

WATER AND POWER MADE POSSIBLE DEVELOPMENT OF LOS ANGELES FROM PUEBLO TO METROPOLIS

Bonds for Water and Power are a Straight Business Issue.
Vote "Yes" at the Primaries.
August 31

Water and power are the resources which have made possible the development of Los Angeles from the pueblo days to the fifth largest city in the United States.

The municipal aqueduct for bringing domestic water to the City of Los Angeles from the Owens River Valley was completed in 1913. The building of this aqueduct was the beginning of the economic development of the city.

The citizens of Los Angeles are to be given an opportunity to decide whether the municipality will be given the means whereby all the water in the Owens River Valley can be developed to the fullest extent for their benefit.

Water and power bonds totalling \$21,000,000 are to be submitted to the citizens at the primary election on August 31.

The Colorado River will be the ultimate source of water and power supply for the City of Los Angeles but there will of necessity be a number of years before that source can be developed. Until that date, an additional supply is urgently needed.

The amazing rapidity in the growth of population brings the City of Los Angeles face to face with the immediate need of additional water and power. The only available source of supply at the present time is the Owens River Valley.

There are large areas of water bearing land in the Owens River Valley which can be purchased. To purchase the water land, to develop it to the fullest extent, to build huge water mains for the distribution of the water, to build storage reservoirs to provide high pressure for elevated and detached areas will require \$10,000,000. This can be financed only by the sale of bonds.

The additional water development with the increasing flow of water in the aqueduct is a rich source for the development of hydro-electricity. It is estimated that it has a potential value for the production of at least 28,000 horsepower of hydro-electricity which will return to the city more than \$500,000 a year in net earnings.

A program of power development has been planned by engineers. Besides the installation of facilities for generating additional power, increased capacity for receiving energy at the Central Receiving Station must be provided for, and two additional receiving stations for energy must be built. There must be constructed high voltage transmission lines to care for the energy developed.

Areas recently annexed to the City of Los Angeles have been served by privately owned companies. Distributing systems must be purchased by the city in order to give the annexed territory the benefit of the lower rates charged by the Municipal Power Bureau.

To finance this development, bonds to the value of \$11,000,000 will be necessary.

These projects are necessary if Los Angeles is to keep pace with the demands for water, power and light which are being made by her increasing population.

The bonds for water and power will not affect the taxpayer; they will be paid for by revenue derived from the Bureau of Water and Power. The charter imposes this condition.

The voting of the bonds is a straight business proposition. Their approval is a vital necessity and the only guaranty of continued growth and prosperity for the City of Los Angeles.

"R" Cars Re-routed Because of Viaduct

On account of the construction of the Seventh Street viaduct, all "R" cars will be routed temporarily by way of Mateo Street, Ninth Street and Boyle Avenue, commencing Sunday, August 22.

Service on "R" line on Seventh Street between Mateo and Boyle Avenues will be discontinued during the construction of the bridge.

One of the six cylinder single deck Fageol motor buses ordered late in July for immediate delivery arrived last week.

L. A. RAILWAY PLANS REHABILITATION OF MOTORS

All Street Car Motors to be Overhauled and Improvements Made

The engineering department of the Los Angeles Railway has instituted an extensive program for the rehabilitation of the Westinghouse 306-L Railway Motors.

There are 710 of these motors in operation on the Los Angeles Railway system. They have been in use since 1910 and have given satisfaction.

However, the excessive wear on the bearing and motor frames together with frequent trouble with babbitt lined bearings brought the motors to a point where a complete overhauling was necessary. This included the boring out of the motor frames and the installing of new housings.

The housings are patterned after the design of the Railway Improvement Company together with the application of this same company's RICO oiler. In addition, they are to have solid Kelley metal bearings, all of which should make a wonderful improvement in the operation of these motors to meet the exacting service of two motor applications.

These motors have a large porthole opening in the motor frame in the commutator end. This porthole has given trouble during the wet weather seasons because it provides entrance for water and mud.

A test of the temperature rise during the summer season on motors that had been overhauled proved that this porthole could be covered and thereby materially reduce the possibility of having field coil trouble from water entering during the wet weather season.

This program is being carried out as the cars are regularly shopped and will extend over a period of two or more years.

The work of making these changes has been completed on thirty-two cars or sixty-four motors.

