

Henry Edwards Huntington

We stand with bowed heads beside our dead. Our hearts are filled with grief, yet pride. Though life has left the human form which we lay away with tenderness and tears, the love he bore to those close friends—the warm affection he had for all who labored with him to achieve, the thoughtful care he gave so freely to those men and women who gained their livelihood in his service—this all lives on in the hearts and lives of those it touched. And so we grieve today that the visible man has passed from our sight.

The vast businesses which his mind conceived and built with such sureness of vision—these too, live on as integral and necessary parts of the nation and community, giving the means of livelihood to many thousands.

The treasures of inestimable value that he so painstakingly gathered during a lifetime, not for personal satisfaction, but to enhance the educational and cultural life of the people, will enrich his own and all future generations as long as life endures on the planet.

Henry E. Huntington had the rare faculty of discerning and valuing true friendship. In each business structure that he built, there are those men who were close to him as brothers and who are imbued with love and loyalty to him and to the policies which are the foundations of his successful achievement. And so through these men the spirit of these great organizations will move on as if guided by his hands. No change in policy can occur.

Division Meetings

Smith and Healy Talk on Loyalty and Character to Interested Audiences at Well Attended Meetings.

The boys figured the talks by R. R. Smith, Assistant Superintendent of Operation, and Dan Healy, Chief Instructor, were going to be interesting, judging by the good attendances at the meetings held at the different divisions, and we don't believe any were disappointed in this respect.

"Character in your work," or "Putting your heart into your work" were the keynotes of Dan Healy's speech. Healy said he believed many of the boys would think these talks "were just old stuff," and more "baloney," but not being a "baloney expert," Danny said he did not come with the idea of studying "baloney." Healy said: "What is there in life but repetition? It is the things that cause grief that we should eliminate." "We are always hammering on accidents. Some of you here today are old-timers, some not so very old, and have good records. It is not so much to you, but it is to that certain small percentage of trainmen who cannot, or will not, come into line, that we are trying to get this stuff over to."

Healy explained that the successful man is the one who puts his heart into his work. "You are in charge of very valuable equipment," continued Healy, "but equipment is nothing compared with the lives in your care, especially if through your carelessness or negligence someone gets hurt. Ac-

cidents and personal injury are costly and a great amount of money has to be paid out. And money is nothing compared to the loss of time to injured persons and ill will to the corporation, and if we can realize that our highest duty is at all times to prevent these accidents, fine and dandy."

Mr. Healy, in commenting upon the wonderful achievement of the young American aviator who recently made the trip by plane from New York to Paris, said many would regard this as just a foolhardy attempt of a young kid, but the fact is, as Danny puts it, "he produced the goods." That is character—he studied navigation, aeronautics, and put his heart into his work. "I find many men," said Healy, "with pride in craftsmanship. Such men have pride in their work and do it because they like to see that particular work go forward."

Mr. Healy brought out the fact that neglect on the part of trainmen is largely responsible for costly accidents. He asked them to put their hearts into the work and partake in the special bonus, which in all probability will be in excess of what it was last year.

Mr. Smith started out with the idea of talking on "Getting By" and referred to the type of trainmen who conceive the idea that they can "get by" with slight violations of the company's rules, and he pointed out the fallacy of this idea.

"The majority of us have to work of necessity," said Mr. Smith. "We must have work to support our families and service with the Los Angeles Railway offers you a better opportunity than you can get anywhere else. We are glad to see you go if you can do better somewhere else, but

we want to feel glad to see you come back if things do not suit you or turn out as you expected."

The theme of Mr. Smith's talk centered on loyalty—"Loyalty to your employer, loyalty to your job, loyalty to your family and loyalty to yourself."

"Loyalty to your employer and your job means a good many things besides trying to obey the rules," said Mr. Smith. "Co-operate between yourselves—use 'teamwork' on the car—co-operate with the public and furnish the best service possible—cheerfully." Mr. Smith pointed out that a great many trainmen do things that are invariably right, but they are done in such a manner that it creates a bad impression with the traveling public with whom they are dealing. Speaking to passengers in a brusque manner breeds ill feeling and contempt.

Co-operate with the traffic officer on the street. He is the law and is trying to handle traffic in the most satisfactory manner. If any dispute arises, exercise forbearance and thus avoid friction.

Prevent accidents, and if you do have an accident, prepare a prompt and intelligent accident report.

Mr. Smith pointed out that even though an accident is very slight, a report is absolutely necessary. A passenger may not seem hurt at the time of accident, but may come back after about three months and claim he is injured and file claim against the company.

In making out an accident report, Mr. Smith called attention to the fact that it is not necessary to make personal remarks on the form that would cast reflection on either party involved in the accident. If it is felt necessary

on the part of any trainman to make any personal report, Mr. Smith suggested that it be done either verbally or by written report to his department.

Ill health, sickness in the family, domestic trouble and financial difficulties, and worry takes your mind off your work. Keep your mind on your work, and if you are loyal to your job you are loyal to your family.

And loyalty to yourself—that you do your work in such a manner that you get back what you put into it.

Mr. Hill spoke a few words on loyalty and of its importance in rendering the best service possible. He also spoke on the care of equipment by the trainmen and the general trend on the part of the trainmen to reduce accidents.

No Company Dance This Month

On account of the death of our President, Mr. H. E. Huntington, it has been considered advisable to postpone the entertainment and dance which was to have been held on May 28th, according to bulletin issued by C. V. Means, General Chairman of the Entertainment Committee.

No Game Saturday

How the League Stands

Teams—	Won	Lost	Pct.
Boyle Dayton	8	0	1.000
Santa Fe	3	5	.375
L. A. Railway.....	2	6	.250
Pacific Mutual	2	6	.250

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

The Road to Happiness

My son, remember you have to work. Whether you handle pick or wheelbarrow, or a set of books, dig ditches are edit a newspaper, ring an auction bell or write funny things, you must work.

Don't be afraid of killing yourself by over-working on the sunny side of thirty. Men die sometimes, but it is because they quit at 6 p. m. and don't go home until 2 a. m. It's the intervals that kill, my son. The work gives you appetite for your meals; it lends solitude to your slumber; it gives you a perfect appreciation of a holiday.

There are young men who do not work, but the country is not proud of them. It does not even know their names; it only speaks of them as "old So-and-So's boys." Nobody likes them; the great, busy world doesn't know they are here.

So find out what you want to be and do. Take off your coat and make dust in the world. The busier you are, the less harm you are apt to get into, the sweeter will be your sleep, the brighter your holidays, and the better satisfied the whole world will be with you.

—Bob Burdette.

BOUQUETS



Left to right: T. C. Risk, F. L. Woodcock, L. Rogers, A. Nielson, J. O. Tetreault, C. E. Freeman, J. H. Johnson.

This week Mr. Dickey's division walked away with four of the seven bouquets received. The line-up follows:

For Conductor T. C. Risk of Division Three from Mr. O'Laughlin for his efficient and courteous manner of serving the public.

For Conductor F. L. Woodcock of Division Two from Ella J. Baer, who expressed her appreciation for the return of her purse to the lost and found department.

For Conductor L. Rogers of Division Two from Mrs. Robert H. Fumas for unfailing courtesy and kindness to all passengers.

For Conductor A. Nielson of Division Two from Mr. F. F. Pöhlman, not only for lending him carfare to reach the city, but offering him the amount of the return trip as well.

For Conductor J. O. Tetreault of Division Five from Mr. William Dennett for the courteous and concise manner in which he gave information relative to "Owl" service.

For Motorman C. E. Freeman of Division Two and for Motorman J. H. Johnson of Division One from Mr. John Strauhel for not only having the best interest of their employer at heart, but for realizing that the public appreciates good service. Both of these men slowed their cars, giving the passengers time to transfer from one line to the other.

Such Is Fame

Several years ago Firestone, Edison, Ford and Burroughs were touring through West Virginia. A light on their car went bad, and they stopped at a little cross-roads store in the Buckhannon section. Mr. Ford went into the store to make the purchase.

"What kind of automobile lights do you have?" said Ford.

"Edison," replied the merchant.

"I'll take one," said Ford. "And by the way, you may be interested to know that Mr. Edison is out in my car."

"So?" said the merchant.

When the light was put in it was found that a new tire was needed, so Ford went back into the store and asked what kind of tires the merchant had.

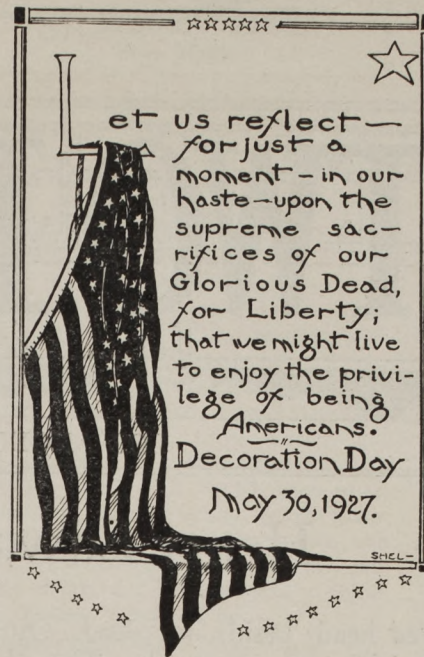
"Firestone," was the reply.

"By the way, you may be interested to know that Mr. Firestone is out there in my car and that I am Mr. Ford—Henry Ford."

"So?" said the merchant.

While the tire was being put on, Burroughs, with his white whiskers, leaned out of the car and said to the merchant, "Good morning, sir."

The merchant looked at him with a sarcastic grin and said: "If you try to tell me you're Santa Claus I'll crown you with this wrench."



More or Less

"A little more kindness,
A little less creed,
A little more giving,
A little less greed,
A little more smile,
A little less frown,
A little less kicking,
A man when he's down.
A little more "we,"
A little less "I,"
A little more laugh,
A little less cry,
A little more flowers
On the pathway of life,
And fewer on graves
At the end of the strife."

—Selected

LARY LAFFS

Signs of the Times

The following sign is being displayed in a Chinese restaurant in our downtown section:

Lady Helps Wanted
Inquire Inwards.

Customer: "I want a pair of spec-rimmed hornicles—I mean sporn-rimmed hectacles—confound—I mean heck-rimmed spornacles."

Shopwalker: "I know what you mean, sir. Mr. Perkes, show this gentleman a pair of rim-sporned hectacles."

Young Harold was late for Sunday school, and the minister inquired the cause.

"I was going fishing, but father wouldn't let me," announced the lad.

"That's the right kind of a father to have," replied the reverend gentleman. "Did he explain the reason why he did not let you go?"

"Yes, sir. He said there wasn't bait enough for two."

"Algernon says his new girl surely is a live wire."

"Yes, everything she wears is charged."

An Atchison man said: "These youths startle me. The other day I overheard a young boy tell my daughter, 'Baby, I'm a week old today, because I didn't begin to live until I met you.'"

Big boy, ah is cravin' to see you. What you got?

Ah has got me th'ee aces. 'Taint 'nough. Says which? 'Taint 'nough.

Is you tryin' to fummydiddle me, ebony boy?

Ah says th'ee aces is ontirely insufficientment.

What you got, den?

Ah has th'ee nines and two razors! Ma goodniss, man, you sho's does git the fullhousenest han's!

Be happy to serve and the public will come again to be served.

In Japan you can tell if a girl is single or married by looking at her hair. In America you can't even tell if it's a girl.

The teacher had been trying to inculcate the principles of the Golden Rule and turning-the-other-cheek.

"Now, Tommy," she asked, "what would you do supposing a boy struck you?"

"How big a boy are you supposing?" demanded Tommy.

"Now, Sam," said a southern magistrate to a Negro prisoner, "I want you to tell me just how you stole that chicken."

"Jedge," replied Sam, "Ah'd rathah not. It ain't no time of life for you to take up sech things."

"Dear Sir: I got your dune what I owe you. Now be pachunt. I ain't forgot you, please wate. When some other fools pay me I pay you. If this wuz judgment day and you wuz no more prepared to meet yur maker as I am this account you sure would go to hell. Hoping you will do this, I remain yours very truly."

"Do you say that your hens 'sit' or 'set'?" asked the precise pedagog of the busy housewife.

"It never matters to me what I say," was the quick reply. "What concerns me is to learn, when I hear the hen cackling, whether she is laying or lying."

A haughty lady had just purchased a postage stamp at a substation.

"Must I stick it on myself?" she asked.

"Positively not, madam," replied the clerk. "It will accomplish more if you stick it on the letter."

"Poor ole Bill! 'E's so short-sighted 'e's working 'imself to death."

"Wot's 'is short sight got to do with it?"

"Well, 'e can't see when the boss ain't looking, so 'e 'as to keep on shoveling all the time."



Henry Edwards Huntington

Leader Still, In Spirit

Civilization is largely the result of contributions made by exceptional individuals. However this leadership may have been rewarded in life it has always been the custom of mankind to symbolize the accomplishments of great men in some monumental way.

