning.

DIVISION FOUR

C. J. KNITTLE

Signs of prosperity are rampant around this division these days. Conductor Bill Huddy will leave for San Francisco some time this week to receive his share of a \$200,000 estate.

Arriving home last Friday evening, Conductor Alfred Bradley's daughter handed him a \$500 check she won in a local newspaper contest.

Then there is Conductor Joe Cresto, who blossomed out Easter morning in a Ford sedan.

A well-known conductor of this division missed out three hours on his Easter sunrise service extra.

Safety Operator E. C. Appleby has been granted a lay off to try the fire department.

We are glad to see Conductor A. Goldsmith back from a two weeks sick leave.

Motorman P. E. Doll returned from a temporary assignment to the line car last Sunday.

Stenographer E. G. Benedict has sold his home in Maywood. "Bennie" is a game speculator. He recently bought a hunk of that high-powered tomato land in Mexico.

Conductor J. Berrere, who resigned four months ago to make a business trip to New York, returned to the service last Monday.

DIVISION ONE

H. N. COLE

Conductor J. F. Canning is back on the job after being confined to his home for about ten days on account of injuries received in an accident with his machine a week ago last Sunday. Another machine ran into his car while standing and demolished it and painfully bruised up Canning. He says it was almost a miracle that he was not killed.

Motorman E. O. McKinney recovered his car a few days after it was stolen. Everything had been stripped off except the fan belt and the hood. Otherwise it was in perfect condition.

Watchman J. Menzer had the misfortune to lose quite a sum of money last Saturday night. He stepped in the bank to transact some business and walked out, leaving his purse on the desk, with a hundred dollars and his pass in it. He hurried back in a few minutes, but too late.

Conductor R. J. Sturgeon is now extra register clerk.

Conductor R. T. Olsen, who has been working a night run on the "J" line, has bid in a day run on the same line.

Conductor Jack Sproule has returned to work after a two weeks siege of illness.

Conductor L. R. Malone has resigned to try out other work.

Conductor M. C. Perl has bid in a day run on the "R" line. He has been working the "J" Owl for about a year and thought it time to make a change.

Conductor R. W. Brigham has been on the sick list for about ten days.

Conductors A. B. Morse and P. Awrey have been off for several days on account of sickness.

Yes, L. W. Corley is with us again, breaking in on the back end. Conductor Corley has been away for nearly two years, but yielded to the same old urge and like a good many others, is back again.

SHOPS

JACK BAILEY

The boys win second game on home grounds. The LARYS defeated the Pacific Mutual nine, 9 to 10. It was a hard fight, but the boys came from behind in the last inning and the Mutuals were unable to stem the tide set by Lock and Shollin's hitting bee.

John Smith of the Air Room has offered the best ball bat that can be bought to the man who makes the most three-base hits during the month of May. John is just the type that would.

A new man in the Store Department is O. P. Armstrong. At least he has a more intelligent look about his person. To cut the thing short, he made a whale of a difference in his looks when he shaved last week.

Al Doane and his father got out the little Star and drove down to Redondo last Sunday morning to spend the day fishing. No fish, but a rough old boat ride was reported through the Trimming Department.

All that noise that came from the M. M. Office last week was Mr. Arnold and Mr. Boyce playing "Dear Gaston" to see who would make the coffee for their lunch that day.

J. E. Spicer, Machinist, has the mumps. He was booked to play ball this coming Sunday. It gave him the big head, we think.

Black crepe and flowers were hung by mistake on the locker of Machinist Joe Harlow. He is not dead nor was he trying to reap any benefits. He was only trying to make a thorough investigation on the shortage in his check. And, by the way, Jack Bickford writes insurance policies. See him before you buy.

Carpenter J. S. Moore is back from a 30-day leave looking brown as a nut.

DIVISION FIVE

FRED MASON

Motorman "Red" Gurley resigned last week and is going to ride behind a plow back on the farm in Missouri. Good luck to you, Red.

Conductor Tommy Laycock is still to be seen waiting around on corners, and late at night, too, but now it's for street cars.

Motorman "Smiler" Gillen has taken a 30-day lay off to visit his folks in Cincinnati, Ohio.

Boys, get acquainted with our night switchman, Tom Sawyer, Huckleberry Finn and Jerry on the Job. Find out who's who.

Harry Goodman of the Mechanical Department was seen standing at the corner of 54th and Figueroa at 4:15 a. m. last Sunday morning with his golf bag and sticks swinging at a wicked angle and his plus fours fluttering in the early morning breeze. After taking in the sunrise service he went home very much ashamed of himself, but happy in the thought that good liars and good golfers are just about the same. Anyone wanting to buy a good set of golf clubs, cheap, see Harry.

Conductor J. W. Wood has resigned and has gone into business for himself, chicken raising—feathered.

