



PICNIC HELD AT "TWIN OAKS RANCHO" BY OLD L. A. RAILWAY FRIENDS OF FRANK DENNISON

'Days of Auld Lang Syne' recalled when a group of Los Angeles Railway employees help Former Chief Inspector of the Company celebrate his birthday.

Sunday, August 15, a hungry bunch of Los Angeles Railway employees, led by J. A. Bodley, with their wives and sweethearts, met at the home of Mr. F. E. Dennison at "Twin Oaks Rancho" on Amestoy Avenue, near the town of Encino. Mr. Dennison, formerly chief inspector, lost his health and took up ranching in the hope—which is fast being realized—of regaining it.

was played, with Mr. Dickey and Mr. Finn on one side and Mr. Marsh and Mr. Collins on the other, but after Dickey and Finn were so badly beaten, the winners refused to continue the game until the defeated ones had made a record for themselves. It was evident to all that the fault lay with Joe Finn, who had not been allowed to use his native weapon—a



Left to Right, Standing: W. P. Flannery, J. E. Marsh, C. B. Polchow, J. C. Collins, J. A. Bodley, F. E. Dennison, L. W. Sweeney, L. P. Bean, W. R. Pierce, G. E. Ferguson and J. G. Owens. Left to Right, Seated: H. T. Peterson, J. J. Finn, P. C. McNaughton, T. Y. Dickey, W. Yandall and Jesse L. Gough.

Each visitor brought something good to eat, which was spread on tables under the famous oaks which give the title to Mr. Dennison's ranch.

That dinner consisted of about everything that could be prepared in the line of culinary art and by the way it rapidly disappeared was highly appreciated by everybody. Wonderful berries and grapes from the ranch added to the menu and after all had eaten to their greatest capacity apparently, watermelons were brought out from some mysterious corner and everyone found himself like the small boy who had not too much melon, but not enough boy.

Mr. Dennison and the old-timers indulged in reminiscences of the days that are gone when Mr. J. J. Akin was superintendent and Mr. E. L. Lewis was assistant superintendent under the old regime.

After dinner a game of horseshoes

brick.

The friends present, as well as many from the main offices, presented Mr. Dennison with a loud speaker as a remembrance of his birthday, which occurred a few days before. Mr. Yandall, superintendent of telephones, donated his services in installing the radio, but found that a tree had to be climbed in order to remove an obstruction, so he had to delay the work for a time, as he confessed he was in no condition to do anything on account of the amount of dinner he had eaten.

The whole company voted to return in another month and do it all over again, as the day was a most enjoyable one in every way and all congratulated Mr. Bodley on the way he had managed the whole party. Thanks are due to both Mr. and Mrs. Dennison for their wonderful hospitality.

Those who were present were: Mr.

TRACKS ON SPRING NEW BUILDING FOR TRANSFORMERS AT VERNON YARDS TO BE REBUILT AT ONCE.

Downtown Track Work Will Be Completed November 1st Before Holiday Rush Begins

The Los Angeles Railway will start work on the reconstruction of Spring Street tracks from Seventh Street to Ninth Street within ten days.

This work is a part of the company's reconstruction program for 1926. The reconstruction of West Seventh Street tracks from Broadway to Figueroa will be completed in about three weeks. The job on West Eleventh Street is likewise progressing at a satisfactory rate and will be completed at approximately the same time.

The Way and Structures Department of the Los Angeles Railway expects to have all downtown reconstruction jobs completed by the first of November.

The length of track reconstructed on these four downtown jobs will be 3.625 miles when completed.

Supt. at Div. Five Takes a Vacation

Mr. George E. Ferguson, superintendent at Division Five and valued contributor to Two Bells, is having his annual two weeks' vacation.

Mr. Ferguson will not be away for more than a day or two at a time. He and Mrs. Ferguson may take a trip down to San Diego.

St. Louis Man Visits L. A. Ry.

Mr. G. L. Kippenberger, Vice President and General Manager of the St. Louis Car Company, called on officials of the Los Angeles Railway last week.

and Mrs. James Bodley, Mr. and Mrs. J. J. Finn, Mr. and Mrs. T. Y. Dickey, Mr. and Mrs. J. E. Marsh, Mr. and Mrs. P. C. McNaughton, Mr. and Mrs. Charles B. Polchow, Mr. and Mrs. L. P. Bean, Mr. and Mrs. W. R. Pierce, Mr. and Mrs. G. E. Ferguson, Mr. and Mrs. W. P. Flannery, Mr. and Mrs. Jesse Gough, Mr. and Mrs. H. T. Peterson, Mr. and Mrs. L. W. Sweeney, Mr. John Collins, Miss Ethel Layton, Mr. J. G. Owens, Mr. William Yandall.

New Building will serve as General Repair Shop and Store Room

The electrical department of the Los Angeles Railway is to have new quarters for housing the electrical equipment.

A building known generally as the Transformer Building is now under construction at the Vernon yards. It will be used as a general repair shop for transformers and also serve as a general storeroom for the electrical department.

The building is to be 66 feet wide and 110 feet long. It will be constructed of timber and galvanized iron, with a floor made of concrete, six inches thick.

The plans call for construction of a railway track through the center portion of the building on which both broad and narrow gauge cars can be operated. A traveling crane will be installed above this track. This facilitates the moving of heavy machinery, transformers, motor equipment, etc.

The entire building will be divided into three portions, lengthwise.

The electrical construction force, under Mr. O. R. Payne, who now are quartered at Sixteenth Street, will be located at Vernon Yards in this new building.

The track bounders who report to Mr. C. Campbell and now operate out of Sixteenth Street will also move to the new building at Vernon.

Safety Record For Safety Cars

Friday, August 13, the Birney Car operators of the Los Angeles Railway Company started an excellent record for no accidents.

For five days, August 13, 14, 15, 16 and 17, not one accident report, nor a miscellaneous report, nor a report of any sort, has been made out by any one of the thirty-five safety operators.

The safety cars operate on the "G," "K," Evergreen, Gage, Indiana and Mateo street lines, and during the five days the total mileage covered by the thirty-five cars was 16,196.19 miles.

The total number of passengers carried was 66,683.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse

Publicity Manager

Qualifications For A Good Motorman

WHAT makes a good motorman?

There are probably many answers to that question, all of them right. But there is one thing that makes a motorman stand at the top of the list, and that is smooth operation.

Smooth operation is the test of a good motorman. He makes riding street cars either pleasant or uncomfortable for the street car riders. A motorman who runs a car jerkily and makes sudden stops is often spotted by patrons of a line and his car is passed up. It is pure carelessness that causes a motorman to feed his car so fast that it jumps forward or stops with a jerk.

It is a mistake to apply the power before the air is fully released. In doing this you give the power the job of fighting the air, and, of course, the power wins, and when it does it is usually at the expense of a boarding or alighting passenger, or standing passengers inside the car.

Lots of trouble can be charged to poor starting.

Two motormen start across a crossing. One is in a hurry to make his start. His car bucks and groans, the power is fighting the air and he jams on his air again to avoid smashing his flanges against the intersecting rails. The other, by taking a little more time at the start, is sure of a clear track ahead of him, and once his car is under way he is able to keep going without additional frequent and violent throwing on and off of the power. The jerking and jamming are entirely absent.

Every man behind the controller wants to be a good motorman and the good motormen are frequently those with non-accident records.

Lack of Co-operation

LACK of co-operation on the part of trainmen sometimes comes from a lack of understanding and appreciation of their true relation and responsibility to the company and to the public.

Every trainman in the employ of the company has in his hands the power to increase or destroy in part the good will built up in time past.

Some employes are inclined to take the remarks of an irate passenger as personal and by replying in kind, through the interchange of incivilities, injure the friendly relations of the company with that passenger.

Complaints of passengers are usually made against an existing situation, not against the trainman as an individual. A trainman who takes such complaints personally stands a good chance of losing his courtesy record. Meet the situation impersonally. Use a little diplomacy and the result will be the establishing of friendlier relations between the company and the public; making new friends for yourself and the daily work more agreeable.

The ability to handle a difficult situation increases each time such a situation is met with tact and diplomacy and will result in advancement for the employee as well as increasing the company's stock of good will.

