

Two Hundred and Fifty Years of Service

Two hundred and fifty years of service!

Yes, sir, that's the aggregate service of the young fellows pictured above and if you ever get in conversation with them, they'll sure spin some interesting yarns on the happenings in the "gay nineties," when the "newfangled contraptions," electric street cars, were meeting with some opposition from adherents of the horse and cable cars. Them was the days!

Still rendering service as Information Men, hundreds of questions are asked of them daily by visitors and patrons, and these "veterans of the rail" aim to satisfy with accurate information.

C. W. Jordan entered the employ of the company back in May, 1896. Formerly a rancher in Pomona, California, he gave up that vocation for the railway.

J. R. Hardin hails from Denver, Colorado, where he worked for the Denver Street Railway. In 1887 he came to Los Angeles for a vacation—liked it so well that he joined the company in December of the same year, and sent his resignation back to Denver.

J. W. McElroy, formerly a rancher in Canada, entered the service in January, 1895, on the old Central Avenue line.

C. L. Hansen, the sailor, sailed the seven seas; made every port of importance, but finally settled down to piloting street cars. He entered the service in September, 1889. Started on the horse cars on Olive Street, and

afterwards worked the Grand Avenue Cable line. During the first winter of the cable line's existence—Christmas Eve, Hansen relates, was a stormy one. The rain flooded out the car house, then at 7th and Grand, and it took him 22 hours to make a round trip of seven miles. The fire department pumped the submerged car house to the surface.

George Feller was born in Ohio and raised in Indiana. Took up mining gold, silver, lead or what have you, and wandered wherever new strikes were made. Finally started with the company in December, 1891.

G. M. Brassington comes from Virginia City, Nevada, and was also a gold and silver miner. The call of California was too strong, and he, too, started with the company in April, 1891.

J. J. Gallagher hails from the "bean city," Boston. He figured he would make a good trainman, so he came to Los Angeles and started with the company in October, 1891. He first went to work on the horse cars on the old Agricultural Park line, and he holds the distinction of being the first electric railway conductor to work that line.

W. R. Boyd, who, unfortunately, is ill and unable to get in the picture, is the eighth man of this Information group. Boyd left Illinois for Los Angeles in 1891 and started on the old Temple Street cable line. He left in June, 1897, but came back in October of the same year.

So, folks, there you have the Information men, "In Formation."



Standing, left to right: C. W. Jordan, J. R. Hardin, J. W. McElroy, Seated: C. L. Hansen, George Feller, G. M. Brassington and J. J. Gallagher.

Ball Game Saturday

Los Angeles Railway vs. Pacific Mutual, Vernon Yards, 2:30 p. m., June 4th.

Division Three Cuts Four's Lead

Division Four made a spurt in first place in procuring witnesses per accident, but they must do some more sprinting if they want to keep out of the way of Division Three, which is closing up on them.

Here's how they line up for the month of May:

	Average Witnesses Per Accident
Division Four	7.35
Division Three	7.23
Division Two	6.14
Division Five	5.73
Division One	5.60

Election Day June 7th

"I want tax reform!" he bellowed. "I want tariff reform! I want trust reform! I want social reform! I want money reform! I want—" "Chloroform!" shouted a man in the audience.

You may have what form you want, but it's your duty to mark your ballot form on June 7th—and don't forget.

Engineers at Work

Work is under way for complete reconstruction of track on the east side of the Southern Pacific tracks on Alameda at Vernon.

Also on Fifty-third Street, between Main and San Pedro Streets, complete reconstruction of track is under way. On both jobs 116-pound girder rail is replacing the old light rails.

Chosen Men Attend Services

Four men from the Mechanical Department and five men from the Transportation Department were selected to represent the railway at the funeral of our late President, Henry E. Huntington.

These men have been longest in the service of those now on the active list.

Following are the men chosen and the number of years of service with the company:

Mechanical Department: Master Mechanic E. L. Stephens, 25 years; Foreman F. F. Robey, Division Two, 25 years; Foreman I. C. Gordon, Division Five, 24 years, and Foreman J. W. Melvin, Division Four, 17 years.