On the banks of the Nile and the Euphrates great pyramids were built with the poignant labor of a myriad of slaves; in other regions great mausoleums memorized the departed. Only occasionally beautiful, these great works were commonly a dull and empty effort to immortalize a name. Five thousand years of history bear witness to their futility.

Today a higher conception of remembrance has been left by a great leader. Resplendent as an empire builder of the West, Henry E. Huntington has departed leaving no barren monument of stone but a broad foundation for the cultural development of the community. As long as our civilization persists this great treasure of art and learning will transmit his name. Dust and decay will never obliterate what is kept growing by the respect and appreciation of posterity.

When the Captains and the Kings depart, civilization may well register their accomplishments for future ages; for their contemporaries a word of praise from associates may also have a fitting part. The common characteristics that create regard and affection were as much a part of Mr. Huntington's character as his greatest powers. Reticent in his dealings with the public, this genial warmth had a greater expression to his intimates. That so many of his early associates in Los Angeles are still in his employ bespeaks the kind of loyalty they had for him, and he for them.

Bulletins

ISSUED MAY 30, 1927

STREET CAR

No. 77—NOTICE TO CONDUCTORS

The following passes reported lost or stolen since January, 1927, have not been recovered:

7	1509	3361	6340
123	1602	3498	6353
261	1648	3608	6373
301	1709	4417	6380
983	1826	5144	6413
1042	2094	5416	6457
1197	2381	5494	6474
1360	2608	5630	6627
1385	3191	6274	6727
1389			

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

No. 78—NOTICE TO CONDUCTORS

On account of schools being closed Decoration Day, Monday, May 30th, school tickets are not to be honored for transportation.

No. 79—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 4471, issued to C. E. Corson, Conductor.

No. 6627, issued to F. M. Smallidge, Flagman.
No. 6760, issued to N. M. Swartz, Motorman.

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

No. 80—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 35758, issued to Auto Fireman Howard James.
No. 34988, issued to Battalion Chief George C. Walker.

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

No. 81—NOTICE TO TRAINMEN

Honor Policemen's Badges 1 to 2202 inclusive, and Policewomen's Badges 1 to 103 inclusive.

P. B. Hill

BUS

NO. 40

Telephone number for the Bus Division has been changed from Westmore 4084 to Westmore 1714. The new number will not be listed in the telephone book. Employees should copy this number in order that they may have the information available when needed.

Stan Ranken

New Schedules "L" and "N" Lines

Effective Sunday, May 29th, new schedules will be put into operation on Lines "L" and "N," daily and Saturdays.

The new schedules will allow more running time between 9th and Spring streets to Figueroa, on both lines.

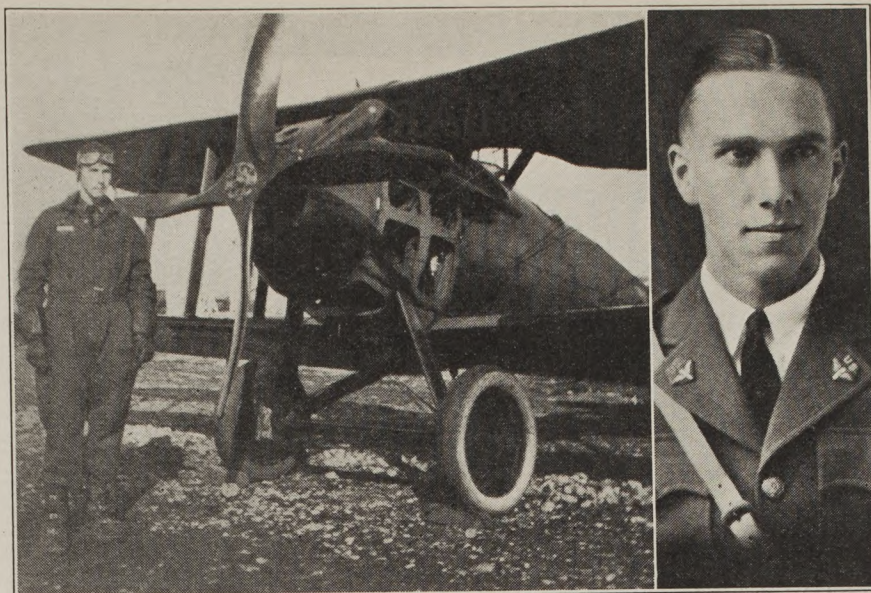
This additional time is found necessary because of the slower movement of cars on these lines through 9th and 10th Streets, occasioned by the operation of the traffic signals.

Also the time point at Alvarado Street, on each line, is eliminated by this change.

New Bus Equipment

Four new buses have arrived this week, all of Yellow Coach manufacture. Two of these, Nos. 154 and 155, are 21-passenger buses, and two, Nos. 1506 and 1508, are 29-passenger buses, all being similar to equipment of the same kind now in service. A third 29-passenger bus, No. 1507, is expected before the month is closed, and delivery of this coach will complete the delivery of all equipment now on order.

The two 21-passenger buses will be placed in service on the Washington-Adams Street Bus Line as soon as they have been tested and made ready for service.



Introducing Second Lieut. Wentworth Goss, Air Service Reserve, with his Ryan aeroplane, the same make of flying machine Captain Lindbergh made famous in his New York-Paris flight. Wentworth is the son of Cash Receiver Goss of Division Four.

He is a graduate of Kelly Field, San Antonio, Texas, where he was assigned to the pursuit group at Selfridge Field. Resigning from active service he entered commercial flying with the San Diego Air Line, and later was put in charge of the Ryan Flying Field in Los Angeles. Here he made sighting trips, cross-country trips and gave in-

structions in flying.

For the past eight months Wentworth has been mail pilot with the Pacific Air Transport. This line is credited by the postal authorities with having the worst terrain over which to operate in the United States.

It was his good fortune recently to deliver a Ryan Monoplane to a purchaser in Philadelphia, making the trip in easy hops.

Goss is only 23 years old, and although he is young in years, he has had considerable experience in flying. He expects to be assigned to active duty again in the near future.

Instruction Department News

O. T. Elrod, Assistant Chief Instructor, is assuming the duties of Chief Instructor Healy while Dan holds down the desk of R. A. Pierson, Supervisor of the Merit and Bonus System, during the latter's absence in the east.

G. L. Musselwhite is the proud daddy of a nine-pound baby girl, and "G. L." is sure "strutting around."

Our janitor, Leon Robinson, is now sporting an automobile. He wanted to fall in line with the officials, so he bought a Buick. We would advise Leon to have his speedometer tested.

FOR RENT

Large Five-Room House—With sleeping porch, partially furnished, \$45, or unfurnished, \$40. Yard suitable for chickens or rabbits. 5910 Mettler Street. B-58.

Three large rooms—12x12, large bath, screen porch, nearly new furniture, garage. Also five-room house a little above the ordinary, unfurnished. Garage, 914 and 916 South Breed street, near Division One. B-59.

FOR SALE

Tenor Banjo, Vega Banjo Mandolin and Portable Phonograph. Cheap. B-60.

Motorcycle — Harley Davidson, late model 74, very reasonable for quick sale. B-61.

Appreciation

This is to acknowledge with sincere thanks the kind expression of your sympathy.

Augusta D. Lattimore.

Legal Question Box

Q. A man made a deed to his son, upon certain trusts for himself, and after his decease for his wife and her children by him. No trust was declared in the surplus, which after his death and after all the trusts were executed, amounted to \$10,000. Who takes this surplus?

L. N. S.

A. The son to whom the deed was made, as he took the legal title with no trusts to execute.

Q. A mortgagee, holding a mortgage for \$7000, represented to a purchaser of the mortgage that he had sold the mortgaged premises to the mortgagor for about \$50,000; that it was first rate property; that the land was good, and the timber thereon valuable; that the mortgage was a good mortgage and the interest thereon had been paid regularly; that the land would be more valuable after the timber was cleared off.

The representations were false; but the purchaser relied on them, and accepted the mortgage at \$7000 to apply on the purchase money of certain property the purchaser was selling to mortgagee; and made a conveyance there- of to mortgagee.

Do these statements of the mortgagee amount merely to "puffing" the value of the mortgage—or is it deceit; and what is the remedy of such purchaser, in case the misrepresentations amount to deceit?

I. E.

A. This amounts to more than mere commendation of the mortgage. The misrepresentation amounts to deceit; and inasmuch as there has been a conveyance induced by the deceit, the purchaser may file a suit in equity to have such conveyance set aside.

Q. I am the holder of a trust deed on property that is in escrow. Property sold December, 1926. No payments have been made since that time on this trust deed. How long must one wait before receiving any payments? How long can the property be held in escrow?

F. C. S.

A. There is no specified time that property should be held in escrow. In your case I believe a reasonable time has elapsed and some action should be taken at once.

Q. A man died testate, bequeathing personal property to his widow, with remainder to his son by a former wife. The son became apprehensive that the widow would sell the personal property and convert the proceeds to her own use. What proceeding should the son bring?

G. W. H.

A. In case the son's apprehension be well founded a suit in equity, to require the widow to give bond for the future preservation and due delivery of the property.

Square and Compass Doings

The Los Angeles Railway Square and Compass Club conferred the Master Mason degree on Charles R. Clark of Division Four in West Adams Lodge Wednesday, May 25th.

The degree team also conferred the third degree on Charles De Baun of South Park Shops, in Manchester Lodge, Saturday, May 28th. A very good attendance of club members was noticeable at both occasions.

On Vacation

Joseph Rundle, tabulating section of the Auditing Department, is spending his vacation somewhere in Los Angeles.

Stanley Underwood, timekeeper, is taking life easy in the mountains back of San Bernardino.

Mrs. Fern Funk is taking a weeks vacation in Yosemite.

Miss Eva Murray, secretary to Traffic Manager Means, received an urgent call to Vancouver to take care of some personal business, occasioned through the death of a relative.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, May 25:

To Division One: Motorman J. B. Gasio, Conductors M. O. Bowles, J. W. Epp, Jr., W. B. Krekler. To Division Two: Motormen W. L. Ross, W. Jennings, H. M. Everly, Conductors E. R. Leggett, P. H. Chapman. To Division Three: Motormen R. Ward, G. McCallum, U. Sutherland, H. P. Andresen, Conductor I. L. Loverin. To Division Four: Motorman W. R. Heron, Conductors M. A. Lafferty, E. V. Athenous, Safety Operator L. Ogle. To Division Five: Motorman J. F. Hammond, Conductor R. D. Willis.

TUNE INS

For the week of May 30th, the Company Orchestra will broadcast over the air through the following stations:

- June 1st—KHJ, 10 to 11 p. m.
- June 3rd—KNRC, 9 to 10 p. m.
- June 4th—KNX, 3 to 4:30 p. m. and KFQZ, 9 to 11 p. m.

DIVISION ONE

H. N. COLE

Conductor C. E. Rust isn't bald-headed, but his cap became dissatisfied with its contents and leaped out of the rear window. Rust followed it and scanned the horizon in every direction; looked on the car and under the car, and not until his second trip under the car did he behold the object of his search, serenely reposing under the car near the motor on the "gimmick" just above the "gadgit." It resembled a piece of waste after a hard day's work, but with a little gasoline and a little patience he soon put it back in commission.

Conductor Albert Westbrook, who is on a vacation, writes from Mexico City, and says: "Just a line to let you know I am having a wonderful time. There is lots to see here. Give my regards to all the boys."

Conductor Dick Rowe is taking a 15 days vacation.

Motorman George Newberry has been called back east on account of illness in the family.

Motorman J. W. Rice has taken 60 days off and will spend most of it visiting his people in Coalton, Ohio.

Conductor C. N. Reddick has received an appointment as bailiff at the county jail and is now on the job there.

Motorman L. M. Enos, who has been on the sick list for several months, dropped around last Wednesday to see the boys. He is improving, but it will be some time before he is able to resume his duties.

Just a few days more to get your watch inspected. Don't forget it.

SHOPS

JACK BAILEY

Heads we win and tails they lose. So say the boys for the finishing baseball games to come. The Santa Fe nine cut deep into the percentage last Saturday when they outhit our boys and put them in line for the cellar. We will see.

The following men are tied for first honors as three-base hitters and contenders for the new ball bat offered by John Smith, air man, for the month of May: Jones, Lock, Armstrong and Adkins. The bat will be given to the man who is first to break the tie. Get hot, boys.

B. Cinnamon, truck shop clerk, and family will take off early Saturday morning, May 28th, for Big Bear Lake, where a delightful outing is to be had over the week-end.

It's another Nash, and say, folks, you ought to see L. J. Hathaway, machine shop foreman, sit back and roll down the miles. It sure beats an investment in Julian stock any time.

H. Huerer is back on the job again after five weeks on the winding room sick list.

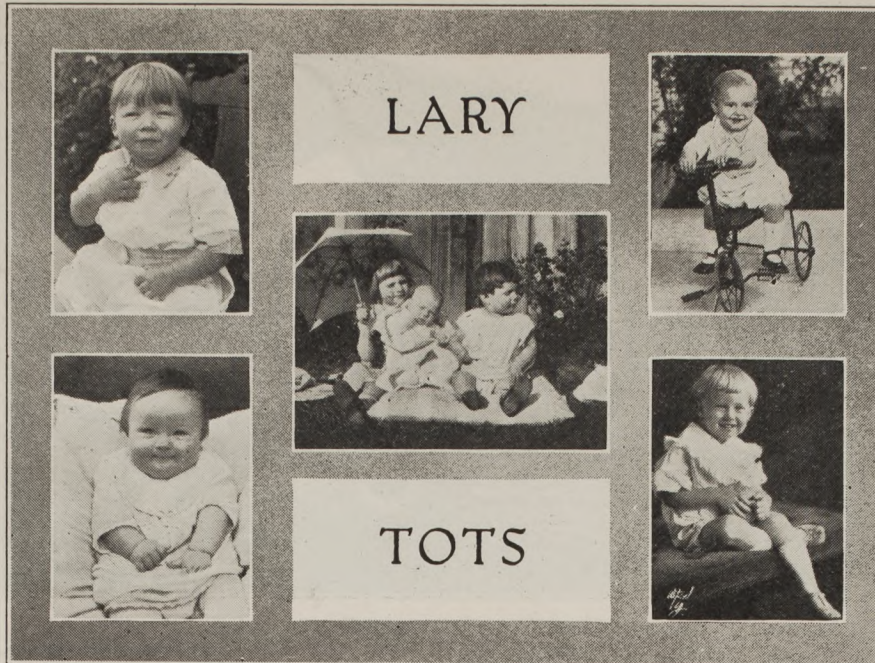
Emphasizing the policy of economy, we announce that Paul Abbey and F. Hart took only one week off for their vacation this year, so far.

Introducing C. A. Johnson, truck man, and I. Stokes, painter. Stokes will probably replace E. Sheffer at the Garage, as we need a fast man to help catch up at the Shops.

G. Wolff, winding room, spent the week-end at Catalina.

Thomas L. Stanish of the air department will shove off the first of June for a belated vacation hither and thither. Good luck, Tom.

J. De La Torre of the truck shop is on the sick list.



Upper right: Richard W. Fike, 2 years old, 38 pounds, and lower, Walter E. Fike, 10 months old, 23 pounds, heavyweight sons of Austin W. Fike of the Machine Shop at South Park. Center: Cleo, 5 years; Baby Earl, 3 months, and Bernice 1½ years, children of L. H. Wilson of Division Three. Upper left: Lionel Ellis Savage, 18 months, training for A. A. A. speed championship for 1945, and lower right, Jack Junior Savage, 3 years old, sons of Jack Savage of the Garage.

DIVISION FOUR

C. J. KNITTLE

Safety Operator A. Vegar, who works in the division office about half the time had the good fortune of landing a little job in the movies last Tuesday and Wednesday. Vegar's ability as a comedian was called to the director's attention by Mr. Means, Traffic Manager. In the picture, Vegar has an important role as conductor on a car that actually runs up and down Broadway.

Last Monday was Conductor Alfred Bradley's unlucky day. At 2:31 an auto tore off one of his steps. So he had to have another car. At 3:41 another auto knocked off a half of one of the steps, so a third car had to be sent out. And at 5:41 another auto crashed into the rear end and ruined the fender.

Conductor A. C. Ritter, who was operated on a couple of weeks ago for appendicitis, visited us last Wednesday morning. Ritter has been out of the hospital since last Friday, but will not be able to resume duty for at least two weeks.

Conductor V. Chalker has resigned and will leave May 31st for his home in Wisconsin, where he intends to go in business with his father, a stone mason contractor.

DIVISION TWO

E. A. MOXLEY

Motorman W. W. Jones has taken unto himself a wife. Jones tried hard to keep it quiet. Congratulations, and a happy life. Jones is on a 60-day honeymoon somewhere in the middle west.

Motorman O. Short has been granted sixty days leave to go back to St. Louis, Mo. After spending about a month back home, he will return to California with his mother and father.

Conductor J. C. Kitchell has resigned to go into the laundry business. The boys of Division Two wish him lots of success in his new venture.

It is with sincere regret that we announce the very serious illness of Motorman E. G. Smith.

Motorman A. T. Nunn is back on his run once more after spending ninety days on his chicken ranch near

DIVISION THREE

L. VOLNER

Not to be outdone by the office or switchmen, Conductor J. J. M. Wilson has purchased a new Studebaker coach.

Motorman H. E. Neal is up to his old tricks again, missing out. It sure is tough to have to hang around the barn all day and not get any shining time.

Motorman Johnnie Harbison is loafing around the city after his trip to St. Louis. Says he will go back to work about June 15th.

Switchman W. H. Meloy has been on a fishing trip recently, during which trip he landed a good size shark.

In Mr. Hill's address at the meeting Monday night, he stated how pleased he was that this division at that time had had eight accidents less than for the month before. Let's wake up in June and make it 80.

W. E. Clinkenbeard has returned from a 30-day trip to Iowa.

"Where Do You Worka John?" was played by the Orchestra at the evening meeting last Monday in honor of two of our Irish (?) friends—I. Gasparro and F. J. Cimmino.

Last Friday, May 20th, we were all greatly shocked to hear of the death of a very popular conductor, J. L. Lattimore. Funeral services were conducted by the K. K. K. and the pall bearers were all klansmen. At the grave a detachment of men from the 161st Infantry fired a salute and "taps" were sounded by the company bugler. The entire division offers sympathy to Conductor Lattimore's mother.

(Division Two, Continued)

Runnymead, off Ventura boulevard.

Conductors R. A. Johnson and W. C. Hodgson are spending a few days off motoring to the Yosemite Valley in Johnson's "Sturdy Stude."

Conductor C. C. Parkin, who has been on the sick list for the last two months, was in to see us this week. Says he is feeling much better and hopes to be able to return to work very soon.

We are glad to see Motorman G. L. Palmer back at work again after being on the sick list for over a month.

DIVISION FIVE

FRED MASON

Switchmen Ed Kasal and Otto Schöff have changed shifts. Ed's working the daylight shift now and Otto the night trick. The funny part about the change is that Kasal worked nights for almost four years, running around in the dark without taking a tumble. Last Tuesday, in broad daylight, he fell over and kicked two front teeth out. He now resembles Huckleberry Finn to a tooth.

Clerk Ed C. Tyler, who has been off for the past three months attending school, has decided to leave us and take up other work. Ed has been with us since November 17th, 1919, starting in as a conductor. In January, 1923, he became one of the office gang in the capacity of stenographer and clerk. All the boys of Division Five join in wishing Ed the best of luck in his new venture.

Motorman Harry Mounger is off for a couple of weeks and is motoring to San Francisco.

Motormen T. M. Schrader and F. M. Hestilow pulled out last Monday for a little jaunt to Arizona.

During the first fifteen days of this month we had six "no accident" days on Line "F." It's too late to get six such days on Line "M," but we can get three—Sunday, Monday and Tuesday. How about it?

Glad to see Conductor J. H. Maxwell back again after being off on indefinite sick leave for quite a long time. While he is not working yet, he looks fine and hopes soon to be back on the job.

BUS DIVISION

ELMER WOOD

A post card was received from Operator A. W. Warnick stating he is back in Tucson, Ariz., and feeling much better, in spite of the warm weather.

Those on a leave of absence are Operator P. F. Murray, sixty days, to visit relatives in Seattle, Wash.; Operator A. C. Lucas, thirty days, to be spent in the central part of California, and Supervisor H. C. Lehnhart, thirty days, to visit relatives in Ohio. Supervisor Lehnhart says he intends to bring his sister (?) back to California with him.

Operator W. W. Morneau is on the sick list with tonsillitis, and Operator W. A. Ellis was off last week with a strained back.

After much difficulty in scouting up all the cripples, etc., at 8th and Hope to put to work, Operator W. F. Foster finally managed to get last week-end off and make a trip to Morena Dam, where he hooked a few trout and brought back some samples to the office force.

Supervisor W. R. Terry was greatly enthused about telling of H. J. Hinze, mechanic, making a bus change at Wilshire and Fairfax and carrying two passengers as far as Vermont before they discovered they were on the "Limited" instead of the "Local."

GARAGE

The latest achievements of the office force are wrist watches worn by C. Marine and W. Decker. J. Murray was their inspiration, it is believed.

Clarence Marine of the office is on his way to Muncie, Ind., where he will visit his parents and relatives. He will only be off two weeks, so he is sure it will be short and sweet.