NEW men entering the service very often get the idea that when a traveling instructor has placed his OK on them and a line instructor has also passed them, they have nothing further to learn about running a street car and proceed to operate in any manner which they see fit.

Of course, this is the wrong idea. If a man is OK'd, it merely means that compared to other men who have gone through a like breaking-in period, he has passed muster, but he is as yet not a finished product and is still on trial.

What I Call A Friend

One whose grip is a little tighter,
One whose smile is a little brighter,
One whose deeds are a little whiter,
That's what I call a friend.

One who'll lend as quick as he'll borrow,
One who's the same today as tomorrow,
One who will share your joy—and sorrow,
That's what I call a friend.

One whose thoughts are a little cleaner,
One whose mind is a little keener,
One who avoids the things that are meaner,
That's what I call a friend.

—Exchange.

~ Musings of the Old Timer ~

By George E. Ferguson

"From the beginning of time," said the Old Timer, "man has always looked for work and has progressed in a wonderful manner, but always he has searched for the easiest way in which to make this progress.

"In the streetcar game, from its earliest beginning, those who have played the game have ever tried to pick out a run that would suit all requirements and at the same time keep away from the loads that fall to the lot, daily, of some certain crews.

"It's the same today and I have watched 'Old Timers' choose a later run in order to miss certain periods of the day that would mean heavy travel. Back in the days when Dago Red could be used for bathing purposes, at a slight cost, and the townfolks spent Sundays in buggies, or riding street cars, there was a line on the Los Angeles Railway system that was operated on Ninth Street between Main and Santa Fe Avenue.

"Our good friend, Fred Clothier, of the Lost Article Department, was always willing to oblige, and when asked by the foreman at Division 1 if he would go out and relieve a sick man on this

line, he jumped at the chance. Pretty soft, thought he; nothing to do but ride around and enjoy the scenery.

"Well, to make a long story short, the only scenery that he saw was a continued stream of passengers—'go get 'em' type of car—pull switches—and a run around trolley. Fred says that he took in 1800 transfers in only a few hours, besides his cash fares, and when he pulled in that night the good-hearted(?) foreman had given him a week's mark-up on the same dang run."

"The Jigger"

"Do you remember when Chutes Park was located at Washington and Main Streets? If you do, I'll bet that you will never forget the 'jigger' cars that were operated as extras on Sundays and special days. Hand brakes for the motormen and side running boards for the conductor to collect his fares. Single trucks, and when several huskies on the rear platform started, in unison, to jump up and down, 'rocking the boat' was a pleasure compared with the car movement that resulted."

~ LARRY LAFFS ~

Si: "I had a beard like yours once, but when I realized how it made me look, I cut it off, b'gosh."

Hi: "Wal, I had a face like yours once, but when I realized I couldn't cut it off, I grew this beard, by heck."

Mrs. Bridey: "Dear, I've thought of a plan to get that fall suit you say you can't afford to buy me."

Husband: "What is the plan?"

Mrs. Bridey: "You know that \$75 we've got saved to pay for the fire insurance policy? I'll tell the agent to charge it and deduct the amount from what they will owe us when the house burns down."

Teacher: "Willie, what is a skeleton?"

Willie (after giving the matter a lot of thought): "Please, sir, a skeleton is a man with his insides out and his outsides off."

Lady Customer: "I want a pair of bloomers I can wear around my gymnasium."

Clerk (absently): "Certainly, madam; what size is your gymnasium?"

"How would you like to have a hop in my airplane?"

"No, sah. Ah stays on terrah firmah; an' de more firmah, de less terrah."

Rastus: "Ah wants a divorce. Dat woman jes talk, talk, talk, night an' day. Ah can't get no rest an' dat talk am drivin' me crazy."

Young Lawyer: "What does she talk about?"

Rastus: "She don't say."

Waiter (to manager): "The gentleman says his soup isn't fit for a pig."

Manager: "Then take it away, you idiot, and bring him some that is."

Bulletins

Issued August 23, 1926

STREET CAR

No. 118—NOTICE TO CONDUCTORS
The following passes are reported lost:

No. 1296, issued to F. Lopez, Trolley Tender.

No. 1951, issued to E. Edwards, Car Repairer.

No. 3053, issued to Bertha R. Finn.

No. 6289, issued to H. D. Webster, Conductor.