Transportation Department: Conductor F. R. Nye, Division One, 38 years; Motorman W. E. Hancock, Division Two, 36 years; Conductor J. E. Gorham, Division Three, 31 years; Conductor Ed H. Link, Division Five, 26 years, and Conductor A. A. Goldsmith, Division Four, 23 years.

Commendations Gains

Commendations for the month of May show quite an increase over the month of April. They jumped from 39 in April to 46 in May.

Complaints showed a slight gain in May over April. Discourtesy increased from 35 to 41, and other causes for complaints evidenced a "slipping up" by some of the boys, bringing the total to 119 for May as against 99 for April.

Fellows, get together and see how hard you can stagger this total for June. You bet it can be done—you've done it before!

New Line Instructors

In line with the company's program for the advancement of trainmen, the following men have taken the examinations necessary to qualify as line instructors, have proven they knew their stuff, and passed with high ratings. They total up eight motormen, eight conductors and three safety operators, as follows:

From Division One: Motormen W. A. Bence, E. R. Hastings, W. Brownbridge, Conductors N. C. Fisher, H. N. Johnson, R. I. Woodson. Division Two: Motormen H. E. Patton, E. L. Mason. Division Four: Conductors G. Mayhew, L. E. Sherwood. Safety Operators: J. C. Berrell, J. F. Floyd. Division Five: Motormen F. M. Daugherty, K. L. Mayes, E. J. Zumault. Conductors V. R. L. Brown, L. V. Hoffmeister, H. E. Tetreault.

Musical Notes

"One of the most delightful bands that ever played in syncopated strain" is what they say of the Los Angeles Railway Orchestra, on a program of entertainment to be given by the Los Angeles Transportation Club, which is planning a big stag dinner at the Elks' Club on the evening of June 16th. That's something to swell up on.

For the week, the orchestra will broadcast over the following stations: June 6th—KMIC, 8:30 to 10 p. m. June 8th—KHJ, 10 to 11 p. m. June 10th—KNRC, 9 to 10 p. m. June 11th—KFQZ, 9 to 11 p. m.

Pierson Moves Office

R. A. Pierson, Supervisor of the Merit System, and the clerks in charge of efficiency records of trainmen have moved from their quarters in Room 710 and will now be found in Room 725.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

Our Customers

No one questions the fact that we owe our patrons safe transportation.

No successful business man will deny that we owe them courtesy. Good business principles require that we be courteous to our patrons regardless of the provocation offered by them. John Wanamaker recognized this principle years ago when he adopted in his great store in Pennsylvania the slogan, "The Customer Is Always Right," and in no organization is the need of uniform courtesy to its customers more necessary than in our business.

There is still another duty which we owe our patrons, disregard of which gives rise to many complaints and loses us many friends, and that is, to give the patron an opportunity to board the car unless we are absolutely sure that circumstances justify his being passed up. Perhaps no rule now in effect requires the exercise of more judgment on the part of the crew than the one pertaining to this phase of operation. Allowance can sometimes be made in cases where a car of one line may be late and overloaded, but is followed by cars of other lines which are being held back and are more able to handle the passengers offering themselves than the one involved, and a technical violation of the rule requiring the delayed car be followed by another of the SAME line might be justified.

However, a case such as occurred in the afternoon of June 1st on West Seventh Street, when a car with only a seated load and NOT followed by a car of any line within the required distance, passed up five people eastbound at Union. This was a case wherein twenty-five cents cash was entirely lost, because passing autoists noting the circumstances picked up the entire five and brought them on down town, and this loss may be multiplied many times when the feeling of resentment which may be cherished by the people inconvenienced by the thoughtless and disloyal act of this crew may cause them to, in the future, avoid every opportunity of patronizing our cars.

The question of passing up passengers on pull-out and pull-in trips has been discussed many times, and it has been the unfortunate experience of some crews who gave passengers on these trips the opportunity to board their cars to find a feeling of resentment displayed by the passenger when the car eventually diverted from its regular route and went to the car house. But, even the crew subjected to such an experience will have a clear conscience and will know that the right action was taken, even though misinterpreted by the disgruntled patron.