At The Beach

L. L. Wimberly, superintendent at Division Four, is away on his vacation. He left no definite information but it is understood that he and Mrs. Wimberly are at one of the beaches.

COMPLETION NEAR FOR BROADWAY TRACK JOB

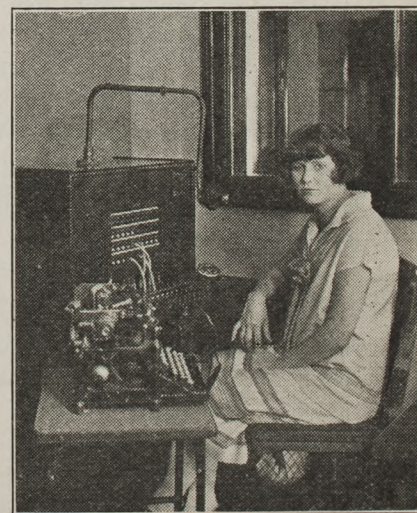
Reconstruction of Tracks on Broadway Expected to Reach Seventh by September 1

Work on the reconstruction of the double track on Broadway from First street to Seventh has been in progress since June. The work has gone ahead very rapidly considering the fact that it is being done under heavy traffic conditions. The paving follows the track construction very closely and by the first of September the work is expected to be completed as far as Seventh street.

At this time, the special work and curves from north on Broadway, and southwest on Seventh street, will be removed. The west end of this layout was removed at the beginning of the reconstruction of the double tracks on Seventh street between Broadway and Figueroa.

Upon completion of the reconstruction of the Broadway tracks between First and Seventh and the removal of that portion of special work on Broadway, the crossing at this intersection will be renewed.

New Switch Board For Claim Department



The Los Angeles Railway Company has installed a private switch board exchange for the claim department.

There are four incoming trunk lines and thirty stations.

The young lady who operates the new switch board is Mrs. Nellie Nordyke, daughter of Mr. E. H. Sleeper, well known man in the company.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Enthusiam A Vital Quality

Enthusiasm is that quality given only to man which helps to make it possible for the wheel of life to be endured. To never be enthusiastic over any one or anything would make life so monotonous that it could not be endured.

Enthusiasm is not to be confined to our individual desires and advancements alone because man does not live to himself alone. In this age of highly developed industrialism every man in the industrial world must be concerned with the well-being of his own immediate industrial organization. His well-being is affected for better or worse just in so much as his company's well being is affected for better or worse.

To be enthusiastic over one's job is the real thing in life. Enthusiasm over recreations are the usual thing. One man is extravagantly fond of fishing, another of hunting, some one of gardening, still others are passionately fond of swimming, golf, tennis, and men have been known who are wildly enthusiastic over a good book.

Enthusiasm and recreation always go hand in hand or there is no pleasure in the thing done, hence there is no recreation. Enthusiasm and one's job should go hand in hand and until they do the job will not be a real one. Enthusiasm means contentment, happiness, advancement and the general good of both man and employer.

Cultivate Correct Habits

AS HABITS are quickly acquired on the cars why not train to cultivate the correct habits? Instead of letting habits acquire you, select the habits you want to acquire.

The same moves are necessary to start a car each time. Therefore, train yourself to a regular series of moves, putting each where it rightly belongs, and practice them until they are fool-proof.

If you have ten different ways of starting a car, ten of feeding the controller and ten different methods of stopping a car, you are using the correct way of doing these things **just once** in ten times. Under such conditions it is impossible for a man to cultivate the correct habit. The habit he cultivates is that of carelessness.

Courtesy and cooperation are expected from trainmen in giving information concerning the various other lines of the company and the bus lines. It is the desire of the company, when a passenger boards a car, to see that he gets to his destination as quickly and as comfortably as possible. Study your instructions and familiarize yourself with the information contained so you can give your passengers information concerning other lines and buses accurately and quickly.

THERE is a rule which requires motormen to call the last stop for streets in the uptown district where the triple berthing is permitted. If passengers are carried beyond their streets, it is a source of irritation to them which reacts detrimentally to the company.

Passengers often come forward and ask the motorman to stop at a certain street. The motorman, in many cases, never lets on that he has heard the remark. Sometimes it has to be repeated by the passenger and there is still no reply from the motorman. It is easy to imagine what the passenger thinks of the motorman.

Again, a passenger about to leave the car at a stop will ask, "Is this — street?" Motormen have been observed to look at such a passenger as if to say, "You know it as well as I do." This not only makes a bad impression on the passenger in question but upon others who observe the incident.

~ Musings of the Old Timer ~

By George E. Ferguson

"The name, McNaughton," remarked the Old Timer, "naturally causes one to think of Bonnie Scotland, and, in this case, one does not do any wrong thinking. Personal contact with so many languages, other than his own, has worn away a certain amount of the 'bur,' but Mac, as he is familiarly known to his many friends, is loyal to his native land. Quite a long, long time ago Mac entered the service of the Los Angeles Railway Corporation, and since that time has served faithfully in several different departments. Today he is in charge of the Company's technical library and anything from 'soup to nuts' in the street car game can be found on the shelves. Back in the early days, when business was just a wee bit dull, our Scottish friend was rated as a conductor and one of his first runs was on a 'go get 'em' car operating as a shuttle on South Park Avenue. The canny insight of the Scot rises to the surface during this period. Mac had his motorman well trained, and being of an obliging nature himself, whenever a passenger signified his or her intention of alighting, a soft whistle from

Mac to his head man, followed by a nod or a pointed finger, meant that a stop at a certain place would allow the passenger to get off in front of his home. Street intersections were disregarded and various places, en-route, meant that certain nick-names would be applied by this versatile crew. A place where vinegar was manufactured was called 'Vinegar Alley,' another was called 'Duck Walk' because the party therein raised ducks, and, likewise, 'Goose Avenue.' Such courtesy as this could not but bring its reward and every Saturday evening the friends of the crew would bring vegetables and fruit to show their appreciation of these favors, and occasionally a 'wee drap' of 'Oh be joyful' would find its way into the baskets, and, of course, was gratefully received. This went on for some time but, finally, someone spilled it all by reporting this to the Main Office and then 'Uncle' J. J. Aiken, general superintendent, could do nothing else but order that stops be made at street corners only. It is needless to say that our Scotch friend immediately went elsewhere in his quest for further adventure."

~ LARY LAFFS ~

"Mother," said little Bobby, bursting into the house all out of breath, "there's going to be the deuce to pay down at the grocer's. His wife has got a baby girl and he's had a 'Boy Wanted' sign in the window for a week."

Old Gentleman (seeing the small colored boy was having some trouble getting away with the large melon he was trying to eat): "Too much melon, isn't it, Rastus?"

Small Colored Boy: "No, sir, boss, not enough niggah."

Old Mrs. Jones was about to embark on her first airplane ride and, naturally enough, was a bit timid about the adventure.

"Now, before we start, young man," she cautioned the pilot, "I want it distinctly understood that we're not to get out of sight of land."

"Mother," said the small boy, "do they have electric plants in heaven?"

"No, dear," replied mother, "it requires engineers to build electric plants."

A girl pupil in a Massachusetts high school wrote: "Both men and women sprang from monkeys, but woman sprang farther than man."

"You cad! I can't find words to express indignation."

"Then why get wild when I say you are ignorant?"

The stranger laid down four aces and scooped in the pot.

"This game ain't on the level," said Alkali Ike, "That ain't the hand I dealt you."

An amiable drunk sagged down on the lobby lounge beside a dignified clergyman.

"Thish's fine hotel," he began.

"Yes, I have found it very comfortable," said the curate icily.

"Whadya shay to havin' a drink?" asked the boozey one genially.

The clerical one's face set severely. "No, thank you, I never touch the vile stuff."

"Shay," chortled the other, leering triumphantly, "whatcha givin' us. You gotcha, hic, collar on backwards right now."

"Are you sure," asked the old woman, "that this century plant will bloom in 100 years?"

"Positive, ma'am," answered the florist. "If it doesn't, bring it back and your money will be returned."

Traffic Cop: "Hey, you! Didn't you hear me yelling for you to stop?"

Auto Fiend: "Oh! Was that you yelling? I thought that it was somebody I had run over."

It's a Poor Joke

When some woman blushes with embarrassment.

When some heart carries away an ache.

When something sacred is made to appear common.

When a man's weakness provides the cause for laughter.

When profanity is required to make it funny.

When a little child is brought to tears.

When everyone can't join in the laughter.

Bulletins

Issued August 16, 1926

STREET CAR

No. 114—NOTICE TO CONDUCTORS
On line "M" Firemen's Transportation Book—Form F-100—may be honored to the end of the line—116th Street.

Mail Carriers to pay the regular tariff rate, south of 93rd Street.

No. 115—NOTICE TO MOTORMEN

When southbound on Broadway at First Street, cars must not be stopped where they will block the entrance to the Tally-Ho Garage.

No. 116—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 26714, issued to Fireman Harry R. Nott.

No. 32073, issued to Fireman John A. Scheppers.

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

No. 117—NOTICE TO CONDUCTORS

The following passes are reported lost:

No. 1215, issued to C. Johnson and men, Way & Structures Department.

No. 1250, issued to J. Gomez, Trolley Tender, Way & Structures Department.

No. 2145, issued to L. E. Philbert, Trimmer, Trimming Dept., Mechanical Dept.

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

P. B. Hill

BUS

No. 491

Badge No. 51, issued to Bus Operator H. E. Sweet has been lost. If presented for transportation, take up and deliver to the Division Foreman.

No. 492

All buses must be brought to a full stop before crossing the Pacific Electric Long Beach Line tracks regardless of whether a Flagman is located there or not.

T. Van Vranken

Fine Record

For Safety

Division Five has been sort of checking up on itself since Division Four edged into the lead in getting witnesses. "Determination" is the motto of Division Five and their record as the Premier Safety Division is one to be proud of and is worthy of emulation.

From December 1, 1925, to August 6, 1926, there has passed thirty days on which no responsibility accidents were charged to Division Five. Twenty-three of the thirty days were week days. The total number of accidents occurring on the thirty days was eighty-one, for not one which were the crew responsible.

There were six days during the entire time when no accidents were charged to the division and three of the number were week days.

Station "46"

A direct line connects L. A. Motor Bus with the switchboard at the main office, 1060 South Broadway.

It is no longer necessary to ask for outside connection. Ask for station 46.

Mechanical Staff at Division Four



Left to right: C. F. Laffin, Storekeeper; J. W. Melvin, Foreman; J. J. Inman, Assistant Foreman; Sidney H. Beard, Clerk

Cup Presented To Orchestra

Friday night, August 13, was special night at KFVB, Warner Bros. studio, for the winners in the late radio popularity contest. The Los Angeles Railway orchestra which won by an overwhelming majority over all other group entertainers in the radio popularity contest was presented with a beautiful loving cup.

The following quotation is from the City Club Bulletin. It is an excerpt from the description of their "Get Together" party which was held Friday, July 23d:

"The Los Angeles Railway orchestra provided music during the dinner hour and opened the program with 'I Love You, California,' sung by the audience. The Club well realizes why this orchestra came out high in the popularity contest on the radio and is grateful both to the members of the orchestra and to the Los Angeles Railway, through whose courtesy they were with us."

The Los Angeles Railway Orchestra will broadcast August 17 over KHJ from 10 to 11 p. m.; August 18, over KMTR from 9 to 10 p. m.; August 19, over KFQZ from 8 to 9 and 10 to 11 p. m.; August 20, over KHJ from 12:30 to 1:30 p. m.; and over KNRC from 9 to 10 p. m.

August 14 the orchestra played for the dance given by the Order of Moose at 1024 South Grand Avenue.

The Man Who Can Grin

'Tis easy enough to be pleasant
When you go through town like a top,
But the man who will win
Is the man who can grin
When every darned signal stays stop.

This world is full of cactus—but you don't have to sit on it.

Famous Dancer at Hollywood Bowl

Maud Allan, world famous dancer, will appear at Hollywood Bowl the night of August 20. She will dance on the green in front of the stage and spectacular lighting effects will be a feature of the performance.

The Bowl Symphony orchestra, under the direction of Alfred Hertz, will accompany Miss Allan.

GENERAL OFFICES

Geo. W. McDonald, chief clerk of the auditor's office, left Wednesday, August 11, for a two weeks' vacation. He will be in and around Southern California. San Diego will be the first town visited.

T. G. Duvall, assistant to the paymaster and cashier, is away on a two weeks' vacation.

Charles Netz, chief clerk in the department of way and structures, left Friday, August 13, for the Sequoia National Park. With him are Mrs. Netz and his daughter, Beulah.

Mr. Finn, chief clerk in the office of the superintendent of operations, is taking a two weeks' vacation. He will pass part of his time at Huntington Beach, fishing.

P. V. Mann, supervisor of application, (an employee for twenty-five years) left Monday, August 9, for two weeks' vacation at Pismo Beach where he will amuse himself digging clams.

J. Yarborough, J. J. Sterling, both of the auditing department, are also on a vacation.

Flash powder makes a more brilliant light than the arc lamp but you can't use it to light your street corner because it doesn't last long enough. Stability is more essential to success than brilliancy.

REGULAR INSPECTION FOR ALL CARS

The Los Angeles Railway Company is very exacting as to the mechanical perfection of all cars. Each car in regular service is given safety inspection every night. This is an inspection of brake shoes, brake rigging, wheel flanges, also motor gear case and truck bolts.

The regular inspection of cars is made on an hourly basis and is divided into three classes, "A," "B," and "C."

The hourly basis varies for the different types of control. "K" type control car is given "A" inspection every 80 hours; "B" inspection every 960 hours and "C" inspection every 1920 hours.

The multiple unit type control car is given "A" inspection every 120 hours; "B" inspection every 960 hour and "C" inspection every 1920 hours.

All cars are sent to the shops for general overhauling every 18 months.

Each car used in regular service is swept and dusted every night; also during the day when used on morning trippers and on regular inspection. All cars are washed when necessary.

Next to the appearance of the cars and the equipment, patrons and the public at large judge the maintenance by the noise made by the cars. Every effort possible is made that all unnecessary noises should be kept at a minimum.

BOUQUETS

For Wm. R. Kern, motorman at Division 4, from R. E. Ashworth, 1625 South Alameda Street, for courtesy in lending passenger fare.

For A. S. Herrick, conductor, Division 2, from Miss Florence Blackburn, 1220 W. 37th St., for courtesy and gentlemanly demeanor.

For R. D. Murphy, conductor, Division 2, from M. V. Endicott, for good service and loyalty to company.

For F. C. Reis, conductor at Division 3, from Daniel Berman, P. O. Box 1170, Arcade Station, for courtesy and pleasant manner.

For J. A. Shivler, conductor at Division 4, from M. McCausland, 157 1/2 W. 32nd St., for courtesy and kindness in giving directions about cars.

For W. Lane, conductor at Division 5, from Mrs. J. F. McDaniels, 4360 Primrose St., Inglewood, for courtesy and kindness to passenger taken suddenly ill.

For F. L. Ferguson, conductor at Division 4, and S. S. Wollam, conductor at Division 3, from Nurse Miriam Jean Rollins, Florence Crittenden Home, 234 East Ave. 33, for courtesy to passenger on crowded cars with a heavy suitcase and handbags.

In Memoriam

C. F. Alpaugh, flagman, August 3, 1926.

J. M. Small, repairer, August 4, 1926.

Mrs. Catharine Foster, wife of C. F. Foster, conductor at Division 2, August 6, 1926.

DIVISION ONE

H. N. COLE

Conductor M. H. Boswell has returned from a two weeks' trip through the Yosemite Park. He reports a fine trip and lots, lots of good fresh air.

Conductor B. T. Olson has returned from a four months' visit to North Dakota.

Conductor L. B. Evans is back on the job, after spending a few weeks at Long Beach.

Traffic man G. M. Smith and family left last Thursday for an auto trip to Frisco. Will be away about two weeks.

Stenographer D. B. Kohl is taking a belated vacation. It was reported in this column about a month ago, that he was on his way to the Mexican border, but for some reason known only to himself, his trip was postponed, and now he is rearing to go and expects to have a good time.

Motorman N. Robinson, with his family, leaves Saturday for a ten-day cruise up and down the coast, aboard his "Lincolnette." He will visit Santa Cruz, San Jose, Oakland, Frisco, Sacramento and Bakersfield.

Paul Raymond Herbert, 13 year old son of Conductor C. K. Herbert, was drowned in the Los Angeles River near the First street bridge, August 3. Mr. Herbert has the sincere sympathy of everyone.

Mr. Chick, cash receiver, announces the arrival of a baby girl at his home; the first one. Mr. Chick is all swelled up and celebrated the occasion by passing around a good brand of cigars. Thanks, Mr. Chick.

DIVISION THREE

L. VOLNER

Friday, August 6, was the birthday of Conductor F. C. Mead's wife. He wanted to have a surprise dinner for her—could not lay off to get it up as she would know something was up, so he bought his supplies at the ends of his run and as he passed his home would have his son meet him to take the purchases. He was off duty by dinner time and home early enough to prepare the spread. Needless to say, the meal was greatly enjoyed and goes to show that where there's a will, there's a way.

An 8½-pound girl was born Saturday to Conductor H. H. Miller and wife. Mr. Miller was passing around the cigars to celebrate the happy event.

Conductor G. C. Rowe has bought a place out at Wilmar. He will have as neighbors Conductors E. C. Harmon and E. C. Croughan.

Motorman G. M. Williams has secured a 60-day leave effective September 1. He is going back to Kansas City and other points in Missouri to spend the time.

Motormen F. M. Newell and R. J. Harris are planning a trip in their new Fords to San Diego Sunday.

Conductor W. F. Carpenter has resigned, going to Clear Lake Highlands to live with his son.

Camp Radford,
August 7, 1926.

Editor Two Bells:

Ira Gott and M. S. Fury, who are spending a couple of weeks at Camp Radford on the Santa Ana river are having a fine time trout fishing. Have caught 169 trout so far; with another week to go we hope to make it an even 200.

Yours TRUTHFULLY,
IRA GOTT.

DIVISION FOUR

C. J. KNITTLE

One nice thing about telling your troubles to the dispatcher is that he has to believe what you say unless you spread it too thick, but Motorman Peregoy found that Dispatcher Gildibrand knew more about a certain collision than he did. The accident happened to Peregoy's car early last Wednesday morning and he was reporting it from Brooklyn and Rowan. "An auto struck the car at Ninth and Broadway," he said.

"At Tenth and Broadway," corrected Gildibrand.

"I said Ninth and Broadway," replied Peregoy.

"Yes, you said that," the dispatcher agreed, "but it was Tenth Street. I was looking out the window up here and saw it happen."

Conductor Vincent Dempsey gleefully informs us the only difference between a motorman and a conductor is that the motorman changes the handles and a conductor handles the change.

Motormen Jack Wayne and V. G. Miller are taking ten day rests.

Stenographer Benedict, who has been laid up for several weeks in the Roosevelt Hospital following an operation, visited us last Monday.

Safety Operator J. A. Shivar is spending a thirty day vacation around town.

Clerk E. E. Roffee has returned from a four weeks' vacation but is taking a few days to rest up.

Motorman R. H. Schatz left August 10, for Spokane. He is making the trip by auto.

And now, as the ice man said when his truck broke down in the car track, "I guess that will hold you for a while."

BUS DIVISION

ELMER WOOD

Operator H. C. Pierson is partly responsible for the changer holders now on single deck buses. Pierson designed and made some that were detachable to fit the steering post and sold a few to the boys. He also put the proposition before the company which in time has equipped all single deck buses with a permanent one attached to the dashboard. They have proved to be very convenient and satisfactory.

Supervisor C. R. Bowe announced the arrival of a nine pound girl July 31 and that mother and daughter were doing fine.

Geo. Oliver, mechanic in the garage, is taking ten days' leave to rest up and swim at Coronado.

Wm. Dewherst, foreman of the garage day shift, will leave today for Big Pines where he will spend most of his two weeks.

Back from their vacations are: Supervisor Dave Schantz who spent over half of his 14 days touring Northern California and a few days at Catalina; and F. Kramer has returned from a ten day leave, most of which was spent at the beach.

The boys of the Bus Division wish to extend their most heartfelt sympathy to Mr. C. O. Morse, foreman of the division, whose mother passed away August 10.

Mr. and Mrs. Sam Turner wish to take this opportunity to express their appreciation for the gift presented to them on behalf of their newly born twin boys.

DIVISION TWO

E. A. MOXLEY

F. J. Jacobs, formerly motorman of Division Two, gave us a call last week. He is looking fine and wants to be remembered to all the boys. He is located near Van Nuys.

Conductor T. C. Chase has a brand new Studebaker Sedan. It is a beauty and we think he has a perfect right to be proud of it.

Conductor O. B. Landrum, who is now flagging, reports that his wife is very ill in the hospital. We hope, O. B., that it will not be long until you have her back again.

Motorman Wm. McLean's daughter, Bessie, was on the way to one of the beaches in her Dad's auto when the steering gear broke. The machine hit the curb and a telephone pole and upset. Miss McLean was seriously cut by glass.

Motorman M. R. Chamblin has been petting and loving two guns—a rifle and a shot gun—all summer and telling them what a good time they would have the latter part of this month on his vacation. Monday eve he thought he would give them the once over again and they were gone—someone had stolen both of them.

We had a card from Motorman W. S. Tupman. "Tup" is vacationing at Mammoth cave, Kentucky. He expects to be back home on schedule time.

SHOPS

JACK BAILEY

Mr. P. J. Bosanko, formerly of the Garage, is now a permanent bus man at the shops. His first engagement will be to change 8 Double Deck Moreland Busses over to Fageols, installing new Fageol motors under remodeled Moreland bodies. Bus 802 is a result of the reconstruction. Mr. Bosanko is located in the East end of the Paint Shop.

H. H. Furrer (right hand man for Mr. Watts) and wife will spend two weeks at Wrightwood Park.

Mr. B. E. Timbs, assistant foreman of the Carpenter Department, was called away to La Jolla on Friday, August 6th, on account of the serious condition of his brother-in-law who was hurt in an auto accident.

Mr. L. A. Johnson and family will spend two weeks at Long Beach. Linus will spend most of his time fishing while Mrs. Johnson will keep the kiddies in line at the Hot Dog stands.

Carpenter S. A. Ackerman returned with his family from a six weeks' visit to Crawford, Nebraska.

We have just learned why Ben Bradford, assistant foreman of the Store Department, wore a peculiar looking tie for three continuous days this week. He admits that it was permanently tied around his neck and when he removed it he was forced to use his knife. Does that remind you of that song—"In the Middle of the Night"?

Ed. Baker, repairman, Ed. Bremm, electrical repairman, A. L. Dellinger, carpenter, and families have returned from the High Sierras. They tell some wild stories of mountain lions, rattle snakes, and Ford cars. We will add that they had hard luck (again) at bagging the game.

Mr. Frank Day is deserting his saw and hammer and is taking his wife and son for a dip at Catalina. They will be in and out for ten days or more.

DIVISION FIVE

FRED MASON

Betty Jane

This cute little three year old girl, Betty Jane Cline, has two granddaddies in the service of the Los Angeles Railway, and she figures that ought to be enough to get her picture in "Two Bells." Clerk C. E. Cline, of Division 5, and Conductor W. A. Fowler, of Division 2, are the grandpas and if anybody thinks they've got the best little granddaughter in the world, try and tell them that.

Last Wednesday Motorman "Red" Wicker and his conductor, C. W. Bauswell, made the trip to Tiajuana and back. I say "and back" as it was in "Red's" little old Dodge Roadster that rolled them merrily over the boulevard. Bauswell said that that was one day that "Red" didn't swing his arms around—in fact he couldn't, without spilling it.

Motorman C. A. Malcom postcards from Vancouver, B. C., saying that he is having a wonderful trip and is now heading for Mt. Rainier.

Jack York's voice is getting better every day—Pittsburgh's struck their winning steak and he's winning a game of Pinochle once in a while, so why shouldn't it?

Conductor J. O. Bauer has taken a leave of absence for 60 days and is making the trip back to Elm Grave, West Virginia, with ex-Conductors L. L. Thompson and G. E. Harper.

And here's a bunch more who are off: Mtr. L. Z. King, three weeks; Mtr. J. Williams, one week; Mtr. F. J. Miller, two weeks; Mtr. A. W. Lawler, four weeks; Mtr. U. P. Palmer, two weeks; Mtr. R. C. Lawson, one week; Con. G. A. Baltas, one month; Con. A. McCurry, three weeks.

Quite a few of the boys are coming back from their vacations too.

Motorman Bill Otte arrived back last Wednesday. Conductor Tom Brackett is another. Motorman E. P. Bates, and Conductors J. A. Ganann, E. D. East, and W. C. Waedekin. All of them report wonderful trips and say they are glad to get back to L. A. again.

They just can't stay away. Motorman R. T. Todd, who left us last March is back on the job again. Glad to see you back, Todd.

Oh, I almost forgot. Conductor Ed. Link blew in from Chicago last Tuesday, so you boys who have been enjoying those quiet lunches at Jefferson and Main can look forward to a little noise now.