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

Pass No. 1250, issued to J. Gomez, Trolley Tender, Bulletin No. 117 of August 16th, is now in proper hands and may be honored for transportation.

No. 119—NOTICE TO TRAINMEN

Arrangements have been made for use of toilet in rear of Drug Store at No. 7680 Central Avenue, this arrangement to continue so long as the conduct of trainmen is not objectionable. Trainmen desiring to use this toilet will obtain key in the Drug Store and return same to its proper place.

No. 120—NOTICE TO TRAINMEN

Please make the following changes in the telephone numbers as shown on the first page of the General Rule Book:

Main 4174, on August 29, 1926, will become Westmore 7211.

Telephone No. 108-06 discontinued entirely.

Dispatchers' Emergency 'phone, Tucker 6472, will on the same date become Westmore 8060, and will be used for emergency calls to the Dispatcher at times when the L. A. Ry. Exchange Board is closed.

Uniform Department 'phone, Metropolitan 3067, will become Westmore 8446 on the above date.

Trainmen will make careful note of these changes in 'phone numbers in order to avoid difficulty in getting the Dispatcher's office or other Departments.

Parties calling out from L. A. Ry. office stations will ask the Operator in the L. A. Ry. Exchange for "Central" or "Outside," and after receiving the connection, if using a 'phone equipped with automatic dial, will be required to dial the desired number themselves.

No. 121—NOTICE TO CONDUCTORS

Attention is called to Rule 33 on page 12 of the General Rule Book, this regarding the collection of fares from children under five years of age.

Some conductors are failing to observe this rule, permitting children to be carried free for whom fares should be collected, such action causing altercations to occur between the passenger and other conductors. Please observe this rule carefully in the future.

No. 122—NOTICE TO MOTORMEN

On cars provided with drop end windows, the car must not be operated with the side windows lowered more than one notch, which is approximately four inches.

The motorman's window may be lowered to suit his convenience.

R. B. Hill
BUS
No. 493

Operators on northbound Figueroa St. buses will make a safety stop on Hope Street before entering onto Eighth Street at all times when traffic officer is not on duty at that point.

No. 494

Quite frequently various things are placed in the "Type D" Johnson Fare Box other than money and in nearly every instance results in clogging the register and making it inoperative. Bus Operators must closely observe that the proper cash fare is placed in the box and

Mechanical Staff at Division Two



Right, Front Row: F. F. Robey, Foreman; V. R. Bell, Head Group Man and Instructor at Billy Brown's University; Wm. J. Christmas, Clerk; Charles De Baun, Storekeeper; L. Scudder, Asst. Foreman. Back Row: P. W. Brown, Inspector at Vernon Yards of All Cars Used by Maintenance of Way Department; F. N. Goodman, Shop Car Inspector.

Work Begun On Glassell Avenue

The Los Angeles Railway granted permission some time ago to the Southern California Edison Company to install a line of poles on each side of the private right of way on Glassell Avenue from the junction of Verdugo Road and Glassell Avenue on the north to Westview Boulevard, the old south city limits of Eagle Rock City.

The Edison Company is now constructing the pole line for its 60,000-volt lines. As soon as this work is completed, the line department of the Los Angeles Railway, under L. B. Yeager, will remove the old center line poles and install span wires from the Edison Company poles. Immediately following the overhead construction, the tracks will be changed from 15-foot to 11-foot centers. Cement curbs and passenger landings will be constructed along the private right of way.

At the intersection of all streets with the private right of way, paving will be done to conform to the paving of Glassell Avenue now being done by the city. This work will extend over a period of about three months.

when it is discovered that some one has placed some article other than coin in the box, must notify the Dispatcher immediately from the first available Company 'phone.

J. Van Brantem

Merit Report For July

Missouts and running ahead of time are very much to the fore in the July report of the Merit System.

These two causes, miscellaneous and giving bells too soon brought more demerits than anything else. June has a worse record in these respects than July, however.

More trainmen were given credits in June than July, although courtesy brought one more credit last month. The men at Division Three received more credits than any other division, with Division Two in second place. The palm goes to Division Four for receiving less demerits than any other.

General ratings were good, but June was a few points ahead here, too. There were two automatic dismissals.