Let us, therefore, in every case when we are tempted to pass up people who are in proper position, indicating that they desire to board our car, weigh the conditions carefully and endeavor to operate in such a manner that no criticism can be made of the action taken.

Minister: "I hear, Paddie, they've gone dry in the villege where your brother lives."

Paddie: "Dry, mon! They're parched. I've just had a letter from Mike, an' the postage stamp was stuck on with a pin."

Jock met his friend Sandy in the street.

"Sandy," he said, "I wonder if you could oblige me wif a cigarette?"

"But I thoct you said you'd stoppit smokin'?" said Sandy reluctantly.

"Aweel," replied Jock, "I've reached the first stage. I've stoppit buyin'."

"Nearly everybody has a well-developed bump of curiosity."

"And what does it lead to?"

"Why, in this case it leads to turning the page upside down."

Street Car Conductor—"Fare, please."

Young Man (returning from the late party)—"Here's fifty cents."

"How many?"

"Five."

Young Man (a minute later to his friend)—"That's a good one on him. There are really only two of us."

Scrambled Sexes

Gather round and hear Annabelle rave; She is one you might call fashion's slave.

In a bobber shop chair She dozed off, I declare, And the bobber man gave her a shave.

—Youngstown Telegram.

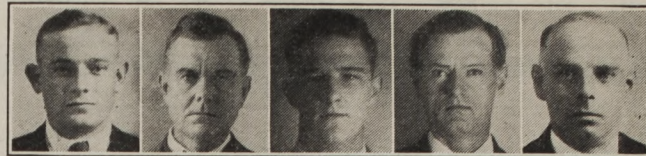
Go on and let Annabelle rave— Your deeper compassion I crave; When I took a nap

In his chair, the poor sap Went and gave me a permanent wave!

—Cleveland Plain Dealer.



Left to right: L. B. Vaude Sande, W. H. Laing, W. Payne, M. McConnell, W. M. Tutor, J. H. Martin.



Left to right: X. Bryan, F. S. Holland, T. G. Henry, M. H. Grant, J. C. Clarke.

For Conductor L. B. Vaude Sande of Division Three from Miss Amelie L. Francfort, for kindness and courtesy to elderly women.

For Conductor W. H. Laing of Division Two from Mrs. Nettie Stiefel, for interest and kindness shown in directing her how to reach her destination.

For Conductor W. Payne of Division Two, from Mrs. Walker, for lending her car fare when she happened to be without it.

For Motorman M. McConnell of Division Five, from Mrs. Clara A. Bolbrugge, for the smooth and careful operation in stopping and starting his car.

For Conductor W. M. Tutor of Division Three, from Miss R. Penneman, for kindness shown an elderly woman in locating a coin she had lost.

For Conductor J. H. Martin of Division One, from Max Goldman, for being unusually pleasant and courteous.

For Conductor X. Bryan of Division Two from M. A. Cellar. Mr. Cellar says "He has a smile and a 'good morning' for everyone." He also commended Conductor Bryan on his neat personal appearance.

For Conductor F. S. Holland of Division Two from Ray W. Strong, for paying fare when he chanced to be without same.

For Conductor T. G. Henry of Division Three from S. W. McCaffery, for exceptional interest shown in directing him how to reach his destination.

For Conductor M. H. Grant of Division Four from Miss B. Baumann, for courtesy in lending car fare.

For Conductor J. C. Clarke of Division Five, from Mrs. L. S. Cooke, for unusual courtesy extended a woman.

Emanuel Jackson, mule tender, appeared one morning on crutches.

"Lawzy," exclaimed a friend. "Ah thought yo' was one o' de best mule han'lers in de business."

"So ah is," affirmed Emanuel proudly, "but we got a mule in his mo'nin' dat didn't know mah reppitation."

Rector: "At the end of the service tonight, the choir will sing a special anthem, composed by the organist, after which the church will be closed for a month for necessary repairs!"

"What's the matter, Rastus, you seem as mad as a wet hen?"

"Well, why shouldn't I be? The doctor what operated me foh pendicitus went and sewed me up wif white thread."

Legal Question Box

Q. A trust is created by proper instrument, but no trustee is named in such instrument. In such a case will the trust fail? F. H.

A. No. A trust is never permitted to fail for want of a trustee; and a court of equity will appoint a trustee to carry out and execute the trust.

Q. All usurious contracts being declared void by the statute against usury, how will the courts treat such cases when brought before it (a) by the lender? (b) by the borrower? C. S.

A. If the lender comes into a court of equity seeking to enforce such contract, the court will refuse its assistance and repudiate the contract. If the borrower comes into equity seeking relief against the contract, the court will lend its aid only upon condition that he pay the lender what is really and bona fide due him, deducting the usurious interest; and give judgment for three times the amount of the usurious interest.

Q. If one of the parties to a contract is mentally weak, or if the consideration was obtained by fraud, is there any relief? D. R.

A. Yes, by rescission, which is by restoring to the other party everything received from him or by offering to do so upon condition that the other party shall do likewise.

Q. Has a husband the right to fix or change the family domicile contrary to the wishes of his wife? F. B.

A. Yes.

Q. Is the complainant in a divorce suit entitled to the custody of minor children? L. C.

A. Where a divorce is granted either to the husband or to the wife, it does not follow as a matter of course that the complainant in the divorce suit is entitled to the custody of the minor children. The welfare of the child is the controlling consideration. The courts consider, not only the fitness of the persons contending for the custody, but the condition and future prospects of the child, and the wishes of the child where it is old enough to decide intelligently.

Q. What rights, if any, has a parent in his child's property? T. H.

A. Apart from his child's earnings, a parent, as such, has no rights in property acquired by the child. Whatever property a child may acquire in any manner, except as compensation for services rendered by him, belongs to him absolutely, and the parent has no claim to it.

Bulletins

ISSUED JUNE 6, 1927

STREET CAR

NO. 82—NOTICE TO CONDUCTORS

In the list of passes lost since January 1, 1927, and published in Two Bells of May 30th, Pass No. 1648 was shown as lost, which was an error. This pass was found and shown in Bulletin No. 62.

NO. 83—NOTICE TO CONDUCTORS

Pass No. 6885, issued to W. E. Hart, motorman, is reported lost. If presented for transportation, take up, collect fare, and send to the office with report.

NO. 84—NOTICE TO CONDUCTORS AND SAFETY OPERATORS

Disregard the latter part of the last paragraph under the heading of "Receiving Transfers" on Page 11 of the 1927 "Instructions to Conductors", which provides that transfers collected will be turned in, using one transfer envelope for each run worked and turn collected transfers in, in accordance with Rule No. 13 on the reverse of trip sheets, which requires transfer envelopes to be made for each trip sheet used.

NO. 85—NOTICE TO TRAINMEN

Frequently of late, electric switches have been found disconnected in such a manner as to render them dangerous or subject to further damage. Whenever it is absolutely necessary to disconnect an electric switch, only the link connecting the magnet plunger rod with the pivoted crank is to be removed, and in every case when this is done the switch must be cut out electrically by turning off the button in the box on the trolley pole nearby. Crews will be held strictly accountable for disconnecting electric switches in any other manner than as indicated above.

(See illustrated article in Two Bells of October 26, 1925.)

R. B. Hill

BUS

NO. 41

Bus Operators must not stop their buses in such position so that gates at railroad crossings will interfere with the bus.

Staubhanken

Introducing New Men

The following men have been sent to their various divisions during the week ending June 1: To Division One: Motormen L. T. Riley, R. A. Baudisch. To Division Two: Motorman J. T. Jackson. To Division Three: Conductors L. L. McGough, H. H. Farnsworth, S. R. Leckey, Jr., J. R. Sutherland, J. A. Lippold, A. B. Peterson, B. O. Wood. To Division Four: Motormen B. H. Stecher, A. C. Whiles. To Division Five: Motormen H. M. Frederichsen, J. Celus, Conductors G. E. Harper, M. Miranda, W. C. Alkire.

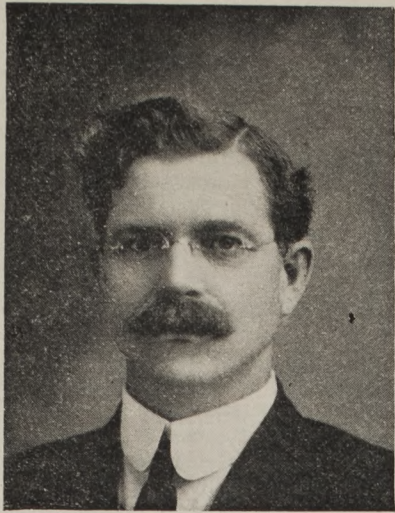
FOR SALE

Baby Buggy—Cost \$50 new, for \$12. B-62.

Stroud Player Piano and Cabinet—Fumed oak, over 100 rolls included. Value \$1000; for \$200; terms. B-63.

Calfskin Shoes—Lady's, size 5; value \$5.85; will sell for \$2.85. B-64.

Modern Bungalow—Five rooms, tile bath and sink, finished basement, fine view; \$750 cash. B-65.



Bouquets in Order

With this issue, Two Bells celebrates its seventh anniversary:

Seven years ago, on June 7, 1920, to be exact, Two Bells started its career through the literary efforts of George Baker Anderson, manager of transportation, and to make this an all-round celebration, we are reprinting a photo which appeared in the first edition. It's not one of the Smith Brothers emerging from a barber shop; neither is it a well-known doctor of horse liniment. None other, ladies and gentlemen, than our own P. C. McNaughton of the publicity department, disguised in a collar and tie, which distinguished him as Superintendent of Division Three at that time.

"Mac" has just returned from a leave of absence and is back on the job. On May 11th of this year, "Mac" celebrated his 31st year of service with the company. From conductor on the "jigger" to transfer clerk to assistant foreman of Division Three to Superintendent of that division, to assistant superintendent of operation is the way he climbed the ladder during his lengthy service.

On Vacation

H. S. Porter, dispatcher, is spending his vacation in Santa Monica and vicinity.

From the Auditing Department the vacationists are: A. A. Tavener and H. E. Gaskill, in Yosemite Valley; T. Hobson, in the Sequoia National Park; Mrs. E. Greenamyer, somewhere in Los Angeles, and Mrs. Minnie Brown is in Berkeley visiting friends from Canada.

Mrs. M. Ambrose, Engineering Department, has just returned from a two weeks trip to Seattle, Wash.

Mrs. M. H. Galloupe, information clerk, is in the Yosemite Valley.

G. O. Dorris, Claim Department, is somewhere in Los Angeles and vicinity.

Frank Wescott, supervisor, is visiting relatives and friends in the "Quaker city," Philadelphia.

S. V. Bennett, draftsman, Engineering Department, has just returned from vacation in Los Angeles and vicinity.

Newcomer

Introducing Mrs. Ethyl I. Smith, typist, in the Purchasing Department.

When You Make a Contract To Buy or Sell

Definition and Essential Elements

A contract, in its proper sense as an executory contract, is an agreement, the fulfillment of whose promises is enforceable in law. It is the result of the concurrence of agreement and obligation, and may therefore be defined as "An agreement enforceable at law, made between two or more persons, by which rights are acquired by one or more to acts or forbearances on the part of the other or others."

When two or more persons enter into a legal relation by agreement, the law will enforce the fulfillment of the promises involved in such agreement, and the agreement itself is called a contract.

It is obvious that there may be agreements, the obligation of whose promises is of a moral or social nature merely; as when a person agrees to dine with his friend on a certain day. There are, on the other hand, rights which are enforceable at law, which do not originate in agreements. But it is only when the two elements, agreement and enforceability at law or obligation are both present that a contract exists.

There must be an agreement directly contemplating and resulting in an obligation enforceable in law, and therefore: (1) the agreement must possess the marks which the law requires in order that it may affect the legal relations of the parties and be an act in the law; and therefore it must be in the form required by law, and there must be a consideration when this is required by law; (2) there must be a distinct communication by the parties to one another of their intention, or an offer and acceptance; (3) the parties must be capable in law of making a valid contract; (4) the consent expressed in offer and acceptance must be genuine; and (5) the objects which the contract proposes to effect must be legal. These essentials of a valid contract will be shortly considered in the following sections:

Offer and Acceptance

Agreement is absolutely essential to the creation of every true contract. An agreement may be defined as the communication by two or more persons to each other, on the one hand of one or more promises to do or refrain from doing something, and on the other of a willingness to rely on the promises so made; or, to put it another way, it is the expression by two or more persons, either by words or by conduct, or a common intention to affect the legal relations of those persons. There must be a meeting of minds in one and the same intention.

