

TWO BELLS

Vol. VI

AUGUST 31, 1925

No. 14

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

Power Economy Work To Be Renewed

BY DAN HEALY
Chief Instructor

About a year ago an extensive drive was made to save power and excellent results were obtained. Unfortunately a great many trainmen failed to keep up the good work.



Therefore it is necessary to go over this work again and in the future it will be part of the rules to operate with proper consideration for power saving, as that is all that power saving amounts to. All trainmen will again be instructed and an

entry made on each man's record showing date and by whom instructed, after which demerits will be assessed for flagrant violations.

Saving Methods Explained

There is nothing new about power saving for on other properties it has been closely followed up for years with good returns in less accidents, better equipment both on the road and in the sub-stations, because the equipment is not abused, and better service because each motorman, if operating correctly, will be in his proper place on the line.

When one motorman is operating correctly and his follower is "raw hiding" in an endeavor to get lay-over, to which he is not entitled, the service suffers.

How can you save power? First, by feeding controller properly and by reading conditions on the street and coasting when possible. If the motorman will throw off the controller even 50 feet sooner and coast this distance to each stop, power is saved thereby.

Don't Waste Air

Second, don't fan the air when stopping as the pump motor must run to replace the air you waste. Don't take 70 pounds of air to stop when by using 35 or 40 pounds and commencing a little sooner you can make the same stop. Don't use more than two points at an electric switch or start too far back to use power. Don't use power and air except at electric switches.

Third, when standing at ordinary places, don't set the air in emergency and keep releasing and setting it in an endeavor to hurry the passenger by the noise of the exhaust. Don't get sore when a traffic officer or signal changes and set the air in emergency and then before it has released, give the car three or four points on the controller.

Conductors Can Help

Fourth, maintain zone space in each zone according to rules and you can

(Continued on Page 2, Col. 3)

C. O. Morse Made First Foreman of Bus Division



C. O. Morse, one of the most popular men of the Los Angeles Railway Bus Division, is appointed foreman of the Sixteenth Street office, effective September 1. The headquarters of the bus division where all drivers and operators report, adjoins the garage buildings.

As foreman, Mr. Morse will have authority similar to that of a superintendent of one of the car houses and he will be responsible for management of the office.

The position of foreman of the bus division has been created to meet the office organization needs of the department and the selection of Mr. Morse as the first foreman rewards faithful and efficient service given the Los Angeles Railway for 18 years.

On January 29, 1907, Mr. Morse went to work as a conductor at Division One. His first regular run was on a line which then ran between the Southern Pacific Depot and the Plaza. When the merit and bonus system was introduced, Mr. Morse was one of the winners of extra money at Division One. In June, 1923, he transferred to the Bus Division as driver of the Lincoln Park Avenue bus line. His next move was to the Beverly Boulevard line. In April, 1924, he was made a supervisor of the bus division and held that title up to the time of his appointment as foreman.

The new foreman will fill the daylight shift at the office, and Gladstone McDonald, who was chief clerk of the office, will return to the auditing department in the main office building from which he transferred several months ago.

Acknowledgment

The Cooperative Association makes acknowledgment of a letter commending its services written by S. F. Dunn, who is at present recuperating at Long Beach.

Death of W. E. Dunn, Company Vice President, Mourned by Thousands

IN THE death of William Ellsworth Dunn, Vice President of the Los Angeles Railway, the company and Southern California have lost a leader who filled a place not only in business but in the hearts of all who knew him. Mr. Dunn passed away in his sleep Saturday morning, August 22. He had been at his office Friday morning as cheerful as usual. His sudden death was a great shock to his thousands of friends throughout the country.

Known by Many of the Old Timers

Although in recent years ill health and the pressing demands upon his time made it impossible for him to meet members of the Los Angeles Railway organization at the car house divisions or in the shops, many of the older employes remember with the utmost pleasure the days when he visited the various departments and joined whole heartedly in the social affairs or gave friendly advice from his store of experience and business sagacity.

Played Large Part in Development

Mr. Dunn became associated with Mr. Henry E. Huntington as legal counsel in 1899, and worked with him in various business enterprises which are woven into the story of Southern California's development. These enterprises included the development of electric railway transportation, an important part of which was the organization of the Los Angeles Railway as it exists today under the presidency of Mr. Huntington.

The funeral was conducted Monday afternoon, August 24, in the chapel of Bresee Brothers, 855 South Figueroa Street. The beauty and sanctity of the service was a fitting tribute to his memory paid by thousands of friends.

The love of those who worked with him in the Los Angeles Railway was expressed in the language of flowers, for they speak in the language of the Creator and not of man.

Cars Stopped in Silent Tribute

While scores of the leaders of business, social and intellectual fields crowded the chapel where the service was read, thousands of others paused at two o'clock, the hour of the service, in silent honor. At that moment every street car was stopped for a full minute. During the day not a sound was heard at the shops or in the offices.

Following the service at the Bresee chapel, the body was cremated at Hollywood Cemetery with strictly private rites.

As the casket was borne away from the chapel, those who had assembled stood with heads bared in final, loving respect. On the coffin was a single floral piece, that of Mr. Huntington, his chief.

He rests beyond . . . with his Chief.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Our Jobs Depend Upon Good Public Relations

ACCORDING to the office directory the Public Relations Department of the Los Angeles Railway is quartered in room 601 of the main offices. Actually, the Public Relations Department extends all over the Los Angeles Railway system, and is composed of 4500 men and women who make up the company organization.

Every person identified with the company from the general manager down, should regard himself as associated with all other employes in putting into execution the general policy of creating and maintaining friendly relations between the public and ourselves as individuals as well as between the public and the company as an institution.

The Los Angeles Railway is engaged in the business of manufacturing and selling a specific commodity. That commodity is local transportation and the standard price is five cents.

Every person who comes in contact with the company, whether as a passenger boarding a car or as a stranger seeking information, judges the company by the attitude of the individual employe he meets.

If a customer receives courteous and satisfactory service from the employe he meets, he is favorably impressed and considers that the company is "delivering the goods" which he wishes to obtain.

Any employe of the Los Angeles Railway who goes to a shoe store to make a purchase and meets a clerk who is indifferent and not particularly courteous, immediately forms an adverse opinion of that store and of its goods. Exactly the same condition prevails in the street railway business and it must be borne in mind that all the contacts between the company and its patrons are not made on the cars. Many are made in the main offices and over the telephone. A smiling voice combined with an interest in the needs of those with whom we do business makes real friends.

Good will has a great value in dollars and cents and this value is specifically mentioned and prized in business deals.

In the street railway business every employe in every department has a vital, personal and even selfish interest in seeing friendly relations maintained between the public and the company, because a hostile attitude may re-act against any employe.

Those who drive motor vehicles could make no end of trouble for employes of the line and track department, for example, if there was hostile feeling against the company. The very continuance of employment is dependent upon the ability of the company to continue in business and friendly public opinion is necessary because insurmountable obstacles can be thrown into the path of a public utility by a hostile public.

It is well for every employe to recognize his obligation to the company and his own interests in advancing good public relations.

Study The New Rule Book

THE NEW rule book which is being distributed to trainmen represents many hours of study and discussion by the men in top positions in the transportation department. Editing the rule book is a big responsibility and the men engaged in this work recognized the dimensions of the task.

It is essential that the book cover as thoroughly as possible the policies and standards of the company and the various situations that confront a trainman. At the same time, the book must be compiled in simple, direct language so that the possibility of misinterpretation of a rule is minimized and the number of rules must be kept down as much as possible to prevent too much information resulting in confusion.

Several important changes are made in the new book and this situation means that every man should give it careful study.

The rule book is not a collection of "don'ts." It expresses company policy and is a guide and counsellor. Perhaps its greatest use is keeping trainmen out of trouble. If you will regard your rule book as a friend and not as a master, it will feel more comfortable in your pocket.

BULLETINS

Issued August 31, 1925

BULLETIN NO. 137
Notice to Trainmen

Copies of the new rules, as embodied in the 1925 revision of the General Operating Rules, are ready for distribution. Trainmen and all other employes of the Operating Department must study this book carefully, as there are a considerable number of changes in the rules, and the changes especially will be made the basis of a questionnaire sometime in the near future.

Until the metal discs are installed between the rails in the downtown district, trainmen will continue to operate the group movement as at present, but will operate under the new rules at all points where disc markers are eventually installed.

BULLETIN NO. 138
Notice to Conductors

Pass No. 2627 issued to Mrs. L. E. Goodwin, Car Cleaner, Mechanical Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 139
Notice to Trainmen

The Bershon Tire Company located at 1221 South Hope Street advise us that on presentation of pass as identification, employes of the Los Angeles Railway Corporation will be granted a substantial discount on purchase of automobile tires and tubes.

The offer of this discount also applies to other accessories which may be carried by this firm.

P. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 302 Aug. 20th, 1925

Wilshire Buses when south bound on Olive Street will pick up and let off passengers on Olive Street immediately north of 7th Street, or in other words, the near side stop for 7th and Olive Streets, and will also pick up or let off passengers on the southwest corner in the Figueroa Street Bus Zone.

This does not cancel Bulletin No. 297 issued on August the 15th, 1925.

BULLETIN NO. 303 Aug. 22nd, 1925

I want to personally meet every Bus Operator and Conductor of the Los Angeles Railway Bus Division in this room either at 8:00 P. M. August the 31st or 10:00 A. M. on September the 1st.

This meeting is for the purpose of giving the Manager an opportunity to meet the men and to talk to them for a short time concerning the various phases of operation. It is my wish that no one misses this meeting unless it is absolutely necessary.

F. VAN VRANKEN,
Manager.

POWER ECONOMY DRIVE RENEWED

(Continued from Page 1, Col. 1)

save power and avoid accidents. Don't stop in a curve or use brakes in a curve unless absolutely necessary. Conductors can save power by not turning on the lights too soon or leaving them on too long; also by not giving short bells. Call all streets and other stops in a distinct voice so that the passenger can get to the door ready to leave. In other words handle the car as if it were your own property.

Protect Equipment

To return to the question of why coasting is of such importance in saving power, please remember that the armatures of your motors are geared to the wheels and that when power or current is sent through the motors, they drive the car. Now where the power is shut off and the car is coasting these same armatures are still turning and about four or five times as fast as the wheels. They then act to cool the motors by circulating cool air for it is a fact that the hotter a motor becomes the more current it uses and the slower it will run. Therefore, coasting will give you cooler motors and more speed when current is used. Motormen operating on K-35

Merit Report Shows Gain In July

The report of R. A. Pierson, supervisor of the Merit and Bonus System for July shows that missing out at the divisions and missing reliefs was the chief source of demerits for the month.

During July the office handled 645 cases of demerits, 411 cases in which credits were awarded and 887 in which automatic cancellation of demerits was made.

During June 216 demerit slips were filled out on account of conductors giving bells too soon, and this classification led the list. During July the number of these offenses was reduced to 186 and took third place in the causes of discipline.

In June 205 demerit slips were filled out for running ahead of time. During July only 187 slips were filled out for this offense, but in both months this was the second highest cause of demerits.

July shows a general improvement over June, as the 1645 cases of discipline show a reduction from the June total of 1916. Every division made an improvement.

Although fewer demerit slips were handed out last month, June made a better showing in credit awards, there being a total of 534 as compared with 411 for July.

Divisions One, Two and Three each lost a man by automatic dismissal last month because their records dropped below 75 per cent efficiency.

At the end of July 108 trainmen had records below 100 per cent but 59 of them had between 95 and 99 per cent credited on their cards. At the end of June 120 men had records below 99 per cent and 63 ranged from 95 to 99 per cent.

On the whole, the July report may be considered an improvement over that of June.

NEW RULE BOOK READY FOR USE

The new rule book was finished by the printer during the past week and delivery was made to the divisions last Friday so that distribution could start Saturday morning. All department heads, supervisors, dispatchers etc., have been supplied with the book and an effort will be made to place it in the hands of every trainman as soon as possible.

Several changes are made in the book and it warrants earnest study. The cut of the pages makes the book a convenient pocket size as trainmen are required to carry the rule book with them at all times when on duty.

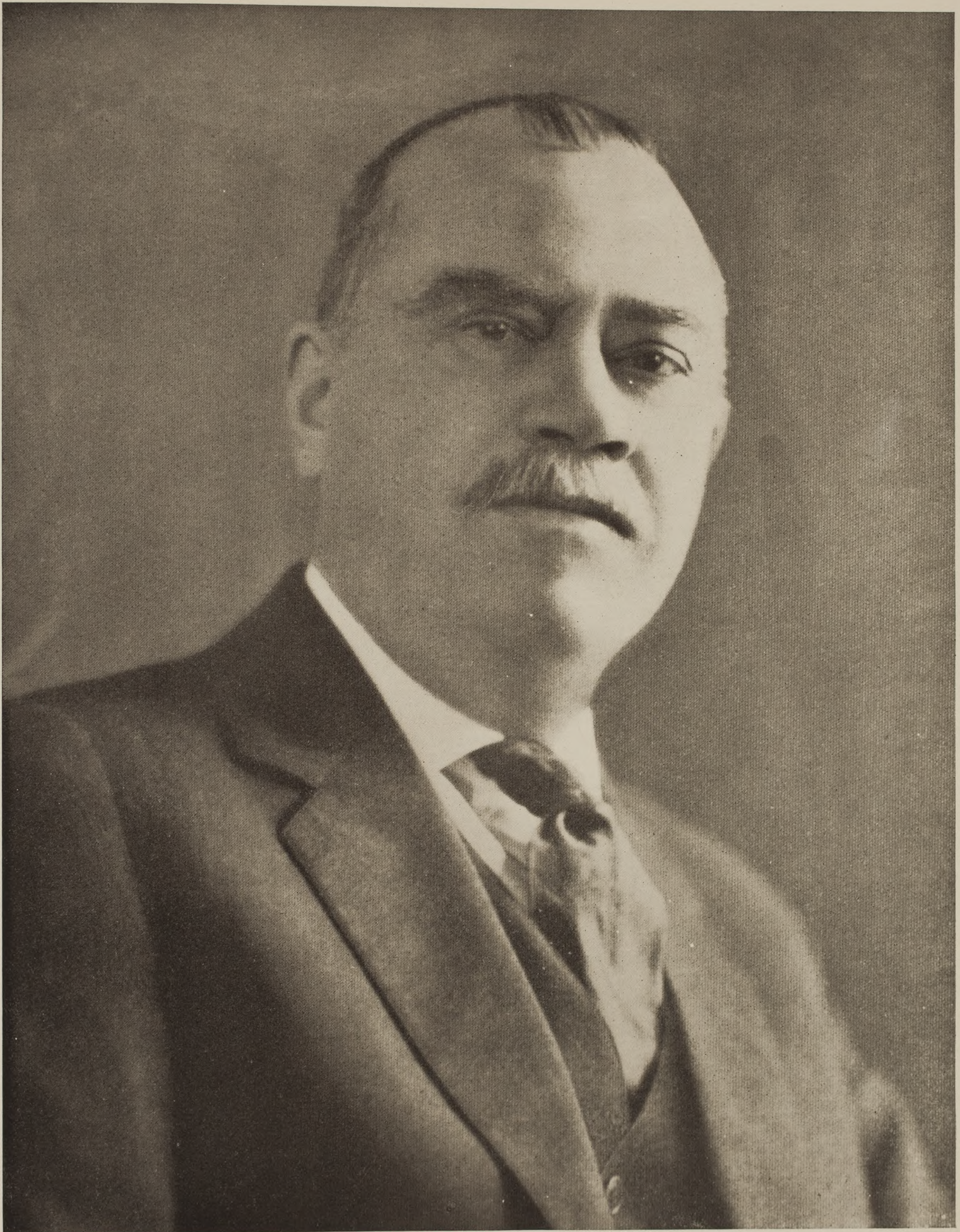
R. WINDSOR HEAD OF UNIFORM DEPT.

Richard Windsor has been appointed head of the company uniform department. He has been head tailor and is known to a large number of employes.

The appointment was made following the tragic death of C. C. Beers, last Wednesday. The funeral was held at 2 P. M. Saturday, August 29, at the Dellenbaugh chapel, 630 West Sixteenth street.

and K-68 controllers are not paying proper attention to the running points on these controllers and are running too much on resistance points and by so doing are burning out resistance grids and wasting power.

Credits will be given for good suggestions so send in your letters.



William Ellsworth Dunn

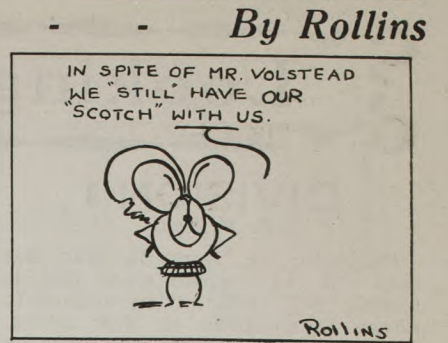
1861

1925

He was a man with a soul to conceive great projects; a stout heart to shoulder great responsibilities and the wisdom to direct them to suc-

cessful conclusions. He was beloved of his fellowmen because he saw in the great enterprises he directed the possibilities for public welfare.

Conductor Ding and Motorman Ding Ding



Bouquets And Things (Hand Picked)

For Motorman H. Raymond, Div. No. 3 Los Angeles Railway, Gentlemen:
Using your cars daily, I have noticed the courtesy and consideration manifested by your employes to unfortunate passengers and this afternoon was especially impressed by the attention shown a blind man through the motorman of car 536, west on Washington Street at 5.45 o'clock.

Yours respectfully,
C. B. DAVIDSON,
4626 West 21st

For Conductor L. R. Proulx, Div. No. 1 Los Angeles Railway, Gentlemen:
I hope other patrons receive the special kindness from your employes that is accorded me.

I am pleased to report extra courtesy of Conductor 490 on car D—July 28 and Motorman 1 on car 1556—line E—July 28th.

It has been necessary for me to go unaccustomed ways lately and both of the above were so good about directing me.

Sincerely
M. CATHERINE VAN VLEET
3867 South Harvard

For Motorman E. V. Saylor, Div. No. 2 Los Angeles Railway, Gentlemen:

I will have to put in a good word for Motorman 2139 of the V line. I have been watching him of late and find him to be an all around good man—accommodating and congenial—he keeps tab on his passengers—and when one is missing he looks to see if he is in sight and waits for him, while others seem glad to leave them.

Yours respectfully,
T. L. ROEDER,
1218 South Indiana

For Motorman A. Trotter, Div. No. 3 Los Angeles Railway, Gentlemen:

It cheered a man of 64 years in this age of brutal selfishness and rudeness to witness an act of great judgment, tact and kindness and I for one recommend that credits be given motorman 2299 on line "B".

On Monday, July 27, 8.15 A. M., I entered on a transfer on your line "B", on the other side of the turbulent L. A. River on my way to Evergreen Ave.

A middle aged man, carrying two heavy bundles got on at the same time and took a seat in the front open section, like me. After having proceeded several blocks, I saw the man rise and speak to the motorman, pointing to a fairly steep incline on the road. The regular stop was at the foot of the hill; nobody got on or off here and your motorman stopped at the skip-stop to accommodate this aged man with heavy bundles—and with a smile too.

Yours sincerely,
CARL TRIMMER,
Spanish War Veteran Soldiers' Home, Sawtelle,
R. D. Box 249,
Venice, California.

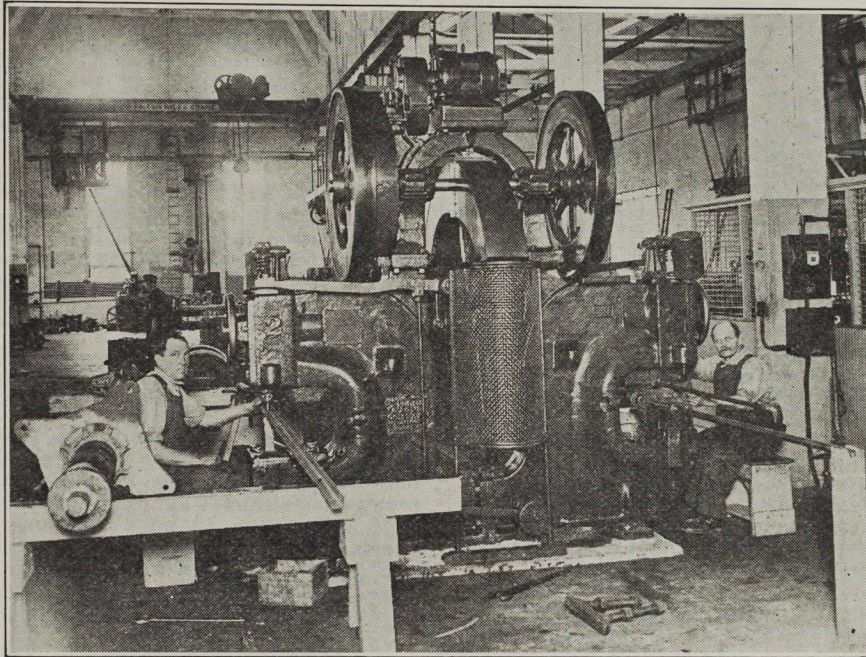
For Conductor H. Thagard, Div. No. 5 Los Angeles Railway, Gentlemen:

Will you please see that the enclosed dime finds its way into the hands of H. Thagard, Conductor 2382, "E" car, of the 5th Division. It represents a personal loan.

Please thank him for me. He has courtesy as well as sense and permit me to compliment you for having such men in your service.

I thank you and the conductor.
Very truly yours,
C. B. IRVINE,
7017 Watsaka
Culver City, Calif.

Punch and Sheer Machine Performs Two Jobs at Once



FEW trainmen have mastered the art of reading a newspaper and attending to duty on a car at the same time to the satisfaction of the supervisors, but the machine shop at South Park boasts of a machine that can do two jobs at once and do both satisfactorily.

The machine, pictured above is designed as a punch and sheer. The operator on the left is making the big machine punch holes in an angle iron

while the right half is sheering off metal rods. It is used considerably for die cutting and many of the small metal parts used on the cars are made on this machine.

The motor, which can be seen at the top of the picture, provides a direct drive. There is no overhead shafting. The electrical equipment was installed by company men. The two sections of the punch and sheer machine work independently.

Examination Form For New Men Ready

Two sets of questions, one for motormen and one for conductors, have been compiled for the use of division superintendents in conducting an oral examination of trainmen at the end of their 90-day probation period. Thirty questions are presented on each form. It is expected that the examinations will be conducted in classes rather than individually, although this will depend upon the number of men being employed at different seasons of the year.

The questions refer to some of the features of every day work, all of which are covered in the instruction department training.

Copies of the questionnaires are being supplied to the supervisors and instructors. They will be asked to answer all the questions in writing before they are turned over to the division superintendents to use in the examination of trainmen. The object of the questionnaire is to uncover any deficiencies in a man's work before he comes under the merit and bonus system at the expiration of his period of probation. It is expected that the plan will be of considerable help to the new men and will effectively follow up the work of the instructors.

A well known un-Irish conductor had some gold fish given to him. A few days later they were dead. He had tried acid on them to see if the gold was genuine.

Celebrates 25 Years Service With Trip

R. E. Ellithorp of the electrical repair department at South Park shops, is going to celebrate his twenty-fifth year of continuous service with the Los Angeles Railway by taking a trip to New York City by steamship via Panama canal. Mrs. Ellithorp will accompany him. They will return overland, and make stops at the principal cities.

System is Inspected By Key Route Man

R. Hand, of the public relations department staff of the Key System of Oakland, was a visitor at the Los Angeles Railway offices last Tuesday. He was shown the shops and some of the types of cars operated here.

Mr. Hand is vacationing in Southern California but diverted enough time from the rounds of pleasure to learn what he could from observation of the Los Angeles Railway system. Perhaps his boss in Oakland may see this in print and raise his pay.

Loading Platform Built

A platform is being built at Occidental Avenue on the private right of way of line "H." Due to the paving of Occidental Boulevard some time ago, the track is above the level of the street and the platform will be of convenience to passengers boarding and alighting at that point.

On The Back End (Contributed)

After announcement was made of plans for a deer hunt featuring Messrs. Dickey, Forsythe, Yonkin and Gordon, with Superintendent Dickey billed as expediter of the expedition, an organization conference was called and the official standings changed slightly. It was decided that in view of Mr. Dickey's executive experience as a foreman and superintendent, his familiarity with rifles gained in army service and his extensive knowledge of game laws—he should hold the position of dish washer.

A wise brannigan in Everybody's Magazine runs as follows:

A Los Angeles street car was waiting for a chance to proceed. A four-year-old flapper, accompanied by her grandma watched and waited. Suddenly the air pump, which had been throbbing, stopped.

"Boob" gurgled the child in the dead silence and pointed at the motorman.

"Nice man" said grandma "runs the car for Betty; don't point."

The infant wrinkled her nose and scornfully remarked "The poor dumbbell has stalled his engine."

"Old Dan" the Shoe Shiner across the street from Division One says he doesn't make any charge for parking space on his stand as a rule, but he is going to have to charge some of these trainmen, especially the older ones, who come to get a shine and then stay for an hour or two looking at the cover on the Police Gazette.

An evening's entertainment on our Division Radio.

"This is station G Y X O and the bad man ran away, if you listen to the buzzer, the final score is, will now play, "DON'T GO AWAY, FOLKS"—Wowee, biz—zing, bang!

WANTED
One peanut roaster at Division Two for Cash Receiver McAdams, also gas mask for man who relieves him as he cannot stand the smell of burnt peanuts.

Jim Morton told the Division Five bunch, "Gee, but it's great to have \$20.00 on a 20 to 1 shot—see him get away in the lead from the post—watch the jockey hold him in for the home stretch—enter the home stretch two lengths in the lead—then pull away from the field and win by six lengths—and then find out you've been watching the wrong horse." Gee, but it's great.

Dan Hanley, the famous war correspondent of Division three, looked over the advertisements of the new Ford and noted the expression "Rear axle brakes," then he borrowed the superintendent's dictionary and started looking under "B". He finally put the book away, convinced that Henry will keep the world safe for democracy.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Conductor H. Kerswill, who has been with the company since, 1923, is leaving this week, having decided to return to his home in New Jersey. Conductor Kerswill was well liked by everyone at this division and we all join in wishing him good luck.

Clerk C. L. Farrah is leaving this week on a six-weeks trip back to his old home town, Mexico, Missouri. From there he expects to go on to St. Louis and after seeing all the sights there, he will return to Mexico and spend most of the time eating fried chicken until he returns.

Don't overlook the fact that Division One had a "No Accident" day on the 23rd of this month. Why not make every Sunday a "No Accident Day." It shouldn't be hard to do. Division One is making a better showing this month in the number of witnesses secured. Keep up the good work and let's finish the month with a good standing.

"Head Janitor" Albert Rafferty returned after spending his vacation of two weeks in Tiajuana and other dry ports. He reports a very enjoyable time.

Among the vacationers this week were Motorman B. C. Byrd, going to St. Louis, Mo., on a sixty-day visit with his parents; Conductor G. M. Wieman, going to Ft. Wayne, Indiana, on a sixty-day leave to visit relatives; and W. R. Edwards going to Spokane, Washington, on a sixty-day leave to eat apples.

Motorman W. H. Dickinson has lost the title of the "Biggest Boy" at the division since the arrival of one Harry Tupper, formerly a conductor out of Division No. 3. Motorman Tupper says he has got it over the rest of the boys in size if not in seniority and size is what counts sometimes.

DIVISION 2

H. T. Hansen

Superintendent of Division Two, T. Y. Dickey, is on a three weeks vacation in the vicinity of Mt. Whitney, T. Y. and a few friends will hunt deer and other wild animals. We expect that our genial Superintendent will have many interesting anecdotes to relate when he returns. Chief Yardmaster, Ed. Forsythe, will accompany T. Y. Dickey on the hunting trip, but he will stay longer as he has taken 34 days leave of absence.

Conductor R. L. Harmon and J. F. Price with their families spent the week end at Catalina enjoying the flying fish, submarine gardens and everything.

Another of our men has been up where the snow blows cold. B. M. Ihrig and family spent a wonderful vacation camping near Bishop, Calif., also around Silver, Mammoth, and Convict Lakes, thence to Yosemite Valley. Ihrig was very much thrilled when he drove his trusty "Chevvy" through the Big Trees, thence to Merced and then to home-sweet-home.

Conductor C. C. Parkin, who has been building a home for himself and family, is back with us again and feels quite proud of his accomplishment.

During the absence of T. Y. Dickey, Foreman J. A. Madigan will officiate in his place. C. J. Clark taking Madigan's place.

Conductors F. C. Buhles, G. A. Frost, F. R. Conkling, A. G. Richards, have taken from five to thirty days off to rest up.

Division Two offers sincere condol-

Who's Who



ED MITCHELL has handled a wide variety of street railway equipment ranging from the first magnetic cars to the big hoists used in the track department. He started in 1907 working at Division 1 on the West First Street line, which was then called "West First Street slide." In 1911 he transferred to the maintenance of way department as a motorman and has been running track cars out of the Vernon yard for many seasons. At present he is night operator of the big hoist. This machine is used at night in placing special work and sections of track in place, but during the day it does most of its work preparing track lay-outs at the Vernon yard.

BUS DIVISION

Elmer Wood

I'll say the Bus Division is the cat's whiskers; here is a list of the men who have recklessly shaved themselves and left a bushy upper-lip: R. E. Prutie, W. B. Steel, M. M. Lander, G. T. Nickolson, B. J. Jacobson and J. T. Fullbright. The latter will have his moustache off just as soon as his wife gets back. I am giving you the names because I was afraid you might not recognize them as bus operators.

There is absolutely no truth in the rumor that Earland Hansen is getting married.

Claude Simmons, driver of the bus emergency truck, has equipped it with air tanks capable of carrying 200 lbs. of air, which enables him to fill air shock absorbers, tires and air tanks on the buses, in order to carry them to the end of the line where repair work can be done without delay on the road. The tanks are so arranged that they can be filled with the air pump on the truck, or at a gas station.

The man who I think has a liberal education is the one who can take his lady friend out on ten bucks and bring half of it back to papa.

ences to Switchman R. L. Wilson on the death of his baby and to Conductor H. A. Hansen on the death of his wife.

Motorman A. Lewis, secured 90 days off to visit Tacoma, Wash.

Anxious, the Sea Gull, breaks into verse and says:

"Ten thousand Swedes,
Hid in the weeds,
Chased by a Norway pagan;
The dust from the weeds,
Made snuff for the Swedes,
And they called it Copenhagen."

DIVISION 3

Dan Hanley

Gee it seems good to get that vacation over with and get back to work once more.

Inscription on a memorial tablet:
"This Guy
Had a habit of riding on the rear fender
But the fender _____"

Clerk Allen, in conjunction with Henry, is now vacationing along the San Fernando Road by way of detour.