Vacationing At Mammoth Lake

John Collins, Supervisor of Safety, with his son and Eddie Loop left Sunday, August 22, for a two weeks' vacation at Mammoth Lake.

They expect to fish a little, do a lot of hiking, and as it is open season for deer in Inyo County they took a gun along, but Mr. Collins will do the most of his hunting with a camera.

A good thing to remember—
And a better thing to do—
Is work with the construction gang,
Not with the wrecking crew.

Mechanics Busy At Division Two

Division Two is by far the busiest of the five mechanical departments.

The work cars used by the Maintenance of Way Department are entirely under the supervision of F. F. Robey, foreman at Division Two.

The Instruction Room is located here and its proximity to the shops naturally brings more work to the men at this car house.

BOUQUETS

For D. A. Wooton, conductor at Division 5, and D. F. Scholes, motorman at Division 1, from Mrs. Ada S. Jones, Maud Ballington Booth Home, 501 South Boyle Avenue, for courtesy and kindness in assisting passenger to recover her purse left in the street car.

For I. Gasparro, conductor at Division 3, from B. F. Bensen, 710 South Broadway, for care and watchfulness of little children and consideration for all passengers.

Track Changes On Merit Report For July

The Los Angeles Railway Company will start immediately on the work of shifting the street car tracks on South Broadway between Manchester Avenue and Ninety-third Street. The tracks will be shifted about fifteen feet east and the track centers will be changed from fifteen feet to eleven feet.

The present center pole line is to be removed and side pole lines, to which span wires are to be attached, will be constructed along the curbs on each side of Broadway at this point.

The decision of the city to widen and pave Broadway from Manchester Avenue south necessitates the track changes.

GENERAL OFFICES

Mr. Ira Seehorn, architectural draughtsman, is away on a two weeks' vacation.

Mrs. Lois Coleman Frame, secretary to the Manager of Transportation, will leave August 28 for a holiday at Lake Tahoe.

Miss Edna Croxton has returned to the office of the Superintendent of Operation after an absence of several weeks. Miss Croxton has been very ill and every one is glad to see her back.

Miss Georgia Marshall, secretary to the Superintendent of Operation, is away on her vacation.

S. J. Nock of the Auditing Department is spending his holiday in the Big Basin.

Miss Hamilton, also of the Auditing Department, is away on a vacation.

Miss Barton of the Publicity Department spent last week at Catalina.

"If you want to climb high, better stay on the level."

Los Angeles, Calif.,
August 14, 1926.

Dear Sir:

I thank you very much for the money you loaned me. I am returning the amount enclosed in stamps.

Very sincerely,
JANE BARWICK.

The above letter was received by the Supervisor of Merits. No address was given and no number, so that it is impossible to know to whom the money belongs. This occurs frequently.

If the conductor who loaned the passenger the money will notify Mr. Pierson, it will be returned to him at once.

DIVISION ONE

H. N. COLE

Motorman Tom Ryan received a letter from his conductor, C. L. Woolley, who is vacationing in Des Moines, Iowa. He says everything is very dull up in that region, especially the street car business, the regular men being forced to lay off for the benefit of the extra list. He is so anxious to get back to good old L. A. that he is thinking of cutting his vacation short.

Motorman Fred Rameriz, who has been with the company a little over four years, has resigned to go in business for himself.

Motorman C. G. Hendricks has resigned to go back to his trade.

Superintendent Williams received a postal from motorman A. L. Goodrich. He is having a fine time at Willets, Calif.

The long looked-for shakeup has taken place on the "R" line. Let us hope everybody is satisfied.

The following trainmen started their vacation during the past week: Motormen F. E. Kimble, C. J. Griffin, W. E. McCurdie and Conductor O. L. Vernon.

Conductor H. I. Frey of the "N" line was asked by a lady passenger, "Will you please tell me where the Ladies' Exchange Building is?" "I am sorry, lady, but I have been trying to find it myself for the last five years," replied H. I. F. The lady saw the joke, and explained that it was the Ladies' Athletic Club that she wanted.

DIVISION TWO

E. A. MOXLEY

The happy smile on Motorman B. T. Glennon's face is due to an arrival at his home. We haven't learned yet whether it's a boy or girl, but congratulations are in order.

Conductor W. Shultz is going around as proud as a peacock lately, as there is a little Buick in the home.

Conductor T. C. Chase's Studebaker, referred to in last week's "Two Bells," has turned out to be a Nash.

W. W. McGuire, Conductor, is reported home with a foot trouble.

H. S. Swabby, Motorman, likewise is home, due to a bump on his shinbone.

Motorman W. F. Vellage has returned from a trip in which he toured the Eastern States.

Foreman J. A. Madigan writes us from Frisco regarding the northern coolness and asked to borrow our overcoat.

Motorman A. Lewis has resigned to go to Alberta, Canada.

Don't forget to vote, fellows!

DIVISION THREE

L. VOLNER

A party composed of Motormen D. H. Young, C. L. Westenburg, J. L. Carr and Switchman W. H. Meloy went trolling at Redondo last week.

Motorman W. W. Yates has gone on a 30-day auto trip to Northern California.

"Better than bouquets," said Conductor E. J. Reilly, as he was showing a beautiful bill fold, sent him by some passenger for courtesies extended. Mr. Reilly has been granted a 30-day leave, which he will spend in Spokane, Washington.

Born on the 14th to Motorman H. F. Seward and wife, a 7½-pound girl; to Motorman Ray Williams and wife an 8-pound boy. Both men were passing the cigars, for which the recipients express their thanks.

When the traffic signals are working at Avenue 20 and Pasadena, it is better to abide thereby. For you never can tell—there might be a "cop" nearby; ask Mr. Allen, he knows.

All the men have been very busy on their questionnaires. Monday is the day that all must be in.

The new guides issued by the publicity department are appreciated by all the platform men, as they give much valuable information relative to the cars and L. A. Ry. buses.

J. P. Evans has resigned to manage a cattle and sheep ranch at San Angelo, Texas.

R. A. Horn sent in his resignation from Mora, Minn.

J. E. O'Rourke has been granted two months' vacation, which he will spend in Jerome, Idaho.

J. W. Galbreath has gone to Catalina Island on a seven-day leave.

Wm. Pearson and A. F. Eckenwiler have secured eleven days off duty, during which they will go to Bishop.

T. P. Chauvin has gone to New Orleans for 30 days.

F. C. Mead has been granted ten days, which he will spend at home.

C. R. Certain has gone to San Jose on a ten-day leave.

R. O. Yarger and C. C. Burnett have been granted a fifteen-day vacation.

Miss Vivian G. M. Deane, daughter of Conductor C. H. Deane, was married last Saturday to Mr. Wesley B. Webb of Arizona. They will leave in a few weeks for their new home in Phoenix.

BUS DIVISION

ELMER WOOD

C. O. Morse, foreman of the division, wishes to express his sincere appreciation to the boys for the beautiful floral pieces on the occasion of his mother's death, August 10.

Operator A. B. Hooper has resigned and will return to his former position as sparring partner for Jess Willard. This time he will be training Willard's nineteen-year-old son.

Back from their vacations are Operators H. E. Rainey and L. C. Clark. Rainey went to Seattle, Wash., and Clark spent his 30 days around Yosemite Valley.

Introducing new men: O. J. Banman, G. E. Graham, D. Garner and C. F. Cassell.

In the garage we now have W. Woolcott, W. Arrington and H. Nordmark at the gas station.

SHOPS

JACK BAILEY

A. H. Kline passed the cigars around the Machine Shop on August 14th. Congratulations to both bride and bridegroom, and many happy returns.

Our idea of a real minstrel entertainer was portrayed by Roy Baxter of the Truck Shop. Roy gave us some real good musical numbers during the noon hours last week. We were indeed sorry Mr. Engineer pulled the whistle on those occasions, but I am sure we can look forward to many more numbers by Roy.

The personnel of the Machine Shop vacation list for this week is: S. C. Kriewald and E. J. Culver. C. T. Pearson is a new man in the Machine Shop.

Friday the 13th proved unlucky for two of our boys in the Winding Room. Mr. N. Steman reports his pass lost and J. Schnell missed his coat, which contained his bill fold, his pass, money and some valuable papers. It is believed that the coat, which hung near an outside window, was taken from the street. We hope that this will aid the boys to recover their lost articles.

Mr. and Mrs. Theodore Hobson leave on the 21st for a two weeks' rest in the Big Pines and at Bishop. Hunting and fishing will take the place of price books and typewriters.

Miss Rohlf of the M. M. office returns from an extended vacation. The extra week off was not for her honeymoon, either, but was on account of a relapse from having her tonsils removed. She had the pleasure of a visit from her father from Denver for about five days, although she had to depend on friends to show him the city, as she was not able to do so herself.

Kenneth Hitchens, who has been with the Company for six years, is leaving the service to go into a business of his own. He is opening a battery station at 6703 So. Vermont Ave. If any of you boys have a car or a radio with B. O. batteries, you might give him a trial. We wish him good luck and success.

We wish to extend our sincere sympathy to Mrs. John M. Taylor upon the death of her husband, which occurred August 13th. Mr. Taylor has been in the service since January 10, 1916, formerly in the Truck Shop. He was much liked by all at the Shops. The funeral was held Saturday, August 21st, upon the arrival of his daughter from Canada.

To the boys of the garage Mr. and Mrs. Raymond Anderson wish to express their appreciation for the wonderful wedding gift presented to them. The bride, who was formerly Miss Emma Dzuris, and groom returned last week from their honeymoon, spent at Big Bear Lake. Raymond is now taking the place of Walter Dewherst, foreman of the garage, who is spending two weeks at Big Pines.

Operator A. W. Warwick surprised us all with the news of his marriage on Saturday, August 14. Warrick didn't give us the bride's name, but we wish them the greatest of success and congratulations just the same. A short honeymoon was spent at Catalina.

Operator Bruce Pentland was scheduled to reach British Columbia by this time, according to a postcard recently received.

DIVISION FIVE

FRED MASON

Motorman M. E. Tobin dropped in to see us last Tuesday and looked fine and dandy after an operation for appendicitis. Mike has been off since July 2nd and wishes to thank all the boys who visited him during his illness.

The fifth McDonald brother, Thomas Jefferson, is now with us, and like the other four, is filling the role of conductor, so the "Which McDonald?" question gets worse.

Conductors "Tex" Hiller and "Shorty" Hensley have taken a little vacation and are spending it, as "Tex" calls it, at Maryetta Hot Springs.

Motorman J. R. Wright and his conductor, "Red" Shields, took a little fishing trip last week and, from the snapshots displayed, they sure made a great catch.

Our night clerk, Charlie Cline, is now on his two weeks' vacation, and, like last year, is taking one week to get used to finding his way around in daylight.

DIVISION FOUR

C. J. KNITTLE

A division superintendent undoubtedly has just as much grief in his work as the man on the platform. When the division scribe calls on the division superintendent for news and there is no such animal, the super is up a tree and the scribe is down in the mouth. By frequently being obliged to step into the boss' shoes, Mr. Boyd has learned how to sidestep trouble. Wednesday the scribe walked up to the office window. The acting superintendent looked up at the calendar and saw it was news day. The scribe hustled out an accident report, then hustled in for some news, but there was no such animal. Mr. Boyd had gone to lunch.

Conductor A. C. Ritter has taken a ninety-day leave to visit his folks in Atwood, Oklahoma.

A section of track near the west end of Pico line is too near the new storm drain excavation for safety, so temporary crossovers have been installed and single track operation is in order. It is hoped conductors will use care when pulling the trolley. Some time ago, when grasshoppers were being used on Temple Street, Conductor Frank Reynolds yanked his trolley down so vigorously he lost his balance and fell out the window.

Conductor L. L. Smith is taking a seven-day rest.

Motorman J. P. Dewey is taking a ten-day rest.

SUPERVISOR LARUE SAYS "THANKS"

Editor Two Bells:

I want to thank through this medium the men of Division 4 for the cheery sendoff and the beautiful set of silverware which they presented to Mrs. LaRue and me before we departed on our wedding trip.

We are proud indeed of the silver, for it expresses a sentiment which, to us, is very precious. My only regret is that I cannot reach each Division 4 man personally to offer our hearty thanks.

Cordially yours,
SUPERVISOR FRANK LARUE.