The idea of an agreement involves: (1) Two or more parties naturally competent to enter into it; (2) mutual assent; (3) communication to each other of the mutual assent; and it is further necessary (4) that the subject-matter with reference to which they agree shall be the doing or not doing of some act or acts; or, in other words, it must be something more than concurrence in a mere abstract proposition.

Natural Competency of Parties

As it would be impossible to conceive of a "meeting of minds" without the participation of at least two sane minds, it follows that no agreement can take place without two or more parties capable of giving an intelligent assent. It follows also that drunkenness, insanity, or any mental condition in which common intelligence is absent renders a person naturally incompetent to become a party to an agreement of any kind so long as the disability continues.

Offer and Acceptance

To constitute a contract, the expression of common intention must generally, if not always, arise from an offer made by one party to another, and an acceptance of the offer by the latter, with the result that one or both are bound by a promise. The offer may be (1) of a promise, or (2) of an act. The acceptance may be (1) by simple assent in the case of contracts under seal, where no consideration is necessary, or (2) by the giving of a promise, or (3) by the doing of an act. For example, the presence of a public conveyance on the street is a constant offer by the proprietor to carry persons, and when a person steps into the conveyance he accepts the offer, and promises to pay the fare. This is an offer of an act for a promise. If a person who has lost property offers by advertisement a reward to any person who shall return it, he offers a promise for an act, and when a person returns the property he accepts and performs the act, and the promise becomes binding. If a person offers another to pay him a certain sum on a future day if the latter will promise to perform certain services for him before that day, or vice versa, he offers a promise for a promise, and where the person to whom the offer is made accepts it by promising to perform the service or to pay, as the case may be, both parties are bound, the one to do the work and the other to make the payment. This is the offer of a promise for a promise.

(Continued in next issue)

LARY TOTS



Stewart LeRoy, age two years eight months, and Harold Wayne, age eight months. Here are two future motormen for Division Three; sons of P. G. Roberts, motorman.

Winchester, Va.

Employment Dept.,
Los Angeles Railway,
Los Angeles, Cal.
Gentlemen:

I am writing Mr. R. B. Hill telling him I will be unable to return from my leave of absence and of my resignation. I think it is only proper and fitting that I should thank you for the kindly interest you took in me when I applied to you for employment.

I shall always regard my time as well spent while a Los Angeles Railway conductor and will cherish the memory of the gentlemanly, companionable employes with whom I came in contact.

I am sincerely,
Charles E. Murphy,
Conductor Division Two.

DIVISION ONE

H. N. COLE

As a memento of his holiday adventure, Conductor A. G. Rex is exhibiting a fine string of rattles which was secured in a one-sided encounter with a member of the rattler family. He had left his machine way up in some canyon and was taking in the beauties of the woodland on foot when two large rattlers crossed his path. One "stepped on it" and disappeared, while the other, through curiosity, lingered to investigate, to his sorrow. Rex crushed his head with a stone and scalped him for his rattlers.

It seems that after all it is possible for a fisherman to tell the truth sometimes. Conductors Ed Urban and R. W. Brigham spent last Sunday and Monday at Lake Arrowhead angling for trout, and Ed says they caught only a few and they were all small ones. He could see hundreds of large one, but they were too smart to tackle a hook. He threw a handful of bait in the water and they would immediately devour it, but would not come near his hook with the same kind of bait on it. Brigham had a costly gold-plated "thingamagig," guaranteed to do the work, but they failed to fall even for that.

Motorman J. N. Smith tells of a new use for car fenders, as suggested to him by a passenger a few days ago. It was on his pull-in trip and his sign was set for "7th and Central only." A few blocks before reaching the barn he stopped for a passenger, and as he stopped he pointed to the sign. The passenger, with a suitcase in his hand, looked down at the fender, hesitated a little and deposited his baggage on the fender and hastened to get on car.

