

SCHEME DEPENDENT ON TRAINMEN FOR SUCCESS

Greatest Care Must be Taken in Running Cars Over Bridging

The excavation for the West Jefferson storm drain under the street car tracks at the intersection of Jefferson and Grand Avenue calls for very careful operation by the trainmen. The work of supporting the tracks and keeping them in operation so as to serve the patrons of the lines affected is one of the biggest jobs ever undertaken by the Los Angeles Railway.

The success of the plan of the company for continuous operation depends largely on the trainmen. If the bridge work should break down the entire service of the many lines operating over this intersection would be thrown into confusion. The company has determined to avoid, if it is humanly possible to do so, the diverting of any car lines crossing this intersection, which is one of the most important in the city, serving daily as they do, hundreds of thousands of residents of the southern portion of the city.

The company during the last year has had many jobs of similar nature caused by the construction of pedestrian tunnels and other excavation work directly beneath the tracks. This job at the intersection of Jefferson and Grand Avenue, however, is a very complicated affair. There is not only a straight intersection of tracks at this point but curves from west to south and from south to west as well.

In addition to this it parallels the West Jefferson car tracks between Vermont and Western for a distance of several thousand feet. This prevents the operation of both tracks at the same time. The settling of the backfill has caused the north line of track to settle also. This will necessitate the reconstruction of the north track for a considerable distance and will not only cost a very large sum of money but will interfere with the immediate return to normal operation of the cars. The Ways and Structure department is working as rapidly as it is possible to but their work is governed by the rate at which the storm drain proceeds.

These difficulties are a repetition of that experienced on West Adams.

Scene at Jefferson and Grand Ave.



First step in work begun last week by the Ways and Structures Department. Bridge work is being installed for the support of the car tracks over the excavation of the West Jefferson Storm Drain.

ROUTE CHANGES FOR RAILWAY BUSESSES

The present South San Pedro Street-South Main Street bus line, operating as a loop on San Pedro and South Main Streets, will be divided into two separate lines, one on San Pedro Street and one on South Main Street.

The route of the South Main Street bus will be from Slauson Avenue to Manchester Avenue, the northern loop via 58th Place, Inskip Street and Slauson Avenue, and the Southern loop via 85th Street, Wall Street and Manchester Avenue.

On San Pedro Street the route will be between 60th Street and Manchester Avenue, the northern loop being via 60th Street, Wall Street and 59th Place and the southern loop via 85th Street, Wall Street and Manchester Avenue.

Schedules are now being prepared to cover this change.

Mrs. Recappe Passes On

It is with regret that announcement is made of the death of Mrs. Otie Recappe, wife of Louis A. Recappe, Superintendent of Schedules. Mrs. Recappe's death came very suddenly on Monday, June 14. Mr. Recappe's many friends in the company wish to express their sincere sympathy.

ISLAND COMPANY TO STUDY L A R Y WAYS

David Kaina, Line Foreman for the Honolulu Rapid Transit Company, Ltd., arrived in Los Angeles last week. He was sent over here by his company to make a thorough study of American methods in overhead trolley line construction, and everything connected with the line department. The Los Angeles Railway Company was chosen as being the best suited for the study of up-to-date methods in handling all line problems.

While here, Mr. Kaina will work directly under L. B. Yeager, Superintendent of Lines for the Los Angeles Railway.

Mr. Kaina was born in Hilo, Hawaii, and educated in the Kamehameha Military Academy of that place. When asked what his first impression of our system was, he at once commented on the flat yellow of the cars. In Honolulu the cars are very gay, being red and yellow and are painted every six months to keep them bright. The Rapid Transit Company of Honolulu has a total of 72 cars and has just placed in service six of the pay-as-you-enter type. The residents did not care for them particularly at first but have rapidly come to regard them with favor. The island fare is seven cents or four rides for 25c.

CURVES ELIMINATED CAR RE-ROUTING APPROVED

"G" - "A-2" and "O" Lines Are Affected by Changes

The Board of Public Utilities has just given its official sanction to the re-routing of a number of lines of the Los Angeles Railway that will materially affect the entire system.