Superintendent Dye and his valuable assistant, Freddy Mason, are certainly busy these days. Ernie has had pic-

BUS DIVISION

ELMER WOOD

It was recently learned that Operator M. E. Dudley is married. But he is on a 30-day leave of absence, so we will have to wait until he returns before the particulars can be given, such as cigars, etc.

The boys of the division extend their heartfelt sympathy to Operator C. W. Davis in his bereavement. His wife passed away April 13th.

F. M. Fox, ex-operator and mechanic, dropped into town two weeks ago to say hello to the boys. Fox is driving for the California Transit Company in Oakland and Sacramento, and says he is getting along fine. P. S.—Also the wife and son.

A postcard was received from Operator A. W. Warnick stating he was beginning to feel better already. Warnick is on a sick leave and living with his parents in Arizona.

Applications for extra supervisor were received last week and a number of the boys were brushing up on the rules and regulations a supervisor should know (some do). Operator W. R. Terry was appointed to the position.

GARAGE

The big surprise of the year was when T. J. Mooney, the day watchman at the gate, announced his marriage to Mrs. May Winans. The couple were united Easter Sunday, April 17, at the home of the bride in Maywood. A reception was given at the home of Mrs. Mooney's daughter in Pasadena, where they celebrated. Mr. Mooney has been with the Company for 37 years. He started in 1888, when horse cars were the talk of the town, and after leaving the service in 1898, he returned again in 1900 to stay. The boys of the garage wish to congratulate Mr. and Mrs. Mooney and wish them a long and happy married life, and also to thank them for the cigars.

"They always come back," says Mr. Lindsey, Superintendent of the garage, and it happens to be true with Doyle Rishel. A year ago Doyle was foreman of the day shift and left the service to go into partnership with his brother-in-law and run a service station and garage in Downey. Although they have not lost what they put into it, Doyle decided working for someone else was better than being your own boss, so came back to work with his many friends in the new shop. He has been made general foreman and will be over the three shifts, namely: R. W. Anderson, day foreman; L. R. Drake, afternoon foreman; George F. Borngrebe, night foreman, and Walter Dewherst, foreman of the machine shop. The machine shop will eventually do all overhauling and repairing of replacement units. Doyle was amazed to see so many improvements in the single year that he has been away and says, "The new garage is the finest shop ever built."

ture molding placed on the walls of his office and the pictures of the bonus winners for the different years are to be draped around the room.

In hanging the pictures a disagreement arose. Freddy was to hold the nail while Ernie wielded the hammer—and Freddy knows Ernie is no "William Tell" with a hammer. Possibly some arrangement can be made later on. In the meantime, the pictures hang in abeyance.

DIVISION TWO

E. A. MOXLEY

Anyone seeing a "bid-board" lying around the division and desiring to be accommodating will kindly get in touch with Motorman J. O. Masonheimer, who is looking for one.

Five blowouts and a puncture are the toll taken by the roaring road when Stenographer H. T. Hansen and Conductor D. F. Edgar made a flying trip to San Francisco. As Hansen, our genial stenographer, income tax expert, counsel, advisor and criterion of delectable femininity relates, "We started the trip with one at Girard and commenced the return with one in Oakland, and it got to be pretty much a matter of put on and take off." However, they report an excellent trip, with fine weather and wonderful scenery.

Motorman R. E. Brewer is now out of the hospital and we hope we may see him back at the division soon.

Conductor L. O. Patterson, who is in the Roosevelt Hospital, is reported as getting along fine.

Motorman L. L. Pittenger, as well as S. F. Early and O. Iffland and Conductor O. T. Durr are now off the extra board and have regular runs.

DIVISION THREE

L. VOLNER

Motorman W. T. Skinner has his wife's mother, sister and her one-year-old baby as guests at his home. They are from Saskatoon, Sask., Canada, and at the time they left, the weather was very cold and the snow very deep. In fact, there was so much snow that some of their street car lines were tied up for several days.

Motorman W. W. Yates is back on the job again, spry as ever, after about seven weeks on the sick list.

Now that the baseball season is on, our night clerk, Mr. Dan Hanley, will be found at Wrigley Field each afternoon. Dan says he will soon be as brown as Bill Bailey, for he always gets his sun bath while watching the game.

Motorman C. Hendricks, late of Division Four, and Motorman F. Lehman have changed divisions. Mr. Hendricks lives near this barn and will now be closer to his work.

Motorman B. S. Head has gotten a leave of absence for one month, during which time he is going to paint his house.

Manager Harry Tuttle of the Company Restaurant is rejoicing over the decline in the price of strawberries, for he can now serve his famous mile-high shortcake.

W. O. Butt has taken a week's vacation, which he is spending at home.

Switchman Walker, Mike Pierson and others are looking over and fixing up their fishing tackle for the trout season soon to open.

Motorman E. E. Searl is praising the classified column. Having a transmission for a Ford to sell, he put a notice in that column, received several letters about it and one caller with the cash took the article.

F. D. Caldwell is laying off for a month to rest up and get ready for the warm season.

If you haven't had your watch inspected for this month—just one more week to do so.