We are glad to announce the return of Head Janitor Rafferty. He has been conspicuous by his absence for a month and it certainly seems good to see him back.

Motorman M. M. Spence is taking about three weeks off in order to see the sights of the city.

Conductor H. Bunniss is off for ten days to do some work around his home.

Judging from the talk among the boys, last Monday was a great day for the gas stations and tow wagons. Two hundred and fifty miles seem to be the average distance most of them drove. For instance, Motorman McKinney covered nearly three hundred miles, and John Fagin about two hundred and sixty, and so on all down the line.

DIVISION FOUR

C. J. KNITTLE

Did you enjoy yourself last Sunday and Monday? If a successful fishing trip is Motorman Tom Speed's greatest pleasure, then he is not sorry he went to Lake Henshaw. He caught eighty-two perch.

Mr. Elmer Ellis, our day clerk, and Mrs. Ellis spent the week commencing May 14 touring in the California Redwood Basin, Yosemite and Frisco.

Conductor Warren started for Matilija, a little town in Ojai Valley, last Sunday to fish for trout. Nearing the end of his journey and depending entirely on auto club signs, he was thrown sixteen miles off the route by a sign which some mischievous person had turned, making it indicate the wrong direction. However, Warren found the Matilija River and we understand the result compensated for the trouble. He returned Monday night.

Motorman H. Trogden has been granted a 90-day leave.

Motorman Herman de Jager returned last Wednesday from a weeks trip to Yosemite.

Conductor B. M. Burton resigned Tuesday to go back to his old game, "selling." He will represent the J. B. Colt Company selling acetylene lighting systems for country homes.

Motorman D. H. Treadway also resigned last Wednesday.

Four prospective conductors started breaking in Thursday. They were assigned to Conductors England, Horton, Warren and Knittle.

Conductor R. U. Patterson has received a 90-day leave and left for Des Moines.

Motorman W. A. Parker is taking a 60-day vacation.

Conductor D. J. Vanderlinden has been granted a 90-day leave. He will spend the first month repairing his houses and may then make a trip to Chicago.

Motorman E. C. Olsen is taking a seven-day rest.

DIVISION TWO

E. A. MOXLEY

Motorman F. I. Ray and Conductor M. C. Coster resigned to go into business for themselves. Here's wishing them luck.

Conductor D. E. Bradshaw resigned to enlist in the navy.

Motorman H. R. Chubb is slowly improving and here's hoping he will be back with us soon.

B. M. Deane was around last week with an eye bandaged up. At first we thought he had been talking rough to some one, but it turned out to be a piece of steel that caused all the trouble.

I. B. Markham, who has been sick the past month, is getting along fine and expects to be back to work soon.

H. T. Hansen started his vacation Thursday. He intended to make a trip to Yosemite and possibly to San Francisco.

O. V. Gray has been granted thirty days to make a trip to Minnesota with his mother.

J. Rose is taking ninety days to make a trip back east.

Motorman H. F. Nelson will be in the stenographer's office during Hansen's vacation.

SHOPS

JACK BAILEY

We are sorry to report that Carpenter W. Hellwig and wife were unfortunate enough to have their car struck by a reckless autoist while riding Saturday. Hellwig sustained minor injuries, but his wife is in a very critical condition. We earnestly hope for her recovery.

A. L. Dellinger is still absent from work on account of injury to his hand.

Fred Hart and Paul Abbey of the Repair Shop are back from their joint vacation. All smiles.

Moise Bessette, carpenter, is also on his vacation. Henry Landin, carpenter, has just returned to work.

Miss Rholff is also taking her annual leave of absence. We miss her cheery "Hello."

Truck Foreman Harry Longway and "Trolley Bill" Wedgewood stayed home over the holidays and were on deck Wednesday morning feeling fine.

Phil Cook, painter, is back after three weeks vacationing up north.

Ed Carmody, carpenter, is back from a week spent in Yosemite.