The Griffith and Griffin Avenue lines, instead of the present route via Spring Street, will run on Main Street from 12th to Temple and over the route of the present Angeleno line via Temple, Hill Street, California to the Angeleno Heights District.

The north end of the "G" line will be taken care of by the Adams-Lincoln Park Line of A-2 on North Main Street. That will change the route of the A-2 line from 16th, Hill, Broadway to First, North Broadway and Pasadena Avenue to Avenue 26 and Griffin Avenue.

The present route of the A-2 line over North Main Street will be taken care of by the "O" line. The re-routing will make the "O" line a continuous Main Street line and will eliminate two curves at Sunset and Main and Sunset and Spring.

The A-2 line will split at the North Broadway bridge, one leg going over North Broadway and the other over Pasadena Avenue. The Angeleno Heights line will have a decided improvement in that it will run over Main Street and do away with the objectionable turn-back at Temple, opposite the Post Office.

The Griffin Avenue section will have a more direct line on Hill Street instead of Spring. Main Street will have an entirely Main Street line from end to end. There will be through service to and from Main Street, passing by the Hall of Justice and the Court House, something this section has never had before. Congestion will be relieved on Temple opposite the Post Office now occasioned by the terminal of the Angeleno Heights line. Approximately 24 cars maximum per hour will be removed from First Street between Broadway and Spring and 55 cars between Spring and Main. Spring Street between First and Sec-

(Continued on Page 3, Col. 3)

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Much Cry and Little Wool

Exaggeration in telling a fish story may be permissible, but exaggeration in making reports regarding operating conditions in street railway service causes much trouble and expense and a loss of confidence in the reliability of the man making the report.

For example: A motorman recently reported that every evening at a certain time a car operating sharp cut him out at San Fernando and Pasadena Avenues and dragged him south, causing him to be four or five minutes late at Sunset and North Broadway.

A three-day check did not show this condition as existing, and on pinning the man who made the report down to facts he admitted that it had happened only once.

This is only a sample of many cases where reports are exaggerated. While reports of improper conditions are appreciated and should be received and investigated, let us, in making these reports, stick to the facts. It would be an ideal condition if we could feel that every report made was one hundred per cent correct.

Driftwood

In the Springtime when rains enlarge the streams throughout the land, there is always to be found a certain amount of driftwood floating by. Its only use is to be burned and gotten rid of. It is the same in Life's great game—the drifter never gets anywhere and eventually he lands in the scrap heap and is ultimately destroyed. Stay with your job and endeavor to improve your lot.

It doesn't matter much whether or not you add the words "Sir" or "Mam" (or "Madam") to "Yes" or "No," but it's the tonal inflection that either brings a word of reproach or a smile of agreement to the face of the average Mr. or Mrs. General Public. In the street car game the men who represent the company are not expected to be servile and the only demand is courtesy to our patrons. Our men are dispensers of service, and the well known maxim, "Put yourself in the other fellow's place," is put out to be followed whenever possible.

A dirty mirror saves the motorman's eyesight.

The Orchestra

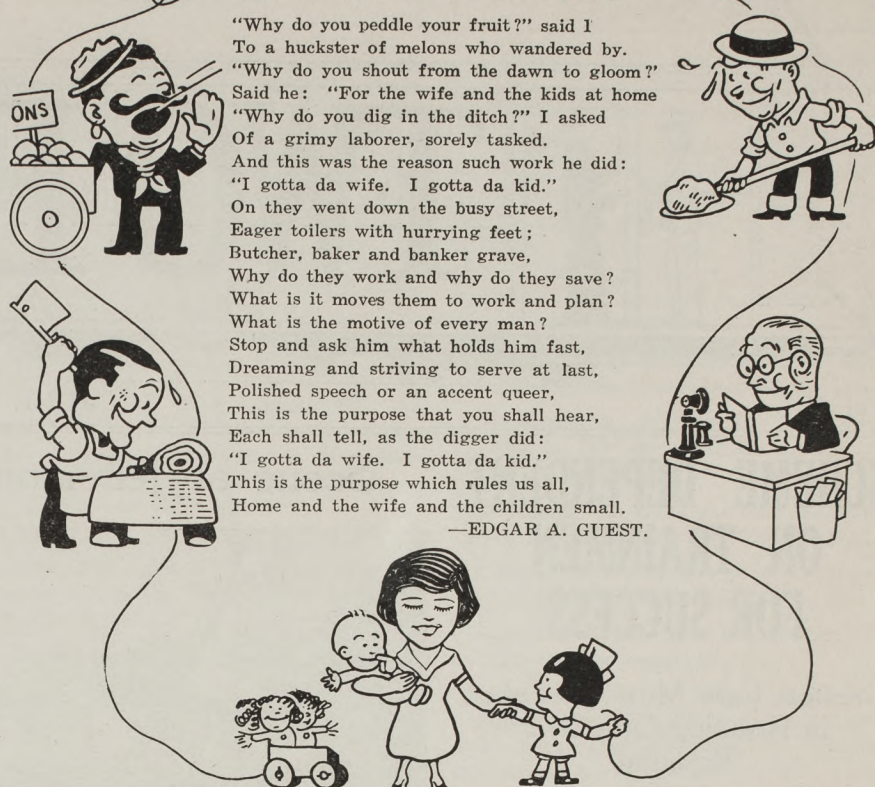
"This has been one of the best meetings the Chamber of Commerce ever had," said President Bent after Utility and Transportation Day. Almost a thousand executives of the various public utilities of the city met in the great banquet hall of the Chamber to demonstrate their loyalty to the community and to the institution.

The festive spirit that made for the success of the day was largely supplied by the Los Angeles Railway Orchestra. While the guests were assembling they were greeted with the spirited playing of our men. With a most professional zest they quickened the pulse of everyone and between other parts of the program filled in with marches and other stirring music.

As rendered by men in uniform who had gained their ensemble proficiency during spare time it was a notable and satisfying performance. The orchestra's popularity "on the air" of course is known to everybody but on this particular occasion they performed on the same program with professional musicians and did not suffer by comparison.

Joe Finn, Chief Clerk of the Operating Department, is the manager and he may well be pleased with his men; the officials of the company who were present certainly were gratified. Such work bespeaks a fine spirit of cooperation and love of music of which we may all be proud in our fellow employees.

WHY MEN WORK



"Why do you peddle your fruit?" said I
To a huckster of melons who wandered by.
"Why do you shout from the dawn to gloom?"
Said he: "For the wife and the kids at home
"Why do you dig in the ditch?" I asked
Of a grimy laborer, sorely tasked.
And this was the reason such work he did:
"I gotta da wife. I gotta da kid."
On they went down the busy street,
Eager toilers with hurrying feet;
Butcher, baker and banker grave,
Why do they work and why do they save?
What is it moves them to work and plan?
What is the motive of every man?
Stop and ask him what holds him fast,
Dreaming and striving to serve at last,
Polished speech or an accent queer,
This is the purpose that you shall hear,
Each shall tell, as the digger did:
"I gotta da wife. I gotta da kid."
This is the purpose which rules us all,
Home and the wife and the children small.

—EDGAR A. GUEST.

~ Musings of the Old Timer ~

By George E. Ferguson

"Listen well, kiddies," said the Old Timer, "and I will relate a story that is told in out of the way places, and as it is related in hushed tones the listeners should at least hold their breath in order that the sense of smell might not become affected.

"Long years ago when Garvanza was considered as being quite a ways out, and the festive cats and their progeny gamboled in the tall uncut, there was employed as an Inspector one William Flannery. He was once asked by a kindly individual just what race he sprung from and he quickly replied that his ancestors never sprung from any man or baste, they always sprang at 'em. And so they do, but his ancestors had nothing to do with this incident. In fact Bill was all alone in his misery.

