

Recappe And Adams Talk At Division Meetings

In spite of the "unusual" California weather, which would make bathing suits the most comfortable habiliment, the division meetings, presided over by L. A. Recappe, Superintendent of Schedules, and W. B. Adams, Director of Traffic, were very well attended.

Mr. Recappe said he was going to talk on "Neighbors"—not of the back fence variety, but just to recall to the trainmen some of the talks that have been given by officials during the year.

He referred first to the talk given by John Collins, Supervisor of Safety, last January. At this meeting the subject of self-confidence was discussed. Mr. Recappe elaborated on this subject and said: "If you have no confidence in yourself, no one will have confidence in you and you are a failure."

Recappe then recalled to the men the talks of C. M. McRoberts, General Claim Agent, wherein figures were used to show the amount of claims paid out for various accidents. "Figures are dry, they always are, but these figures brought out the cost of carelessness, neglect or indifference on the part of some of us. Large sums of money," continued Recappe, "as shown by Mr. McRoberts, might have been saved if the proper effort had been put forth for the prevention of accidents in the first place, or the proper effort in securing witnesses to that accident."

Mr. Recappe stated that a little more effort in making the accident report out clearly would be of material assistance to the Claim Department. "If trainmen would try to get a little more information, Mr. McRoberts would have more on which to draw up his conclusions," he said, "and Mr. Collins will feel better, too, as he has to analyze this report." He said further that it is a great thing to become strangers to Mr. McRoberts and to Mr. Collins insofar as accidents are concerned, and for that matter to all immediate superiors, and yet have friendly contact when you meet them on the street.

Mr. Recappe then touched on Mr. Smith's speech on loyalty—loyalty to your employer, loyalty to your job and loyalty to yourself. He stated that if you are loyal to yourself the balance will come easy—you are going to be loyal to your fellowman and to the company you represent, and practice of the golden rule will make this accomplishment much easier.

In referring to Dan Healy's speech, Recappe dubbed it "Standing in Your Own Way." He stated that rules had been formulated for the guidance and protection of trainmen, and it is to the small percentage of trainmen who put their own interpretation on these rules, who are just trying to "get by,"

that Recappe gave the advice to go up to their superintendent and quit before they get picked up. The rules were studied by the officials before being submitted for trainmen's guidance, and they should be religiously observed. He quoted a part of Abraham Lincoln's philosophy: "Bad laws, if they exist, should be repealed as soon as possible, still, while they continue in force . . . they should be re-observed."

Recappe concluded his talk with an invitation to trainmen to come to the Schedule Department with any suggestions for the betterment of service they may have; that their efforts along this line will be appreciated.

W. B. Adams opened his talk by apologizing for the Detroit weather that Los Angeles seems to have had wished on her and spoke up like a true native son of the Golden West.

"Inability to get passengers to move forward in the cars at this particular time is due largely to the fact that many feel they will have to stand in the inside section," said Mr. Adams, and he urged trainmen to see that the windows are open and that there is plenty of ventilation. He believes that gentle urging by conductors might get people to move up from the rear platform.

He then called attention to the failure of prompt report of delays to service of five minutes or more and said that trainmen should make this report at the nearest crossover by telephone to the dispatcher. By this he did not mean that where a dozen cars might be late, each crew report it, but the first crew to be late, so that the dispatcher can take care of the delay.

"From time to time," said Adams, "we have some little unwillingness on the part of crews to make relays." In this respect he pointed out that the supervisors are trying to give the best possible service and that this is only done through the whole-hearted co-operation on the part of trainmen. "So, when a supervisor gets on a car," he said, "it is not with the intention of putting a hardship on the crew, but to keep down the use of switchbacks as much as we can."

Adams cited an instance where a span of trolley wire had broken, but that neither end touched the ground. This wire was pulled over to one side and put in the clear. Supervisors were instructing conductors to pull down

(Continued on page Three)



Amendment To Ordinance

We wish to call your attention to an article which appeared in the July 25th issue of Two Bells under the caption, "From the Front End," in which Motorman Edward J. Roche of Division Two asked to be enlightened on the law regarding autos passing standing street cars.

Inadvertently, Section 35 of Traffic Ordinance, without the amendment of October 29, 1926, was given. We have, therefore, printed below, in full, Section 35 as amended:

"Section 35 (As amended by Ordinance No. 56,313, approved October 29, 1926). (a) It shall be unlawful for the driver of any vehicle to overtake and pass upon the left any interurban or street car proceeding in the same direction, whether actually in motion or temporarily at rest when a travelable portion of the highway exists to the right of such street car. (b) The driver of a vehicle overtaking any railway, interurban or street car stopped or about to stop for the purpose of receiving or discharging any passenger, shall bring such vehicle to a full stop at least ten feet in the rear of such street car and remain stationary until any such passenger has boarded such car or reached a place of safety, except—

That where a safety zone has been established, or at an intersection where traffic is controlled by an officer or a traffic stop-and-go signal, a vehicle need not be brought to a full stop before passing any such railway, interurban or street car, but may proceed past such car at a speed not greater than is reasonable or proper and in no event greater than ten miles an hour, and with due caution for the safety of pedestrians."

All right, old-timers, just a little memory contest.

We want to take you back to the "Remember when" days, and see how many of the gentlemen you can recall whose likenesses appear in the first painless photograph to be taken at the old cable house, which stood at Seventh and Grand about the year 1890 A. D., in the good old days when iron derbies, wrought iron watch chains and four-in-hand neckties made up the sheik of yesteryear.

In those days the license plate on the lapel identified the man and prevented him from becoming lost. The straight "duck bill" visor on the cap was made especially strong to withstand the weight of dust and also a valuable aid in preventing the mustache from tarnishing in the California sunshine.

Yes, Oscar, the gentleman on the left is the Mechanical Department.

Dick Smith in the Mountains

R. R. "Dick" Smith, Assistant Superintendent of Operation, didn't say a word about it, but slipped away for his vacation in the mountains.

When the scribe went around for some news, he found R. A. "Bob" Pierson doing his best to hold down Dick Smith's desk and chair.

Square and Compass Confers Degrees

Paul Maris of the Line Department received the Sublime Degree of Master Mason in Angeles Mesa Lodge on July 21st.

From South Park Shops, W. A. Maitland, Machinist, received the Master Mason Degree in East Gate Lodge on July 23rd.

B. F. Pecoy, also of South Park Shops received the Master Mason Degree in Belvedere Lodge on July 28th.

TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager
W. T. Shelford - - - - - Editor

Throwing Or Laying Bricks?

There are two ways to criticize anything. One way is to find fault with it. The other way is to find fault with it, and then show how the thing criticized can be improved—how something better can be made, or done, to take its place.

The first way is like throwing bricks at a stone wall. All it does is to break the bricks to pieces, and both the time it takes to throw them and the bricks themselves are wasted.

The second way is like laying bricks—building something useful with them—so that the time it takes to lay the bricks and the bricks themselves both represent good work and good results for all concerned.

When criticisms are offered not simply to find fault, but to suggest an improvement, everybody and everything benefits, including the man who makes the criticism and the work itself.

So let's not hesitate to criticize—provided we can do it by laying bricks and not simply throwing them. Bricklayers do important work, and anyone who can suggest a way to do things better than they are now being done will help us and help himself when he does so.

LARY LAFFS

There was a young man from the city,
Who met what he thought was a kitty:

He gave it a pat,
Said "Nice little cat!"
And they buried his clothes out of pity.

"Pardon, sir, but could you tell me
where I could get a drink?" a wayfarer
asked our friend Mr. O'Malley one day.

"Mister," said O'Malley, "I'm in the
street car business and only a street
car motorman. You're the third man
this morning who has mistaken me for
a policeman."

Onlooker: Surely, Mose, you don't
expect to catch fish in that stream?

Mose: No, sah; ah don' specks to.
Ah's jes showing mah old woman ah
has no time to turn de wringer.

"You'll have to take less strenuous
exercises and get more sleep," said
the doctor to the dejected man before
him.

"That's my idea exactly," said the
other. "Would you mind coming up
to the house and telling that to the
baby?"

Tommy, very sleepy, was saying his
prayers.

"Now I lay me down to sleep. I
pray the Lord my soul to keep—keep—
"If," his mother prompted.
"If he hollers, let him go, eeny,
meeny, miney mo!"

The pole line gang had come into
this joint straight off the job and they
were hungry.

"What'll you have?" asked the lady
in waiting of one of the gang's biggest
and toughest.

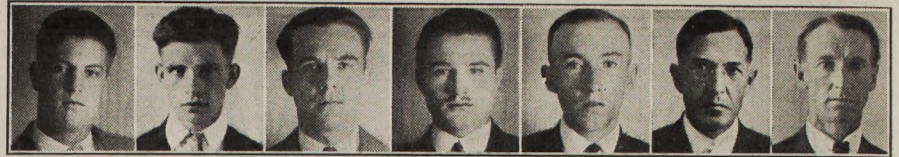
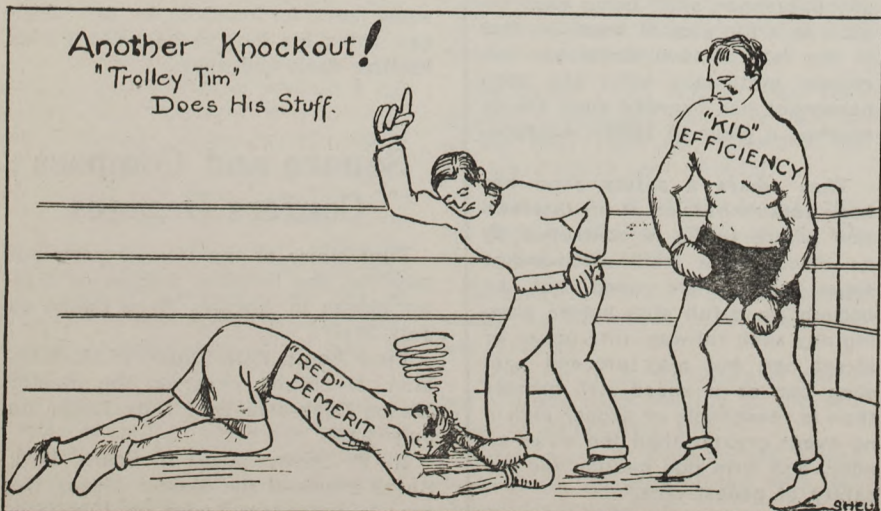
"Beef."
"How do you want it," she per-
sisted.

Joe waved an enormous and impa-
tient hand.

"Oh, drive in the steer and I'll bite
off what I want."

Jones (who had called around to see
if his friend had recovered from a
wild night): "Is Mr. Wizzy up yet?"

Landlady (sternly): "Yes, he got
up, drank his bath and went back to
bed."



Left to right: S. R. Leckey, T. D. Hall, C. F. Smith, O. J. Palmer, W. A. Walsh, R. F. Griffin, H. Newell.



Left to right: E. L. Jandro, C. Welsh, P. H. Spradling, J. D. Atkinson, J. E. Nielson, A. J. Hathwell, A. C. Fricke.

"In all the affairs of human life," said Henry Clay, "I have remarked that courtesies of a small and trivial nature are the ones which strike deepest to the grateful and appreciating heart."

For Conductor S. R. Leckey of Division Three from Mrs. Emma C. Yarger for his courteous attention in assisting an elderly woman on and off the car.

For Conductor T. D. Hall of Division Three from Miss Nellie P. Miller Hemenway for his kindly helpfulness in assisting a badly crippled woman off the car. Conductor Hall also received an appreciation from Miss Ella Kennedy for his never failing courtesy in helping her on and off the car.

For Motorman C. F. Smith of Division Five from Miss Marie Conder for his thoughtfulness in waiting for an elderly couple to board his car. They had signalled from the left front side of the car and Motorman Smith held the car until they boarded.

For Conductor O. J. Palmer of Division Four from Mr. and Mrs. F. C. Marvin for his kindly patience and courtesy to his passengers in giving directions, helping his patrons on and off the car, and for his never-failing good nature. Mrs. Marvin concludes by saying: "In all our twenty-seven years of car travel in Los Angeles, he is one hundred per cent."

For Conductor W. A. Walsh of Division Five from Miss A. Bolton for courtesy in paying her fare when she had boarded his car without her car book.

For Conductor R. F. Griffin of Division Four from W. B. Cunningham for paying his fare when unable to change the bill presented for payment.

For Conductors H. Newell and E. L. Jandro, both of Division Three, from Miss Ella Kennedy for carrying her a little farther than the regular stopping place, when there were no other passengers to alight, so that she might have a shorter distance to go, and for their continued kindness in helping her on and off the cars. Miss Kennedy concludes with: "I believe the song says: 'Have you had a kindness shown? