



Top, left to right: Glen Snyder, Frank H. O'Neill, Stanley Ruggles.
Bottom: Howard L. Clinton, Woodson E. Johnson.

Boy Officials For A Day

Plans are being made by the Los Angeles Railway in conjunction with the Los Angeles Chamber of Commerce and Board of Education to provide an educational tour of the Company's properties for school boys on "Boys' Day in Industry," Tuesday, May 3rd, during "International Boys' Week," April 30th to May 7th.

After the boys have been assembled at the Main Offices, they will be given a short address by the Manager of Transportation, after which they will be conducted through the Main Office Building.

A bus will be provided to take the boys to Division Four, where Chief Instructor Healy will explain the method of instruction of students.

Superintendent Wimberly will show the boys around the division and acquaint them with the manner in which trainmen are handled.

The boys will then be taken to the Shops, where they are to visit "Brown's University," after which they will be escorted over the entire shops. This will enable them to get a good insight into the mechanical features of street cars.

From here the boys will be escorted to the Bus Division and garage, where the operation, as well as the mechanical equipment, will be explained.

The following have been selected to represent the Company and its departments:

As Manager of Transportation—

Frank C. MacDonald, Belmont High School; son of George MacDonald, Chief Clerk of the Auditing Department.

As Superintendent of Operation—Glen Snyder, Manual Arts High; son of W. H. Snyder, Chief District Supervisor, Traffic Department.

Superintendent Division One—Stanley W. Ruggles, Inglewood High; son of R. C. Ruggles, clerk.

Superintendent Division Two—James G. Quinn, Edison Junior High; son of Conductor O. Quinn.

Superintendent Division Three—Romaine Merrill, Franklin High; son of Switchman Charles Merrill.

Superintendent Division Four—Frank H. O'Neil, Sentous Junior High; son of Conductor H. O'Neil.

Superintendent Division Five—Woodson E. Johnson, Angeles Mesa School; son of Motorman E. Johnson.

General Foreman Shops—Howard L. Clinton, Manual Arts High; son of W. A. Clinton, machinist.

Manager Bus Division—Harvey Satterlee, Jefferson High; son of Bus Operator Neal Satterlee.

Engineers at Work

On West Washington, between Estrella and Burlington, the Engineering Department is working on complete reconstruction of track, replacing the old 60-pound rail with 116-pound girder rail.

They are also busy on Figueroa street, between 11th and Washington streets, replacing the old rail with new 116-pound girder rail.

What Is An Estate

An "estate" in real property is the interest which a tenant has therein. A "tenant" is one who possesses an estate in real property. The relations which persons bear to property may be considered in two ways. We may, on the one hand, regard the ownership and possession of the property in its isolation, showing the various kinds of interests which may be had in it; or we may consider how those interests may be acquired and transferred one to another. We will take up the subject of real property from these two points of view, considering, first, interests or estates, and their classification; and, later, titles, which have reference to the transfer of estates.

We should distinguish the property from the estate which a man may have therein. Property is the thing itself, in which an estate may be held; the estate, on the other hand, is the interest which a person may have in the property. The force of the distinction will be seen when we consider that in the same property there may be a number of estates, which may be different in many particulars from each other. Thus different persons may have estates in the same property at the same time. "A" may own a half interest in a piece of land, while "B" owns the other half interest. Each owns an estate different from what it would be were the property owned by either alone. Yet the property itself is unchanged.

Classification of Estates

Estates are classified in three ways: (1) With regard to what is termed the quantity of interest which the tenant has; (2) with regard to the time when that interest is to be enjoyed; (3) with regard to the number and relations of the tenants. The interest may be that of absolute ownership or it may be qualified, limited or temporary; it may be a present interest or it may not be capable of enjoyment until some future time; it may be held by a single person or by two or more, and these may stand in various relations to each other. Furthermore, there may be conditions annexed to its enjoyment, but as these conditions may be annexed to the various species of estates they are more properly qualifications of other estates than a distinct species in themselves.

Estates in Possession and in Expectancy

As to the time when the enjoyment

Ball Game Saturday

Los Angeles Railway vs. Santa Fe, Home Grounds (Vernon yards), Saturday, April 30th, 2:30 p. m.

HOW THE LEAGUE STANDS

Teams—	Won	Lost	Pct.
Boyle Dayton	4	0	1.000
L. A. Railway	2	2	.500
Pacific Mutual	1	2	.336
Santa Fe	0	3	.000

Sir Knight Healy

We know the Irish make good cops, and we also know of an isolated case where an Irishman makes a pretty good Chief Instructor, but speaking "Knight Templary," our own urbane and skillful Danny Healy has burst forth in great military fashion.

Drill Corps No. 1 of Los Angeles Commandery No. 9, of which Danny is still a "rookie," competed against 18 other commanderies of the state and came out on top, first prize, with honors, at the recent general conclave of all commanderies of Knights Templars held in Santa Barbara.

We regret we are unable at this time to grace this column with a picture of our Chief Instructor in full regalia, sword and all, but as Danny is so unassuming and reserved, we felt it might embarrass him.

The luck of the Irish!

is to commence, estates are divided into estates in possession and estates in expectancy. An estate in possession is one where the right of personal enjoyment is vested in the tenant. An estate in expectancy is one the enjoyment of which cannot commence until some future time.

It should be observed that in the case of all expectant estates the estate itself is created at a time antecedent to that when enjoyment can commence. If the creation, as well as the enjoyment, of the estate were postponed until some future day, there would be no estate of any kind until that day arrived; and then it would be an estate in possession. But, if the estate is created today and the enjoyment is to begin at some future time, the tenant possesses the estate at once, although there cannot be any beneficial enjoyment of it until the time specified. An estate in expectancy becomes an estate in possession at the time the right of enjoyment begins.

(Continued in next issue)

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse

Publicity Manager

If This Child Were Yours

Coleridge says: "The reflection of Heaven on earth is seen in the smile on the face of a beautiful child."

Picture to yourself the smile on the face of your five-year-old daughter as she welcomes you home from your day's work.

Picture her the next day as she lies on a cot in the hospital with her fair face distorted with pain on account of a broken hip caused by falling from the step of a car which started as she was attempting to board.

Picture her ten years later as she stands on the "side lines" on the school playground watching her classmates in their happy carefree play while she leans on her crutches pensively wishing that she could join them.

Picture her another ten years later condemned to a solitary, lonely life, perhaps attempting to earn a living sitting at a desk all day, trying to do the work satisfactorily, but with every movement causing pain and with no hope of her cloud ever having a silver lining, and then stop and consider whether or not you would like to feel that a split second's carelessness on the part of a fellow workman had been the cause of wrecking the life of your daughter. Would you enjoy such pictures?

It is to prevent just such things that efforts are made to frame or change operating rules to the end that it will be impossible for such accidents to occur. And while the team work of crews under the present signal bell rule is in the main showing a great and very satisfactory improvement, we are finding some conductors who are giving signal bells whenever they hear the motorman call for same without making any attempt at an observation of the step, but merely assuming that everything is O. K. and that the motorman knows in every case when to call for the signal.

One conductor who has been a special prize winner for four years in succession was recently demerited for giving the starting bell with two women on the steps and one still on the ground. And while on appeal he stated that "there was probably a good many getting on the car, and when the motorman sounded the gong I glanced down, but overlooked the women, being very busy," he thought the demerits should be cancelled and the charges erased from his card on account of his previous good record, but he virtually admits that the fact that the demerits cost him his chance of a special award and loss of 50 cents of his regular bonus concerned him more than did the safety of his passengers, or the fact that his careless action might have caused one of these women to be injured for life.

The Foreigner

If you were in Italy or France, or Germany or China, and paid your good money for a street car ride, how would you like it if the conductor looked down upon you because you spoke his language brokenly?

It wouldn't take you long to get sore, would it? And you'd hold a grudge against that conductor and the company he worked for, wouldn't you?

The foreigner on your car is in the same position you would occupy in his country. He needs your courteous help just as much as you would need it over there. Besides, as our passenger, he is entitled to every courtesy.

—Pittsburg Railways.

John: "Harry, if you had four apples and I asked you for two, how many would you have left?"

Harry (without a moment's hesitation): "Four."

Surgeon (to attendant): "Go and get the name of the accident victim so that we can inform his mother."

Attendant (three minutes later): "He says his mother knows his name."

BOUQUETS



Left to right: William Sambus, C. E. French, C. D. Burnett, J. L. Sheer, H. O. Nelson, A. O. Swoboda, H. E. Heath.

Mother's Day

A mother is someone who loves us,
Someone who always cares,
Someone who lifts our burdens,
Our joy and sorrow shares;
Someone who understands us,
Our friend and our comrade from birth,
Who believes in us, comforts us,
cheers us,
The dearest, best someone on earth.

LARY LAFFS

Fervently the orator was speaking on: "He drove straight to his goal. He looked neither to the right nor left, but pressed forward, moved by a definite purpose. Neither friend nor foe could delay him nor turn him from his course. All who crossed his path did so at their own peril. What would you call such a man?" He paused, for rhetorical effect.

Whereupon a knowing voice from the audience shouted: "Truck driver."

A pedestrian is now defined as a man whose wife is using the automobile.

Old Lady (to gentleman hunting golf ball)—"I'll tell you where it is if it isn't cheating."

Husband (loaded with luggage, at railway station): "I wish we'd brought the piano, dear."

Wife: "Don't try to be funny!"

Husband: "But I left the tickets on the piano!"

"How about some nice horseradish?" said the grocer to the bride.

"Oh, no indeed! We keep a car."

Cop: "Hey, where are you going? Don't you know this is a one-way street?"

Abe (in new car): "Vell, I'm goin' von vay, ain't I?"

Kind Old Lady: "And what did our little girl do at the party?"

Age of Innocence: "Frowed up."

Magistrate: "Have you appeared as a witness in a suit before?"

Witness: "Yes, of course."

"What suit was it?"

"My blue serge."

A fellow wrote a letter to me and said he would kill me if I didn't stop flirting with his wife."

"Well, you'd better stop flirting with his wife."

"That leaves me in a terrible fix. He didn't sign his name."

"Pa?"

"Now what is it?"

"Why didn't Noah swat both those flies when he had the chance?"

"Our work is important business or only a daily grind, just as we look at it; but in the one case it is interesting and worthwhile and in the other way only drudgery."

Division Four stands in the lead with a majority of bouquets this week. This is the kind of flowers every Division Superintendent likes best. For this week, the posies have been distributed as follows:

For Conductor William Sambus of Division Four from Ellen Cheshire, for returning change for a quarter deposited in the fare box by mistake for a nickel.

For Conductor C. E. French of Division Two from Mrs. Leon J. Gross for assisting her mother from the car to the sidewalk. She stated: "He acknowledged our thanks, tipped his cap, flashed a smile and was gone. Don't know whether he noted me writing down his number or not. He probably is a believer in the saying, 'A good deed is its own reward.' His actions certainly showed that spirit."

For Conductor C. D. Burnett of Division One from Charles Accardo for paying fare when passenger chanced to be without same.

For Conductor J. L. Sheer of Division One from Jennie Truran for courtesy in advancing car fare.

For Motormen H. O. Nelson and A. O. Swoboda, both of Division Four, from J. F. Seymour: "I have been requested by four patrons who travel the Indiana Shuttle to recommend to you two of the finest men you have in your service. They are careful and obliging. They are 2519 and 527."

For Conductor H. E. Heath of Division Three from Ruth E. Langman, an expression of thanks for the return of a parcel left on his car.



WE WILL NOW SING THAT OLD FAMILIAR BALLAD ENTITLED:—
A lil' "COURTESY" IS BETTER
'N A lil' "CURSE."

BY SHOVER-WAL

Bulletins

ISSUED MAY 2, 1927
STREET CAR

NO. 68—NOTICE TO TRAINMEN

Both uniform coat and vest must be worn at all times while on duty, unless the trainman is wearing regulation blue chambray shirt or shirt waist.

P. B. Hill

BUS NO. 26

Make following corrections in 1927 transfer bulletin:

Page 1—Line 5, Beverly Blvd., change to read La Jolla Ave. instead of "La Brea Ave."

Page 2—Line 8, Figueroa St., change to read Figueroa St. to 84th St., Grand Ave., Manchester Ave., instead of "70th St., Denver and Florence Ave."

Page 3—Item 5, U. S. Gov. Form U. S. 1-50; change Line 12 from "Honored with transfer privilege" to "Honored, no transfer privilege."

Page 4—Section 3, Group B; Beverly Blvd., Line 5, change to—

Beverly Blvd. (west of Fairfax Ave.)
Beverly Blvd. (between Larchmont Blvd. and Fairfax Ave.)

Page 5—Section 3, Group "F"; change Beverly Blvd., Line 5, to read "Beverly Blvd." (East of Fairfax Ave. only).

Page 10—Section 5, under heading L. A. Motor Bus Co. ticket forms; change Beverly Blvd. line No. 5 to read "East of Fairfax Ave." instead of "entire length of line."

NO. 32

Effective Sunday, May 1st, 1927, a report of cash fare receipts sold (Form 1229 B) will be put in use. Every Operator and Conductor handling cash fare receipts must call at the Division Foreman's Office for supply of new forms. One sheet must be used for the entire day's work in every case where there is sufficient room for the trips made. If not, a second sheet must be used. These forms are to report cash fare receipts only. Show the opening number in the space provided and then show the closing numbers of cash fare receipts opposite the number one and each consecutive trip thereafter. Show the name of the terminal in the proper column and show the arriving time at that terminal and not the leaving time. Make entry on Form 1229 B at the end of each one-way trip with the exception of lines shown below where entries will be made for each round trip as follows:

North Lincoln Park, make entry at North Broadway.

York Boulevard, make entry at Glassell Avenue.

Santa Fe Avenue, make entry at Center Avenue.

Eagle Rock Blvd., make entry at Colorado Blvd.

Normandie Avenue, make entry at 54th Street.

Verdugo Road, make entry at Glassell Avenue.

This report must be turned in to the Receiving Cashier, together with your trip sheet at the end of your day's work. This report is important to the men handling them and should be given close attention and made out accurately. Those not doing so will be held personally responsible.

A sample copy is posted herewith.

Stan Frankel

Tune In

The tune-ins for the week are as follows:

Orchestra

April 26—KMIC, 8:30 to 10 p. m.

April 27—KHJ, 9 to 11 p. m.

April 28—KFQZ, 9 to 11 p. m.

April 29—KNRC, 9 to 10 p. m.

April 30—KNX, 3 to 4:30 p. m. and

KFQZ, 9 to 11 p. m.

The Place Called "Home"



These homes are representative of the efforts of Division Four's trainmen.

At the left is the home of Conductor S. T. Cooper, located at 419 Parkman avenue. The little miss is Conductor Cooper's daughter, Ellen.

At the upper right is shown the home of Conductor J. L. Carnine, located at 3306 Gleason avenue. The lady on the porch is Mrs. Carnine's mother.

An inspiration to the prospective home builder is pictured at the lower left, in the beautiful residence which Conductor C. J. King planned and built at 1933 West Boulevard.

"C. J." entered the service January 21, 1921, and by conscientious handling of his income was able to buy the lot in the fall of 1923. Eight months later the cozy seven-room domicile and double garage were finished.

To his success in home building is added his credit as a father. The Kings have raised four children. Leroy, 22, is studying to become a doctor in the University of California. Robert, 19, is climbing in the ranks of a large oil concern, while Edith, 17, and Earl, 15, are attending high school.

The justly proud little woman in the picture is Mrs. King.

Election Day, May 3rd

It's your privilege and duty to go to the polls next Tuesday, May 3rd, and vote.

Every registered voter should take pride in doing his or her share towards establishing the type of government necessary for the welfare of the community.

If you fail in doing your duty, you have only yourself to blame when everything seems wrong in the results of the election.

So go and vote! That's that.

Mac Gets Back

P. C. McNaughton of the Publicity Department is back in the city after a wonderful trip in the Puget Sound country.

"Mac" looks as brown as a nut, has gained considerably in weight, and says he feels splendid. He toured the "big tree country" thoroughly; climbed the Cascade mountains; hiked the valleys; fished in the streams and says that "the largest salmon got away."

Anyway, Mac has had a wonderful trip and it certainly looks as though it has done him a world of good, but it will be at least another month before he takes up the daily grind again.

Benefit Ball Game for J. F. Wilson

Mr. Boland, switchman, known as "Tex," is out to cut into the prestige of our ball team. He has organized a team to represent Division Two and they will play the Regulars in a benefit game at our Vernon diamond, Sunday, May 8th, at 2:30 p. m. This benefit is to help J. F. Wilson, painter, who has experienced considerable hard luck in addition to the loss of his seven-year-old daughter. He needs our practical sympathy. That boy "Tex" can give two jerks on the bell cord and start things going. More power to you.

Square and Compass Doings

On Saturday, April 23rd, the members of the Square and Compass Club, through the efforts of the Legal Department, had the pleasure of hearing short addresses by Judges W. S. Baird, L. P. Russell, Wm. McConnell and C. E. Haas.

Judge Baird made his talk very interesting and injected some humorous sayings; Judges Russell and McConnell had messages for those who are more or less interested in traffic courts and their line of endeavor, and Judge Haas confined his talk exclusively to Masonry here and in foreign countries.

The members will long remember these interesting and instructive talks, which, together with the refreshments, made a very pleasant and enjoyable evening.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, April 27:

To Division One: Conductors E. E. Feb, L. W. Corley, A. I. Brennan, F. C. Bartle, R. M. Bartle. To Division Two: Motormen S. L. Rowley, J. G. Pearce, W. E. Hart, E. F. Sutherlin, D. A. Tierney, R. H. Croslin, B. A. Whaley. To Division Three: Conductor H. T. Warren. To Division Four: Motorman G. C. Cartwright, Conductor A. B. Garrett. To Division Five: Motormen F. C. Milburn, S. V. Ring, Conductor W. H. Hickel.

Legal Question Box

Q. My wife and I loaned a friend some money and took a sewing machine as security. Have we the right to use the machine while it is in our possession?
F. F. G.

A. No, unless agreed upon when the loan was made. Your right is in the value of the property, and no right is granted in its use.

Q. I own a lot at San Bernardino and have a purchaser for it, but cannot find my deed. How may I prove that I lost my deed and proceed with the sale?
G. W. H.

A. Reasonable search must be made in good faith to discover the deed, in the place where it was last known to have been and by inquiry of persons likely to have it. If you prove the original deed to be lost, the record books may be introduced as evidence of your ownership.

Q. If Mr. J. makes a contract with me, whereby he agrees to sell me Lot 10 in a certain tract of land, and in drawing the contract he agrees to sell Lot 9, can he enforce the contract against me and compel me to pay for the lot mentioned in the contract?
W. B.

A. He cannot.

Q. Suppose I subpoena a witness in a case and he does not appear in court, how can I secure his presence there?
F. W. D.

A. By bench warrant.

Q. If a will is made which does not revoke former ones, are the former wills good?
J. H. A.

A. They are, except those parts which are inconsistent with or conflict with the latter will.

Q. (a) Who has control of the community property? (b) Can the husband dispose of community property without the wife's consent? (c) Where does the community property go upon the death of the husband? (d) Upon the death of the wife?
O. A. G.

A. (a) The husband. (b) He can for a valuable consideration. (c) One-half goes to the surviving wife and the other half is subject to the testamentary disposition of the husband; if he made no disposition of it, then it goes to his descendants equally, according to their rights of representation. (d) One-half community property goes to the surviving husband; the remaining half is subject to her testamentary disposition, and in the absence of such disposition, then it goes to her descendants equally, according to their rights of representation.

FOR SALE

Bungalow—Three large rooms, lot 45 by 135, 7223 9th avenue, Hyde Park, near Division Five; price \$2600; \$200 cash, balance \$25 per month, including interest. B-45.

Cook Stove—Camp, \$8; also pair of Hassler shock absorbers, \$1.50. B-46.

FOR RENT

Modern House—Five rooms, \$30 per month, including garage; water paid. 916 South Breed street, near Whit-tier boulevard. B-47.

DIVISION ONE

H. N. COLE

The news that Conductor G. J. Stoddard was married last Friday came as quite a surprise. We have not learned the name of the bride, but all the same we wish them much happiness. Stoddard works the "R" owl with Joe Henschall. Joe recalls that about a year ago Conductor D. E. Berri was working with him and he also got married. Quite a coincidence. Thanks for the cigars.

Motorman R. J. Orphan starts on a two months' vacation on the first of the month. He will drive his Chrysler Coach and will go first to Texas and return by way of Missouri and other mid-western states. His mother and Mrs. Orphan will accompany him.

Fortune seems to smile on some people and frown severely on others. Some of us have to walk or ride a Ford, while others are more fortunate. Motorman S. H. Brody has recently purchased a brand new Chevrolet coach, and it is a beauty. He is now classed as one of the more fortunate.

Motorman E. R. Rath and Conductor S. J. Singer have bid in a run together on the "N" line. They have made several attempts to get away from the "N" line, but they always manage to get back at the opportunity.

Conductor A. F. Steiner has bid in the "J" owl. He has been on the "N" line for several years.

Conductor E. B. Frizelle has resigned to enter into some line of business. We wish him much success.

Conductor H. Bunn is taking ten days off, probably to do some work around the house.

Motorman W. L. Sullivan is off for two weeks.

Former Conductor Howard was seen around the division last week shaking hands with the boys and playing pinochle, mostly playing pinochle.

DIVISION FIVE

FRED MASON

In the spring a young man's fancy lightly turns to thoughts of love. Motorman Jack York's red flannel underwear hangs on the line. Motorman Popst has discarded the old army overcoat. Conductor Frank Adams doesn't look at all like a "Roosian" any more and Switchman Otto Schoff is having the old straw hat cleaned up.

Motorman "Red" Wicker dropped in last Saturday morning and asked off the first part of his run as he was going to drive up to Santa Barbara. "Red" has three hours and forty minutes in the first part of his run and about twenty miles left in the old Dodge. That's confidence. He was allowed off, stole a few thumb tacks off the bulletin board and headed north.

Motorman H. T. Hart blew in from Harris, Saskatchewan, Canada, last Wednesday after a couple of months leave of absence and is now back on the job. Pinochle.

Motorman Henry Mast was telling Motorman Earl Downing that he didn't like to walk on a full stomach. Downing said that he couldn't understand a fellow walking on his stomach, anyway.

The wonderful spring weather has affected Cashier Roy Banks. He went to sharpen his pencil in the pencil sharpener and got a wonderful point on his fountain pen.

Glad to see Conductor H. L. Raines is able to be up and around again after his long illness.

BUS DIVISION

ELMER WOOD

Operator E. J. Minazzi will dispatch the Wilshire line at 5th and Olive, replacing W. R. Terry, who has been appointed extra supervisor. H. C. Pierson has been made a regular supervisor and Night Supervisor H. C. Lennhart will be on days starting May 1st.

The passengers riding with Operator C. E. Smith on the Melrose line are still trying to figure out what he meant when he gave the following announcement: "This is the zone of the Fairfax end, kindly drop a bus in the nickel as you leave the box." If anyone can tell a better one than this will you kindly submit it to "Ye Scribe" for publication?

Conductor E. J. Richards has been transferred to the garage, replacing John McCornack, the afternoon clerk, who is now in the main office taking the place of Melvin Rosenbaum. Melvin has resigned to help run his father's ranch in Capistrano.

The following men have entered the service in the past three weeks: W. E. Rinker, L. O. Hamilton, A. J. Schrader, L. Lewis, W. H. Moore, D. A. Harrington, C. D. Walters, I. H. Ault, B. M. Parker, A. B. Straughan, C. E. Pratt and W. Odon.

GARAGE NEWS

Ben Sjobin, mechanic, has left the service to go to Seattle, Wash., where he will be married and settle down. The boys of the garage presented him with a gift and congratulations before he left, and Ben wishes to take this opportunity to thank the boys on both his and his wife's behalf and says: "Words cannot express our appreciation for such a beautiful and useful gift."

Old No. 33, Buick touring car, originally owned by the Los Angeles Railway and driven for seven years by E. L. Stephens, Master Mechanic, has changed hands for the fourth time in the past year. The following employes have owned the "old faithful": R. W. Anderson, Miss Emerson, Bill Lane and Percy Bosanko.

DIVISION THREE

L. VOLNER

The warm weather of the last few days is causing many of the boys to talk about fishing. Switchman W. H. Meloy will soon be found on his favorite barge at Redondo.

Conductor Joe Williams has been at home a few days with the measles. Joe says he was always told it was a kid's disease, but he has changed his mind.

No Bob, the beauty parlor at 20th and Hooper does not belong to our Motorman Turnbow.

The Company's Restaurant has installed one of the latest coffee urns and the java is flowing freely.

Bug House Fables—"No, Mr. Owens, I don't care to be off Sunday."

Have less accidents but get more witnesses.

Fire Captain Harry Tuttle, also manager of the Company Restaurant, proved himself a capable fireman in extinguishing a fire in the barber shop near the restaurant. With his face covered with lather and a barber's apron about his neck, Harry rushed madly into the restaurant, grabbed the fire extinguisher and called for volunteers. On investigation it was disclosed that friction caused through carving Harry's facial stubble accounted for the blaze.

SHOPS

JACK BAILEY

The Lary Regulars recognized defeat last Saturday when the Dayton nine ran up a 12 to 6 victory on them, but they won with easy strides over us poor Scrubs in Sunday's a. m. game.

Another easy victory is claimed by Robert Harvey, genial air department foreman. He declared himself winner in the race around the bases (in opposite directions) last Sunday, when Joseph C. Petit, carpenter, and contender, failed to put in appearance. It is to be regretted that the large crowd of fans present could not witness this piece de resistance de sport.

Anyone having a second-hand foot warmer for sale, or what have you, should see Mr. Petit before he takes his five weeks vacation. His reason for not being at the game was laid to an overdose of Speedene at a service station.

Yea, bo! Ain't this grand? A nine-pound baby girl on April 22nd for Papa Jones. The smokes were passed out in the Electrical Repair Department by the dozens. Congratulations to the proud mother and our big first baseman.

Mr. L. J. Hathaway, Machine Shop Foreman, will start his vacation the first of this week. There is no place like Catalina for Verne?

Ben Willenborg of the Fender Department has been confined to his home for two months nursing a bad finger. Late news reveals that the finger has been amputated.

Someone just phoned from the Winding Room and said A. Gollmer has had a nervous breakdown.

Carpenter H. Landin is taking a vacation; Truckman J. Giles bought a Buick; H. Heuer of the Winding Room is sick; Miss Rohlf has her hair bobbed; M. Bessette, Carpenter, got robbed, and the rest of us are going fishing.

Sid Ormston wishes to thank each one personally through these few lines for the help you gave him in his time of misfortune.

Motormen Webb and Openshaw and Conductor Ben Gardner of Division 5 visited with us this week.

A. Nielson is taking a week off to work at home.

Watching for Daddy

These happy little fellows are sons of Conductor C. W. Stevenson of Division 4. Kenneth, the baby, is ten months old and R. C. is "going on four."

DIVISION TWO

E. A. MOXLEY

We all know the old, old story of trying to get off, but it is sad when one is in the throes of matrimony, or is a prospective victim to try and get "off" in order to get "on"—the license clerk's register. Such is the experience of Motorman E. F. Thomas, who has been a month trying to get off. Finally, two days have been granted him and he is to be "hooked up," "tied in the knot," or what have you?

The germ of the "grand old American game" has gotten into the blood of the trainmen. "Tex" Bourland, Motorman E. E. Smith and J. C. Miller are the committeemen organizing a baseball team among the trainmen of all divisions. Division Two has subscribed \$40 so far for a fund to provide suits and equipment and invites the other divisions to come in. Each of these men can be located by calling HU-7456 and they are anxious to see a team created as soon as possible. 'Nuf sed.

The brother of Motorman R. D. Murphy and Conductor C. S. Murphy has passed away after a short illness and Division Two wishes to express its sympathies to the bereaved brothers.

At last! A red light graces the bulletin board. Now there won't be any excuse for not seeing what's new. Only don't some of you mistake it for an exit and try to go through the office window as you might wreck Mr. Paine's avoirdupois. (That last is a painless affliction.)

Motorman H. B. O'Neil has been granted 60 days off to go back to Montana to settle some business.

DIVISION FOUR

C. J. KNITTLE

Conductor A. J. Bowen, who has finished 24 years of service here, has been appointed uniform inspector of this division. His assignment took effect last Monday. After a week of careful observation, Mr. Bowen tells us the appearance of Division Four men is excellent. A few soiled collars were ordered out. A couple of grease spots were ordered removed, but, all in all, Mr. Bowen is very considerate. The men congratulate him on his appointment.

Have you seen Supervisor "Red" Atchison in his new Jewett light six sedan? Oh, my!

Student trainmen are coming thick and fast these days. Five conductors, four motormen and three safety operators were on the lines Wednesday.

Do you like statistics? Thirteen conductors, ten motormen and three safety operators have already filed their applications for vacations.

Other statistics show that 371 Division Four men did not send in news to Two Bells this week.

Safety Operator B. W. NaVeaux has left for Lockney, Texas, on account of the serious illness of his wife's mother.

The fishermen, Motormen Rhoades, Bray and Doll, took a trip to Long Beach last Friday. Lady Luck did not smile on the trio, but they caught enough to make the trip pay.

Conductor S. L. Christ, the shiek of Solomon's, has mastered the Black Bottom and challenges all comers.

Motorman Herman Keever has been on the sick list the past few weeks. He is still confined and would appreciate a visit by any of his friends.