"'Twas a moonlight night in June when all nature is athrob with pulsations of love and life. William had not a care in the world—all was serene. Sauntering out in the vicinity

of Avenue 1 and Monte Vista, he was every inch a man and who in a like situation would not be excused for a bit of day dreaming by moonlight, and seeing what he supposed was an ordinary feline preparing to cross his path he playfully kicked at the little creature and then—and then—Shades of great jumping Jehosaphat—call out the guard—call out two guards and prepare to repel invaders!

"Our hero, in a state of collapse, staggered on into the night, an outcast on the face of the earth for who could call any man 'friend' who had disturbed a full grown skunk. A terrible state of affairs—not a street car would allow him to ride, not a taxi would accept him as a fare and it sure was a far cry from Highland Park to 60th and Central, but he walked it, every darn step, but you can rest assured that today a harmless kitten has to show full credentials as to ancestry before receiving recognition from our good friend William.

~ LARRY LAFFS ~

"Now, tell us about it—why did you take the purse?"

"Your Honor, I won't deceive you—I was ill and thought the change might do me good."

Disgruntled Patron: "When I put the coat on for the first time and buttoned it up, I burst the seam down the back."

Tailor: "That shows you how well our buttons are sewed on."

Little Boy: "Conductor, will you please give me a transfer?"

Conductor: "Certainly. Where to, my little man?"

Little Boy: "Oh! I can't tell you that. It's a surprise party."

Rastus was proudly sporting a new shirt when a friend asked: "How many yards does it take for a shirt like that?"

Rastus: "I got three shirts like this out of one yard last night."

She: "What business are you going into, Jack?"

He: "Lumber business."

She: "You have a fine head for it."

"And you wouldn't begin a journey on Friday?"

"Not I."

"I can't understand why some people will be so superstitious."

"No superstition about that. Saturday's pay day."

BULLETINS

Issued June 21, 1926

STREET CAR

No. 82—NOTICE TO CONDUCTORS

The Los Angeles Public Schools will close for summer vacation on Friday, June 25. Do not honor regular school tickets after that date until further notice.

Summer schools will open Tuesday, July 6, and close on Friday, August 13. During that period honor Special Summer School Tickets on school days only, between the hours of 7 a. m. and 1 p. m.

Samples of the Summer School Ticket will be posted at the divisions as soon as received.

No. 83—NOTICE TO TRAINMEN

Effective Sunday, June 20, operation of line "N" will be extended to Western Avenue. This will automatically establish an interchange of bus transportation with the Western Avenue bus line, as per existing rules.

Please advise passengers accordingly.

No. 84—NOTICE TO CONDUCTORS

Pass No. 251, issued to R. F. DelValle, President, Water and Power Commission, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

No. 85—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 31197, issued to Fireman Donald A. Huffman, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

No. 86—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 3128, issued to Mrs. Beatrice A. Leatherbury, wife of P. M. Leatherbury, flagman.

No. 4092, issued to Geo. A. Baltas, conductor, Division No. 5.

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

No. 87—NOTICE TO CONDUCTORS

Pass No. 2805, issued in favor of H. T. Lock, Serviceman, Garage, Engineering Department, reported as lost in Bulletin No. 79, has been recovered.

No. 88—NOTICE TO TRAINMEN

Complaint is made regarding noise due to loud talking, whistling, slamming seats, and dropping fenders at the Fountain and Edgemont terminal of line "C."

This must be discontinued at once.

R. B. Hill

BUS

No. 458

Effective June the 7th, the change in the routing of the Eagle Rock City Bus Line will be as follows: From the end of the "W" Car Line on Annandale Boulevard, via Oak Grove Avenue, Townsend Avenue, Yosemite Drive, and Eagle Rock Boulevard, to the intersection of Colorado Boulevard and Eagle Rock Boulevard. Buses will loop around the center of the intersection and return over the same route. There will be a slight change in the schedule but not materially.

No. 459

Effective June the 7th, the route of the Inglewood Bus Line will be changed from its present route from the intersection of Hyde Park and Gay Street as shown below:

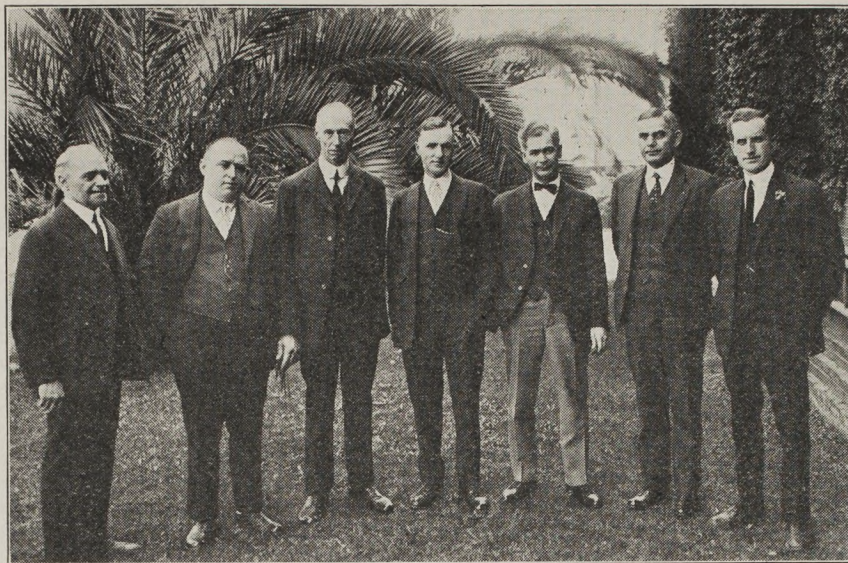
From the intersection of Hyde Park Boulevard and Gay Street, north on Gay Street and Kenniston Street, east on Slauson Avenue, north on Rimpau Boulevard to 54th Street and thence over the regular route.

No. 460

The fare boxes have all now been equipped with a stronger chain which holds the coin slot plug. At terminals where it is absolutely necessary for both the Operator and Conductor to leave the bus at the same time it must be used. Please see that proper use is made of this and in case of any becoming defective show on the Bus Defect card.

J. Van Vranken

Staff of Division Three



Left to right: A. E. Fontaine, stenographer; H. M. Gilmore, clerk; J. W. Allen, clerk; W. D. Hanley, clerk; E. R. Dye, Superintendent; J. G. Owens, foreman; R. W. Reid, clerk.

SUPT. DYE PROUD OF MEN

According to Mr. E. R. Dye, the whimsical superintendent at Division Three, they neither make nor break records over at Avenue 28 and Idell Street. They do, however, render the highest type of public service, as witness the very special commendatory letter published in last week's issue of Two Bells. There was nothing unusual in the service given by Harry Beals, the subject of the letter. It was just a fair sample of what Division Three is doing all the time and the unusual thing about it all was the recognition of it by the public.

The men at Division Three are like all the others. They get into trouble and get out again. Not a soul but has received a demerit at some time or other for falling over one of those forty odd stumbling blocks that constitute cause for demerits. They may not have any spectacular records to brag of but they do boast of the general high level of the men. Taking them all in all, Mr. Dye says that Division Three is just about the cream of the lot.

There is one thing in which Three does surpass all the other Divisions and that is in the glorious view of the hills of Elysian Park which lies just west and across the river from the ivy-covered Division house.

BOUQUETS

For H. Cox, conductor at Division 3, from Miss Lillian Williams, 2124 Wilmont Street, for assisting elderly lady as though it was a pleasure.

For E. L. Jandro, conductor at Division 1, from Mrs. Wiggim, 945 Winfield Street, for courtesy and unusual civility.

For E. R. Rath, motorman at Division 1, from Mrs. E. C. Regnier, for capability and quick action in averting a serious collision with speeding auto.