W. O. Smith, armature winder, went fishing over the week-end and reports phenomenal luck.

A. Garrison is back in the Winding Room after being absent for one month. His secret retreat has not yet been revealed.

Ye scribe, O. P. Armstrong, Store Department, and Clarence Lock, Machine Shop, sojourned over the week-end at Cedar Pine Park. It's the first place I have found I could hold five aces and not wake up the neighbors. We had a swell time eating, fishing and more eating.

DIVISION FIVE

FRED MASON

The rubber cigar holder, offered two weeks ago for the first person giving information regarding the nuptial knotting of Conductor Frank Clavin, was won by Motorman Bill Atchison, the only bachelor left at Division Five. Bill, by the way, is, or rather was, Frank's very close friend, but Bill got his information from the Vital Statistic column. All right, Frank, old boy, put out the cigars and quit laughing up your sleeve.

Our register clerk, Bill Bird, is off on two weeks vacation, the last decent one he'll ever have. He is to be married tomorrow, June 5th, 1927, and from then on it's, er, well—you married men know. Good luck to you, Bill, but don't forget the honeymoon is over when she asks for a fur coat.

Clerk Ed Tyler, in tendering his resignation, writes: "It is not easy to sever connections with my many friends and associates of the past eight years and I would like to say 'good-bye' to each one personally, but as that is impossible I shall have to leave it to you to convey my best wishes to all through the columns of 'Two Bells'."

Thanks, Ed. We wish you all the luck we wish ourselves.

Mr. Herbert F. "Boston" Safford will now appear at the window every afternoon at 1:30 and do the afternoon trick. "Boston" said that he hails from the same place as the smart people, so don't get smart.

Conductor A. C. Ragle and Motorman W. L. Smith have been granted sixty days leave of absence to try out the Mail Carrier Service. Good luck to you, boys.

BUS DIVISION

ELMER WOOD

"The razor slipped," Operator F. X. Kramer explained, "and when I tried to even it up I cut too much off, so thought I would give it a fresh start all over." But what will you do about your lady friends that will turn you down now, Kramer?

Operator M. M. Chamberlain has been appointed extra supervisor, and H. C. Pierson will return to driving. W. R. Terry is now a regular supervisor. The day clerk, Joe LeProhn, is acting as relief supervisor now, taking the place of H. C. Lehnhart, who is on a 30-day leave of absence.

In the office, S. L. Slocum is working days, W. S. Campbell is on until midnight, C. V. Coleman is on from midnight until morning, and Conductor V. G. Smith is relief clerk.

The next dance will be a song, entitled, "If I Were King," sung by Operator E. J. Minazzi.

Operator J. H. Schmitt is also traveling with H. C. Lehnhart to the east to visit relations and friends (and maybe to be best man.)

Former Operator D. D. Thomas has been re-employed and is back pushing 'em around again. He says, "There is nothing like the life of a bus driver."

We are glad to see Operator J. M. Black working again after thirty days on the sick list.

GARAGE NEWS

Hooray! The new garage is finished. The mechanics still working in the storage part envy those in the new building and are waiting anxiously for their opportunity to work in the wonderfully arranged new shop.

Hugh Brown has resigned to drive east on a visit. He and his wife will drive through the Grand Canyon, Colorado Springs, Michel, S. D., Jefferson, Minn., Iowa and Indiana and will visit the Yellowstone Park when they return.

DIVISION THREE

L. VOLNER

Conductor E. B. Keeverm has returned from his ranch near Sacramento, where he has been getting a little exercise.

Motorman W. T. Skinner had just returned to work after a 15-day vacation when he had to be off again, but this time he is on the sick list.

Daddy A. P. Keran is unable to go to work as conductor on account of a bum hand, but he can handle a flag and for the present is filling a flagging job.

H. D. Stombaugh has gone on a visit to relatives in Indiana.

Motorman G. Richter is preparing to leave in a few days for a three months tour of Europe.

Did you see "Kelly" in the big parade of the Sons of Italy?

Conductor J. Gibson is going on a 60-day vacation to Canada.

R. F. Hutton is spending two weeks in San Gabriel Valley.

C. G. Habighorst and A. E. Hubbard have gone east on a 60-day vacation.

J. O. Carr for the next 30 days will visit San Diego and way points.

J. G. Visser and George E. Klien-schmidt are touring the northern part of the state.