

## When You Buy Or Sell Real Estate

The Transportation Department, in this issue of Two Bells, wishes to touch upon the different methods of buying and selling real estate. There are several methods used in buying real estate; the same methods may be used in selling.

The methods which we wish to touch upon are as follows:

First. Buying or selling real property for cash.

Second. By making a substantial payment down and giving a mortgage upon the property for the balance of the unpaid purchase price.

Third. By making a substantial payment and giving a trust deed upon the property for the balance of the unpaid purchase price.

Fourth. By making a substantial payment and giving a first mortgage and trust deed for the balance of the unpaid purchase price.

Fifth. By making a payment of an amount agreed upon by the buyer and seller and agreeing to pay a stated sum each month upon the purchase price. Generally, this monthly payment includes the principal and interest. This method is generally spoken of as buying real estate upon a contract.

We have mentioned five different methods of buying or selling real estate which are in daily use. We will now touch upon the methods in rotation as we have mentioned them and try to give some interesting facts concerning each method.

In touching upon the first method of buying or selling for cash, this method is a very simple one and hardly needs going into at any length. If you have some question which you would care to ask regarding the method of purchasing for cash we would be very glad to answer you if you will drop your question or questions in a question box which the company will have placed in an appropriate place for the use of the men of this company.

The second method is making a substantial payment down and giving a mortgage upon the property for the balance of the unpaid purchase price. The term "mortgage" is one of common usage. A mortgage is an instrument executed by owners of property, or those claiming an interest therein, in favor of the lender, and is gener-

ally given to secure the payment of a debt evidenced by a note.

A mortgage is a lien only on the property; that is, a mortgage does not entitle the mortgagee to the possession of property unless it is authorized by the express terms of the mortgage.

A mortgage becomes a lien against real property from the date of its delivery and must be recorded to give notice to the world.

(Continued on page 3, col. 4)

### An Even Break

For the month of February, 1927, while there was a substantial increase in the number of commendations, still the demerits increased to offset the commendations. January had 102 demerits against 111 for February, while the commendations for January were 27 and February 35.

Fare and transfer trouble, starting car too soon, passing up passengers and carrying passengers past stop were the causes for the increase in demerits. Carrying passengers past stop was the chief cause for the "berries."

### Division Meetings

Don't forget to jot down the date of meetings you are to attend to hear Mr. McRoberts, General Claim Agent, speak.

Here they are:

- March 21—Division Three.
- March 22—Division One.
- March 23—Division Two.
- March 24—Division Five.
- March 25—Division Four.

### "Mac" Writes From North

P. C. MacNaughton of the Publicity Department, who is on leave of absence, writes from San Francisco that he is feeling fine and, if weather permits, expects to tour through the beautiful Puget Sound country. Here's wishing you a pleasant and enjoyable trip, Mac.

### Newcomers

Introducing Miss Virginia Todd, secretary to Manager of Transportation. Mrs. Eva Yeoman, general stenographer in Room 710.



Left to right: L. F. DeMara, S. Underwood, head timekeeper; Miss M. B. Hasenfang, G. B. Crebassa, W. L. Vershoor, J. J. Tobin, Mrs. V. Train, G. S. MacDonald and Miss E. A. Gorman.

## Time Tabbers For Trainmen

Just to relieve the imaginations of the trainmen who might wonder who is responsible for figuring out that pay check of theirs, we are giving you the exact likenesses of the personnel of the timekeeping section of the Auditing Department.

The exacting work of this department starts from the receipt daily of the adjusted time schedules from the divisions, from which each man's time is posted to time rolls, together with any deductions for D. B. A., watches, uniforms, etc.

After the close of each time period, about the second and seventeenth of each month, regular payrolls and

checks are typed in wide carriage electrically operated bookkeeping typewriters. The pay checks are inserted one at a time with a carbon on back, making the roll a carbon copy. These machines, in addition to writing the checks and payrolls, accumulate the amounts earned and the amounts of the various deductions made, at the foot of each page.

The pay checks and payrolls for the Shops, Track and Line Departments and Garage are also written in these machines, which means that approximately forty-three hundred pay checks are written for each pay period and delivered to the paymaster.