For J. W. Head, conductor at Division 1, from Mrs. Vera A. Exelley, for courtesy and patience.

For C. E. Greenlea, motorman at Division 2, from Mrs. Gabrielle Porter, for courtesy in stopping car after the passenger had neglected to get off at the crossing.

For D. R. Jaynes, conductor at Division 3, from B. F. Bernsen, c/o Union Mortgage Company of California, for consideration and aid to crippled passenger.

For R. C. Cook of Division 4, from Ethel R. Bradshaw, 651 1/4 W. 30th Street, for gracious courtesy to blind negro.

Order has been placed for a Model 50-B White chassis which will replace the chassis on Bus No. 401. Body of this bus will be reconditioned and placed upon the new chassis which is equipped with air brakes.

SUPT. OF OPERATION ON A VACATION

R. B. Hill, Superintendent of Operation, is away on a month's vacation. He shipped his car to Seattle and is taking Mrs. Hill and Bob Junior with him. They will visit Vancouver and other points of interest in the vicinity, driving back down the coast, stopping at various places before returning to Los Angeles.

TRAFFIC MAN GOES EAST

W. B. Adams, Director of Traffic, left Friday, June 11, for Portland, Indiana. He will visit his father who was taken ill very suddenly, and expects to return by June 28.

TUNE IN ON THESE

The Orchestra will play for the World War Veterans of Unit No. 4 at the San Fernando Hospital on June 20, and on June 21 they will play for the crippled children at the Orthopaedic Hospital from 12:00 m. to 1:30 p. m.

June 23, they will broadcast over KMTR from 7 to 8 p. m.; June 25 over KHJ from 12:30 to 1:30 p. m.; June 26 over KNX from 3:00 to 4:30 p. m.; KFQZ from 8 to 9 p. m. and 10 to 11 p. m.

The Quintette on June 21, 23 and 25 will broadcast over KMTR from 6 to 7 p. m.; June 24 over KHJ from 12:30 to 1:30 p. m., and over KFQZ from 8 to 9 p. m. and 10 to 11 p. m.

CLASSES FOR TRAINMEN AT INSTRUCTION ROOM

In order that trainmen may have an opportunity to inspect the multiple unit equipment in the Instruction room at Division No. 2, arrangements have been made to have an instructor in charge from 1 to 3 p. m. and from 8 to 10 p. m. on Wednesday, June 23, and such trainmen as are able to be present at these meetings are given a cordial invitation to attend.

Further opportunities for attending lectures will be arranged for at a later date.

In order to get the full benefit of these lectures, it is necessary that trainmen be in the Instruction room promptly at 1 p. m. or at 8 p. m. as the case may be.

COMPANY DANCE

Saturday night, June 26, is the date set for the regular monthly dance given by the company to the employees and their families. It will be held as usual at Forrester's Hall, 955 South Olive Street.

The entertainment committee states that several vaudeville acts from one of the local theaters, and musical numbers will be additional attractions to the program.

CURVES ELIMINATED

(Continued from Page 1)

ond will be relieved as there will be only the "L" line with approximately 35 cars maximum per hour.

Approximately 900 car turns a day will be eliminated from the congested district. In addition, considerable mileage is saved which is a benefit to the particular portion of the public involved.

The people from the south end of the "G" line will gain a direct contact with the Hall of Justice and Court House at Temple and Broadway.

The relief to traffic by these changes is of tremendous importance.

Appreciation

We wish to thank the many Los Angeles Railway friends for their beautiful floral offerings, expressions of sympathy and kind offers of help in our recent bereavement.

Helen Holmes Sanders,
V. L. Barnes,
L. A. Recappe.

BUS DIVISION

ELMER WOOD



Elmer and his bride, who was Miss Lorene Mauser

We wish to take this opportunity to thank the trainmen of the Los Angeles Railway Orchestra and tell them of our appreciation and the many compliments received on their playing at our wedding.

To the boys of the Garage we wish to make known our appreciation for the beautiful gift they gave us. Whenever we use it we will think of them and their friendship.

Sincerely,
Mr. and Mrs. Elmer Wood.

Operators E. Richards and W. A. Bundy have resigned to take up another line of work.

Conductor I. Pizner has changed over to operator.

Introducing new men at the Division: Operator L. McMillen and Conductor R. F. Nevels.

New men in the garage are W. Fredericks, G. De Falco, A. G. Higdon, C. M. Fawlkes and T. J. Quello.

Theron Bolles, bus operator, who has been very ill for many months, passed away June 12. We wish to express our sympathy for Mrs. Bolles.

DIVISION FOUR

C. J. KNITTLE

Motorman P. McGrory has left for Canada. He was granted a ninety day leave.

Safety Operator L. R. Spencer is making a trip to Kansas by auto.

Motorman H. E. Hill is spending a couple of weeks in Riverside.

Motorman W. A. Parker is taking two weeks off to build a cabin in Bear Valley.

Motorman C. F. Kirkland is also laying off for two weeks to initiate his new Hudson sedan.

It seems only proper that Division Four's fish eaters show their appreciation by paying the fishing boat fee once in a while.

DIVISION ONE

H. N. COLE

Motorman O'Bear has an early run, which necessitates the setting of his alarm clock for two thirty a. m. A few mornings ago, due to some miscarriage of the usual order of things, he didn't awake till five thirty, exactly five hours late. He expected to have to serve about eighteen days at the bottom of the extra list, but the office let him down light, and he served only three days.

Conductor D. L. Adams just could not resist the call of the great open spaces, so last Saturday, he, with his wife and child started out for Mound City, Kansas, aboard his trusty Oldsmobile. Conductor C. O. Graham accompanied him, to help out in case of trouble, such as pumping up a flat tire or walking ten miles for gasoline. They will be away for ninety days, and expect to eat lots of fried chicken and roasting ears.

Motorman D. J. Smith has taken ninety days off, and will spend most of it in St. Louis, Mo.

Conductor C. B. Haggard is able to be around again, after being confined in the hospital for several weeks.

Extra Clerk A. L. Tucker left last Wednesday for 'Frisco, where he will spend the next two weeks.

Motorman S. G. Walker resigned last week to return to Utah.

A certain motorman, whose name I dare not mention, purchased a Chevrolet for the modest sum of thirty dollars. One of the redeeming features of the machine was, two almost new cord tires on it. He paid the price, and next day when delivery was made, those two tires were missing. "They were stolen last night," explained the seller. The explanation wasn't at all satisfactory and a heated argument followed, in which the man refused to make good, even to the extent of five dollars. The next day he was hailed before the Judge. "How much were those tires worth?" asked the judge. "Thirty dollars," was the reply. "Pay the man thirty dollars or serve thirty days in jail," was the verdict. He paid.

Lady passenger, handing Conductor Kiser a dime: "Give me one of those passes on the auto which stops in front of the Eytalian Bank."

DIVISION FIVE

FRED MASON

"Boys will be boys even when they tip the scales at nine pounds," said Conductor E. C. Spruill, as he passed out the smokes. Saturday, June 12th, was the big day and mother and baby are doing fine.

Conductor Ed Link is off on a 90 day leave of absence and is going back to his old home town, Chicago, to visit his mother and renew old acquaintances. Have a good time, Ed.

Clerk Ed Tyler returned from his two weeks' vacation, all tanned up and raring to go. Ed spent a week at Catalina Island and the other week roving around the hills.

Motorman Bill Otte left for a nice little jaunt last Tuesday. He's driving back to New York with his father and children and will be away for ninety days.

Does anybody ever get to see Motorman Charlie Detrick since he bought that Nash? He used to be a regular darn nuisance around here but that's a long time ago.

DIVISION TWO

H. D. HANSEN

W. S. Tupman, motorman de luxe of the "doughnut line," left on the 15th on a two months' tour of the east. He will visit Washington, D. C., Philadelphia, New York and Boston, stopping for two weeks at his old Kentucky home before returning to California.

Another card was received from Motorman W. F. Vellage. This time he is in Cleveland, Ohio, and sends his best regards to all.

Motorman R. A. Drake resigned while on leave. He is raising chickens and says he likes it.

Conductor E. A. Sommerville, who has been on the sick list the past few months, is now back on the job once more.

Those who are on the sick list are Motormen T. Fitzmaurice, E. J. Murray, C. A. Bryan, J. W. Neely and Conductor C. R. Ream.

Conductor C. S. Grigory reports the arrival of an 8½ pound boy. (The quota for Division Two is being upheld.) Mother and babe are doing nicely.

Conductor H. O. Potter has been granted 30 days' leave and is on his way to the Yosemite in his Ford.

Conductor L. Klaris and family, who are enroute to their old home in Denmark, state that their trip across the continent was uneventful. Klaris wrote from Hoboken. He will store his Dodge there while he is in Denmark.

Division Two regrets to hear of the death of Motorman A. L. Sherman.

Conductor A. L. Saylor has changed over to motorman and Motorman F. R. Whitney has changed over to conductor.

Our chief clerk, C. J. Clark, is back on the job with a nice coat of tan, received while spending his vacation working around his new home.

The boys of Division Two have been busy since the first of the month with questionnaires. Rule-book pages are sure finger-marked now.

Here is a good one on Conductor Fred Habich. Fred picked up his bundle of transfers and then went over to the mirror and picked up the whisk broom. After flecking off the dust with the transfers he put the whisk broom in his pocket, and left the transfers. You can imagine his surprise when he went down to pull out his car and discovered his mistake.

GENERAL OFFICES

Mr. and Mrs. E. J. Wilson and Mrs. Grace Hernly have returned from a trip to the Yosemite.

Joseph Rundel, of the tabulating department, is away on a two weeks' vacation.

S. C. Haygood, voucher clerk in the auditing department, with Mrs. Haygood is leaving this week on an auto trip to the Yosemite.

R. J. Sunderlin, time keeper in the Ways and Structures office, left last week for Wisconsin. Mrs. Sunderlin accompanied him and they will be away about ninety days.

NOTICE

Inadvertently an error was made in the announcement in the issue of Two Bells of June 14 regarding the services that employees may obtain without charge from Attorney George A. Prichard. The service that will be provided without charge is legal advice only.

GEO. B. ANDERSON,
Manager of Transportation.

DIVISION THREE

DAN HANLEY

The big feature of the year of 1926 has at last arrived and appears in this issue. Don't miss it as it's a WOW! The picture of the office force at Division Three.

"Save your money and you can do it too," says Motorman Sasse. He is about to start on a 60 day leave of absence.

Motorman Bender was recently married.

Wednesday a bunch of the boys at Division Three went fishing. They spent their time not in hauling, from the reports, but in heaving. The men who took this trip were M. L. Bybee, C. L. Westernburg, W. H. Meloy, B. E. Smith, L. E. Bradbury, E. H. Fisher, N. B. Stiles, D. W. Beatty, R. D. Atkinson, F. O. Leatherbury, J. H. Critchett, F. Stauss, C. F. Morgan, and E. C. Bradley. They did not bring back many fish so the reports must be true.

SHOPS

JACK BAILEY

Mr. Wallace Aldrich, assistant general foreman, is off for a few weeks' vacation. Next!

Ireland was well represented at Catalina Island this week-end. Steve Hickson and Tom O'Connell of the E. R. Department as a committee of two were out on a fish food expedition. Both were successful.

It is with deep regret that we announce the death of the mother of Russell B. Smith of the babbitt room. We wish to extend our sincere sympathy to Mr. Smith and his family.

Harry P. Whitesides is a new addition to the Valuation Department.

PRIZE WINNING BABY

Little Linkiln Viana is the three year old son of John Viana of the Truck shop. Linkiln has inherited his father's beauty as he carried off fourth honors at a San Francisco baby show.