Mtr. Naggie says he is going with the speediest little girl in Los Angeles. "She's so fast," says Naggie "that she claims when she turns off the light, she gets in bed and is sound asleep been with the company since 1923, is boys anything speedier?"

Register Clerk Miller is having a splendid time at home on his vacation, taking short trips here and there and there and here. Miller has just recovered from a stroke of Scotch Generosity; he donated \$1.00 to the home of the aged cashiers. Latest reports say he is doing nicely.

Here's a letter I received:
"Friend Dan:

"You will be surprised to learn that Conductor Cox and I are about to get married and everything is lovely except that we cannot agree on one subject. He wants to go light house-keeping but I am so afraid of water and I want him to work on the cars anyway. Please advise me what course to take."

MISS

While on my vacation I passed by a place that had a sign outside reading, "CHICKEN INN." Having the Mrs. with me I just kept on going, otherwise, well that's another story.

"Be it known that skating is not hard on the feet."

"If you cannot eat soup without making a noise
Don't try to bail it
Just take a tip from me, I'll put you wise.
Inhale it."

He stepped up to the fountain and winked his eye
But the druggist was wise, and slipped him some lye—GOOD-BYE."

DIVISION 5

F. J. Mason

Motorman E. L. Golden, who blows a mean saxophone, much to the disgust of all his neighbors, will now have to dispense with said mean instrument, much to the delight of all of his neighbors.

He played his last tune on Wednesday, August 19, 1925, on which day a baby boy arrived. Both mother and baby doing fine. Congratulations Mr. and Mrs. E. L. Gooden, thanks for the cigars, and may the 'squaks' put out by the newly arrived be considerably lesser than those from his daddy's horn.

Frank Adams says "For a comfortable, smooth riding car, you can't beat an Essex." He formed his opinion last Saturday when he waited from 6.35 p. m. to 7.10 p. m. for Motorman E. R. Blackwell, who promised to take him over to the fights at Ascot. Frank said he would have enjoyed the ride just as much as he did the fights but Blackwell didn't show up.

Hints on shaving will be given by Conductor Ed. Link, at any time, any place and to anybody. He's got something good, boys. Something that will

DIVISION 4

Benedict and Vejar

Motorman M. L. Hart and wife announces the arrival of an 11-pound boy on August 15. Hail the presence of a new heavy-weight champion of the world or at least a president, and here's congratulations to the proud parents.

Conductors Lowen, Layton and King have started their vacations this past week and Motorman Meiers and Operator Erickson are also away for rest and recreation.

Motorman M. B. Boyd is back with us again after a three months lay-off. Although Boyd was no walking scare-crow when he left he certainly looks like he has been living on the fat of the land.

We had some post-card pictures from Mtr. P. H. Kelley in Kansas and he states that while it is extremely hot there during the day it either rains at night or they have terrible electric storms.

Want Ad: "Lady wishes employment for few hours daily to take out children or invalid. Life experience with all animals and poultry."—London Times.

"Spike, dear," whispered the house prowler's wife as she handed him his burglar tools and kissed him good-bye, "try to be a little more quiet when you come in tonight." "Smatter, babe?" inquired the fond husband. "Did I wake youse up last night?" "No, but you awakened mother," was the reply. "And I don't want her to go home and tell father I married an amateur."—The Country Gentleman.

Eagle Rock Bus Line Starts September 8

The application of the company to the Board of Public Utilities and Transportation for permission to operate a bus line from the end of the Eagle Rock car line having been granted, service will start September 8. The transfer regulations will be bulletined in the next issue of Two Bells.

A single-deck Moreland bus will begin the service. The route of the line is south and east from the Line "E" terminal and covers Townsend avenue from Colorado to Oak Grove and Colorado from Townsend to El Modeno.

make your eyes stand out or make your sweet mamma knock 'em out.

Don't go to the Company Dance tonight 'cause there 'aint a goin' ter be enny.

Anybody anticipating a fishing trip should get in touch with Jack Bruno. He can tell you how to get them by the truck load, and you don't have to go to the beach either.

Yes, you're right. The difference between a new ten dollar bill and an old one is nine dollars.

Little old Johnny Weir, our crippled newsboy across the street, wants all the boys to know that he is taking orders for developing and printing camera films. He promises good work and prompt delivery, and as Johnny puts it "A roll a day will help keep the bailiff away."

Well, so long for two weeks, folks. I've got to take a vacation. Of course I don't want to but the boss said that I wasn't looking good, or good looking, I don't know which it was, and told me to take the air for a couple of weeks. However, as Nero said at the burning of Rome, "I'm going to fiddle around a bit" and Ed. Tyler will give you all the scandal during my absence. So long.