### Shop Boys Win Second Ball Game

Just to show the fans they could do it, the LARYS defeated the Lopez Brothers to the tune of 7 to 6. It was a hard battle with a very good team, but the LARYS were a little too much for them in this tilt.

The next game will be with the Manchester KCs at 81st and Vermont avenue. Game is called for 2:30 p. m.

### Beverly Bus Line Extended

Effective Thursday, March 17th, Beverly Bus Line was extended west from La Brea avenue to La Jolla avenue, a distance of approximately one and one-half miles.

### New Phone Installed

To facilitate the handling of service in the downtown district, a new dispatcher's phone has been installed on the northeast corner of Eleventh and Broadway, for the use of Broadway and Main street lines. It was felt necessary to install this phone since Eleventh and Broadway is taking on the appearance of a metropolitan district and in view of the great number of street cars which pass that point.

### Wedding Bells

Just found out a deep secret. Mrs. DuSoe of Mr. Henderson's office was quietly married to T. N. Crowley of the Citizens National Bank in Santa Ana, Saturday morning, March 12th. Mr. Henderson made a presentation of a gold coin, and the girls of the General Offices presented Mrs. Crowley with a beautiful basket of flowers.

# TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

# BOUQUETS



Left to right: G. H. Foster, A. R. Brown, C. W. Melcher, A. G. Plummer, C. H. Thompson, H. A. Hennes, L. Zukoff.

## Smiles Make Friends

The million or more daily riders on the street cars judge the Transportation Company by the attitude of the motorman and conductor, who in the case of the passenger are the representatives of the company.

The Public Relations Department, through "Azuride" or the city newspapers, may talk or write until it is black in the face in its effort to persuade the public that the comfort, convenience and welfare of the passenger are first considerations; but one growl or ugly look on the face of a conductor makes the missives of the Public Relations Department look like so much waste paper to the passenger who was looking for a smile or a cheery word.



Never forget the fact that when things go wrong and you think that you are not getting a square deal, and that the company fails to appreciate your services, that the company has already shown its appreciation by entrusting you with from \$10,000 to \$15,000 worth of equipment and with the lives of a number of people who rely on you and on the company absolutely for safe transportation. So get down to business, be a booster for your road and "keep smiling."

## Safety First

- Signals and signs should be fully observed.
- Always give ample warning of your approach.
- Feel your way carefully in a fog or rain.
- Enter dangerous crossings and grades under full control.
- Take no chances on slick or obscured rails.
- Young children near tracks should never be trusted.

- Figure your clearance and speed carefully.
- Insist that your car and equipment are in good order.
- Road space and speed rules should never be violated.
- Stop, look and listen at all steam and interurban crossings.
- Time is always secondary to safety.

- Always pursue the safe course when in doubt.
- Never take chances under any circumstances.
- Don't lose your head in case of emergency.

- Comfort of your passengers should always be considered.
- Old or infirm people should receive special attention.
- Under no circumstances display your temper.
- Reason with passengers who are inclined to be irritable.
- Try to answer questions properly and in a pleasant manner.
- Exercise the highest degree of care at all times.
- Speak in a clear and distinct manner when calling streets.
- You can always make friends by using diplomacy. —J. B. Hayner.

Conductor G. H. Foster of Division Two is commended by Mrs. Catherine Burke, a tourist, for thoughtfulness and courtesy.

Conductor A. R. Brown of Division Two is commended by M. E. Day for thoughtful consideration and courtesy in assisting a lame passenger.

Conductor C. W. Melcher of Division Three is commended by the "Weisley Sisters" for his unusual courtesy to aged and infirm passengers, for assistance given a young mother with two small children, and for thoughtfulness of passengers in general.

Conductor A. G. Plummer of Division Three is complimented for his kindness in helping people, especially elderly passengers and children.

Conductor C. H. Thompson of Division

One is specially commended by O'Neill Ryan, a visitor from St. Louis, who rode a very crowded car from Westmoreland to Spring and says: "And I never saw a conductor in more trying circumstances, act with more care and courtesy."

Motorman H. A. Hennes of Division Three received a fine tribute from Bruce A. Findlay for unusual courtesy and for going out of his way to assist those who needed help.

Conductor L. Zukoff of Division One is very specially commended by Blanch A. Goodwin of the Jefferson High School for showing exceptionally good judgment in having his car stopped for the discharge of passengers in such a manner as to prevent them from getting wet at a flooded corner.

"Perfection is made up of trifles but perfection is no trifle." The road that leads to perfection, no matter how long, starts in our own minds—with our own thoughts. "As a man thinketh, so is he." The cheerful smile, the springy step, the hearty handclasp, betoken the right kind of thought, the healing thought that is father to the saving word. How delightful to contemplate the person who says just the right thing at the right time. The force of such a person always makes itself felt and remembered, and if we stop to analyze this force we find that first of all it consists in right thinking, fair, square, cheerful, constructive thinking that always includes the other fellow and his rights. Right thought brings right action. Right action brings right results.



## LARY LAFFS



Husband: "Gee, these must be golf socks."

She: "Why do you say that?"

Husband: "Why? Because they have 18 holes."

Father: "That young man of yours stayed very late last night."

Daughter: "Yes, daddy; I was showing him my photo album."

Father: "Well, the next time he wants to stay late, show him my electric light bills."

Bill: "What is the hardest thing you ever did?"

Will: "Make ten easy payments."

Two urchins were watching a barber sing a customer's hair.

"Gee," said one, "He's huntin' 'em with a light."

Bus Conductor: "One seat on top, ma'am, and one inside."

Lady: "You surely wouldn't separate a mother from her daughter."

Conductor (ringing bell): "Never again, lady. I did it once and I have regretted it ever since."

Financial Advice: Don't borrow trouble; borrow money and get the trouble free.

A colored preacher was vehemently denouncing the sins of his congregation. "Bredern an' sistern, Ah warns yo' 'gainst de heinous sin of shootin' craps! Ah charges yo' 'gainst de black rascality of liftin' pullets. But above all else, bredern an' sistern, Ah demolishes yo' 'gainst de crime of melon-stealin'."

A brother in the back seat made an odd sound with his lips, rose and snapped his fingers. Then he sat down again with an abashed look.

"Whuffo, mah fren'," said the parson, sternly, "does you 'r'ar up an' snap yo' fingers when Ah speaks ob melon-stealin'?"

"Yo' jes' remin's me, parson," the man in the back seat answered meekly, "whar Ah lef' mah knife."

"Little girl, why are you so interested in these birds?"

"Well, I just learned that there ain't no Santa Claus, and I'm out here to investigate this stork proposition."

# Bulletins

Issued March 21, 1927

## STREET CAR

**NO. 44—NOTICE TO CONDUCTORS**  
Pass No. 6353, issued to C. R. Groff, Bus Operator, was reported lost when this man left the service. If presented for transportation, take up, collect fare and send to this office with report.

## NO. 45—NOTICE TO TRAINMEN

When northbound at Temple Block in making the arbitrary stop at the electric switch at times when a traffic man is not in charge, passengers must be permitted to alight at this point if they so desire. This effective at once.

*R. B. Hill*

## BUS

No. 19

On Thursday, March 17th, 1927, the Beverly Boulevard Line was extended from La Brea to La Jolla.

**FARE**—Five (5) cents between Vermont and Larchmont, with transfer to Los Angeles Railway car lines where they cross or intersect.

Five (5) cents between Larchmont and Fairfax. **NO TRANSFERS ISSUED OR HONORED.**

Ten (10) cents between Vermont and Fairfax, including bus ticket to Los Angeles Railway Car and Bus Lines or Los Angeles Motor Bus Company lines where they cross or intersect.

Five (5) cents between Fairfax and La Jolla. **NO TRANSFER ISSUED OR HONORED.**

## METHOD OF FARE COLLECTION

**WESTBOUND**—Hat checks should be given to all passengers presenting ten (10) cent bus ticket or paying ten (10) cent through fare to Fairfax avenue when paid between Vermont and Larchmont. At Larchmont stop bus and collect hat check or additional five (5) cent fare from all passengers passing that point. Upon reaching Fairfax, stop bus and announce, "End of 10-cent fare limit. Please deposit five (5) cents in box when leaving bus."

**EASTBOUND**—Collect five (5) cent fare from all passengers boarding bus west of Fairfax avenue. At Fairfax stop bus and collect five (5) cent fare from all passengers going to points west of Larchmont or ten (10) cents from all passengers going east of Larchmont, issuing hat check to all passengers paying ten (10) cent fare. At Larchmont, stop bus and collect five (5) cent fare or hat check from all passengers passing that point.

Passengers paying ten (10) cent fare east of Fairfax avenue are entitled to ten (10) cent bus ticket.

Cash fare receipt must be given to passengers at zone points where hand collection of fare is made.

*Stan Hanken*

## Introducing New Men

The following men were sent to their various divisions during the week ending March 16th:

To Division One: Motorman A. E. Schneider, Conductors R. E. Master-son, F. J. Canning. To Division Two: Motormen R. E. Brewer, N. N. Lorett, K. R. Caldwell. To Division Three: Motorman F. W. Conrad, Conductor C. W. Marvin. To Division Four: Conductors J. W. Nelson, E. Hamilton. To Division Five: Motorman H. E. Hutchison, Conductors G. H. Burningham, F. L. Gray, T. J. Owsian, C. E. Townsend.

## Bus Stop Gang

Most people believe in signs, but there are those who don't. Sign hanging is part of the work of the hard working bunch as shown in the picture.

Two types of signs are used by the Bus Division. One type is fastened

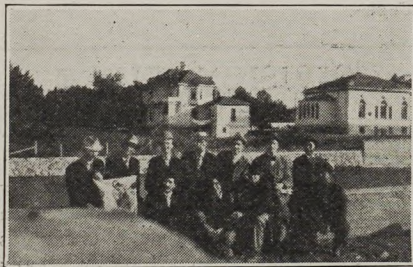


Up ladder: G. Gutierrez, Y. Hernandez. Bottom row: G. Gonzalez, E. H. Dittmar, bus driver; L. F. Sparks, supervisor, and J. H. Maag, foreman.

to electroliers and the other type is fastened to an iron pipe which is concreted at the base. Although it does not seem logical that these signs have to be replaced very often, yet autos and trucks will occasionally have their little jokes and climb up and knock down these signs by way of diversion.

In addition to erecting signs, these gentlemen are also called upon to paint and stencil "no parking" signs on curbsings.

The bus carries all the necessary tools, including cement, rock and sand, post hole diggers, etc. Boxes arranged longitudinally on either side of the bus carries all equipment required.



"OLD TIMER" KNOWS 'EM

The picture above, taken July 4, 1910, in Reno, Nev., shows the group of Division Four men who journeyed there to see the heavyweight championship fight between Jim Jeffries, the titleholder, and Jack Johnson, negro aspirant. In the top row, from left to right, is Billy Martin, Smith the plumber, Morris Hugo, Alex Mackenzie, Tom Rogers, Billy Donovan and John Ernest. In the lower row: Tom Maloney, Louis French, Guy Fleming and John Wright.

## FOR SALE

- Sewing Machine—Perfect condition, closed top, automatic lift, Angelus make, uses Singer parts. \$10. B-19.
- Cat—Pedigreed Persian, orange color, male, eight months old. \$15. Worth twice as much. B-20.
- Auto Theft Lock—Thirty by three and a half, two keys. For \$2.00. B-21.
- Diamond Ring—Lady's, \$125 value for \$65. B-22.

## WANTED

Used Car—Small touring or sedan; must be reasonable in price and terms. B-23.

## When You Buy or Sell

(Continued from page 1)

If you are about to loan money secured by a note and mortgage and the note is to be signed by more than one person, it should be drawn in what is known as "Joint and Several" form—"We jointly and severally promise to pay." If drawn jointly and not severally, it may be necessary for you or the mortgagee, as the person holding the mortgage is called, to collect proportionately from the signers of the note.

Also it is necessary if a building has recently been completed on the premises to make certain that the mortgage when it is recorded will be prior to any mechanic's lien, or, if the mortgage is being made in anticipation of a building being erected on the property at a later date, it is necessary that the mortgage be actually executed, delivered, recorded and the consideration passed or the party bound to pay the consideration prior to the time of there having been furnished any labor or material on the premises.

If the building was begun, or the material or labor furnished prior to recording of mortgage, all liens that would follow for work and material subsequently furnished would take priority over the lien of the mortgage.

In dealing with mortgages and notes it is necessary to take into consideration the usury laws, which provide that no person or corporation shall receive a higher rate of interest in either money or property than twelve (12%) per cent a year. When a contract upon its face expressly provides for payment of usurious interest the stipulation there is void, but the obligation of the payment of principal remains valid.

Any person or corporation who as principal or agent for another demands or receives more than twelve (12%) per cent per annum as interest when the same is secured by mortgage, trust deed, bill of sale, assignment, pledge, receipt or other evidence of title (except corporation bonds, municipal and other public bonds) upon property, real or personal, or by assignment of wages is guilty of misdemeanor and may be punished as provided by law.

Any person or corporation, whether as principal or as agent, who receives or charges more than the amount equal to five (5%) per cent of the amount loaned and secured in all sums of \$1,000 or less and three (3%) per cent on all sums over \$1,000 in full for all examinations, views, first appraisals, commissions, renewals, made within one year from the date of the loan and charges of any kind or description (except abstracts and certificates of title) in procuring, making and transacting all business connected with such loans is guilty of misdemeanor and is subject to penalties as provided by law.

Any person or corporation, whether principal or agent, who compounds interest upon a written obligation unless an agreement to that effect is clearly expressed in writing and signed by the parties to be charged therewith is guilty of misdemeanor and subject to penalties prescribed by law.

(To be continued in next issue)

## Hist! Fellows, List to This!

We're going to let you in on something. Several of the boys of the Mechanical Department have been rehearsing during their lunch hours now for some time to put on a vaudeville show, so C. V. Means has arranged for them to do their stuff at the next regular monthly company entertainment and dance to be held in the Forsters' Hall, 955 South Olive street, on Saturday, March 26th, at 8 p. m.

Among the artists are Charlie Clegg, clog dancer; Tom Macquire, concertina player; R. Baxter, blackface comedian, with his banjo, guitar and step dancing; E. G. Sundeen, magician; Robert Blaize, Jr., Charleston dancer, six-year-old son of Robert Blaize of the shops; the Shop String and Vocal Quartets and others.

Fellows, let's turn out and give them the encouragement they deserve. You and your family will enjoy the program.

Dancing will immediately follow the vaudeville.

## Bus Notes

Buses Nos. 1610 and 1611 have arrived and are being made ready for service. This equipment is similar to other six-cylinder, 29-passenger Fageol coaches, except it is provided with four-wheel air brakes.

Four Yellow Coach 63-passenger, double deck buses, Nos. 1006 to 1009, have arrived and have been placed in service.

## Appreciation

To the Safety Operators of Division Four:

We wish to express our appreciation of your kind thoughts and flowers at the passing of our mother.

Sincerely,

C. W. Allen,  
Mrs. C. R. L. Crenshaw,  
Mrs. J. H. Blumenberg,  
E. B. Allen.

**DIVISION TWO**

E. A. MOXLEY

Good morning, have you had the measles, mumps, chicken pox, flu, or what have you, this week? Everybody's doing it. Even Ed Moxley, our sick committee man and scribe, is laid up at home.

Conductor G. E. Hawley left Roosevelt Hospital last week after a successful operation, but we still have two motormen in the Roosevelt Hospital, Motormen A. L. Swasey and W. R. Kitson. Drop in for a few minutes and see them.

While this sick spell lasts there are plenty of A. M. trippers that you might men can have for the asking—one at a time, please, don't crowd—Motorman E. E. Smith, please note!

Don't forget Wednesday, March 23, is the big day at Division Two. Three meetings, 10 a. m., 2 p. m. and 8 p. m. These talks are always instructive and interesting.

Motorman Tex Bourland, at one time champion checker player of Division Two, can be found any afternoon watching the Civil War veterans over in South Park playing checkers. After a few weeks training at the park, if he finds he can get in condition, he will attempt a come back—if not he will try his luck at pitching horse shoes.

What's the matter—no marriages or births, etc? Conductor F. B. Slaughter hasn't smoked in a week and says if someone don't get married soon or something, he will have to buy his cigars. Get busy, boys.

H. T. HANSEN,

Batting for E. A. Moxley, Scribe.

**BUS DIVISION**

ELMER WOOD

Operator C. W. Bridger wishes to tell this one on himself. Most of you wouldn't acknowledge anything like this, but Bridger says its too good to keep, so here goes. Last Tuesday he drove his Ford to work because he was a little late. When he pulled in that evening he waited around the division for a half an hour for someone to ride with who might be going his way, and not having any luck, decided to walk home, and in doing so walked right by his Ford, which was standing on Sixteenth street.

Conductor A. C. Adams and Operator F. C. Smith received their usual tax return last week for 1926 and were discussing their income taxes when Smith said: "I'll fool them next year and get married. "That will be cutting your nose off to spite your own face," was heard from the background.

Operator D. H. Weaver is having all of his hard luck at once. His boy has the scarlet fever and one-half of Weaver's face is paralyzed. We all extend our sympathy.

Operator S. M. Young has resigned and will work for Oswald Paving Company as truck driver.

The boys of this division extend their heartfelt sympathy to Operator M. W. Cook and his wife, who lost their two-year-old son after a hard battle with pneumonia.

The following men have entered the service in the past two months: W. M. Holcomb, R. K. Smith, F. W. McAdoo, L. E. Clark, N. D. Satterlee, G. E. Smith, E. Lendell, R. F. Purpus, J. E. Jackson, J. W. Squibb, C. E. Marsh, T. V. Davidson, T. R. Evers, R. O. Clark and R. Hansen.

**DIVISION FOUR**

C. J. KNITTLE

Twenty trainmen are on the sick list. It is hard to get a day off, but as the new men are gradually being o.k.'d, the situation will soon be relieved.

Last Monday was one of the heaviest days we have had in some time, but it was not too busy for Student-Conductor J. J. Whalen.

Whelan was breaking in on the "P" line. The traffic and travel was enough to scare a new man off the job. But Whelan went through it all without a quiver. At 11:28 his morning relief took it over. Some time between then and 2:08 he and his sweetheart were married. Judge Hugh Crawford performed the ceremony. Mrs. Carrie Johnson was the lucky lady. Congratulations!

Division Four's old timers will be very sorry to learn that Bobby Watts, a motorman of the old school, who left the service in 1919, dropped dead of heart trouble last Tuesday evening.

It is reported Motorman C. E. Perego is taking dancing lessons at Solomon's with the intention of outdoing our sheik conductor, S. L. Christ.

No one can kick about the way Motorman Frank Hommel handles his Pico run (not even the conductor), but just to show how catty we can be, we'll slip you an earful. Frank came west on Pico at 4:11 last Friday afternoon and started down Grand avenue. Arf! Arf!

Two unknown young ladies who rode standing in the rear section of Conductor George Mayhew's car last Monday, glancing toward him frequently and giggling continuously, were the cause of him removing his mustache that evening.

Safety Operator A. Vejar has joined the multitude of Essex enthusiasts. Anybody want a ride?

**DIVISION ONE**

H. N. COLE

Checkers until recently were a drag at Division One. Now it is all the rage. Frequently three or four tables are going at once. Conductor C. B. Haggard seems to be the heavyweight champion. He says it is "pittiful" how some of these fellows play, especially Ed Urban.

Motorman Nate Robinson, who has been on the sick list for some time, was around shaking hands last Wednesday. He hopes to be out on the works shortly.

Conductor J. F. Canning, who left the service last fall, has returned to the fold. The boys are all giving him the glad hand and wish him much pleasure at the bottom of the extra list.

Conductor C. E. Hollar has resigned to engage in some other line of business.

Motorman R. A. Masterson has changed over to the back end. He knows a good thing when he sees it.

Motorman L. Eastman has been on the sick list for about two months.

John Haerberle has an instruction run on the "D" line, and occasionally he is marked up to a run on the "J" line. A few days ago he was on this particular line and—well, just ask him how he likes the "J" line, and he will tell you all about it.

**SHOPS**

JACK BAILEY

Here is some shocking news: The L. A. Railway Trainmen's Hawaiian Quartet has been booked to appear in the next Shop's monthly noon-hour entertainment, March 23rd. Let's all attend this shake-up.

F. W. Buswell, mill foreman, wife and friends spent the week-end at Palm Springs and Palm Canyon.

H. Heuer, electrician, and baseball fan, was too busy last Sunday to see the game. He spent the day watering the gold fish and seeding the seedlings around the house. Just the same, the boys won, 7 to 6. O. Lund, Division One trouble shooter, did some trouble shooting for our opponents, while R. Ernst, R. Shollin and S. Messina showed some real sensational playing. We want more grandstand support. Let's turn out and raw-do-do.

Say, folks, you ought to see that dandy new Essex sedan that Assistant Foreman B. E. Timbs just bought. Mr. Timbs and family spent a delightful Sunday afternoon getting a birdseye view of city boulevards.

Feel lucky? The boys in the machine shop have offered to wager that H. Nutter can out-forecast any astrologer produced in the shops. This challenge derived from an article in last Two Bells.

Carpenter J. Dobry and family "dodged" up to the Big Pines and had a chicken dinner among the snow birds.

Carpenter Erick Dahlholm and family spent the week-end at Camp Baldy. "He bane yump the snow in, and hoy, you should see the yuick climb the hills up."

Car Step Repairman J. S. Moore is on a 21-day leave to make a hurried trip to see his mother, who is ill, in Texas.

**DIVISION THREE**

L. VOLNER

Mr. Ferguson's suggestion is for Mr. Dye to just be patient and to show the utmost kindness and he will soon be able to catch a sea gull. Kindness will win them when all other means fail, according to Mr. Ferguson.

The sad expression on Motorman "Swede" Cimmino's face was not caused by sickness—just a miss-out. Kelly was out with some of his Irish friends the night of the 17th and the next morning failed to hear the alarm.

The new directory is greatly appreciated by all the boys, as the arrangement is very handy in finding a street and the car to take to a certain number.

Motorman W. B. Logue is going with his brother up on a ranch near Delhi.

It will be very easy now for each one to call the dispatcher in an emergency and when the company's telephones cannot be reached, as the pastors for your rule book give the required information.

Motorman A. E. Tuffing has taken a 60-day vacation, going to his farm near Riverside.

Conductor A. P. Keran is up at Tunjunga recuperating.

Remember the meetings Monday, March 21, at 10, 2 and 8, and don't forget to sign the card.



R. L. Sloan and A. G. Sundeen, Girl-shy sheiks, and the aeroplane they escaped in. When it came to facing the opposite sex, well, just ask A. G. Sundeen and R. L. Sloan of the E. R. Department how that affects them.

**DIVISION FIVE**

FRED MASON

Conductor Fred Buxton has no Saturday time in his run and every Saturday will find him down at Redondo fishing. His motorman, Rufus Farmer, plays pinochle around the barn until Fred gets back and divides the catch. Last Saturday was a pip. They just weren't biting, that's all, and it happened that Rufe was down at Redondo in the morning and learned this fact. When Fred got back, Rufe was doing the usual, getting set, and when Fred handed him one of the two fish that he caught, Rufe turned around and gave Fred one of the two that he had bought. Figure the mileage to Redondo and eight miles to the gallon in Farmer's 1914 Cadillac and then ask Rufe how much he paid for the fish.

Conductor R. I. Burton is stepping out for a couple of weeks on a vacation. He won't say where he's going, but the odds are three to one that it's a case of tying the nuptial knot.

When a fellow buys himself a snappy little 1926 Oakland coupe, drives down town in it on a visit to the Claim Department, and forgets all about it and comes home on the street car, he takes the cake. Meet Conductor "Hank" McDonald.

Among the new men who came to us last week were ex-Conductors George Burningham and F. L. Gray. Glad to see you back, boys.

With the advent of good weather, the early vacationists are getting started. Conductor M. A. Watson takes a jaunt up to Vacaville, Motorman George Halsey takes a couple of months off to work around the house, Conductor Floyd Smith autos up to Sacramento, and several others are talking it over.

Conductor Frank Adams says that every time Farmer drives up to a service station he also has to pay a visit to his bank.

Don't forget next Thursday, the 24th, at 10, 2 and 8. Be there.

M. E. Bowen is away on sick leave and is not expected back until sometime next September.

Conductor J. Perkins writes from Celina, Texas, that he hoped to return to work before now, but his health does not permit. However, he is hopeful of returning to our fair city before long.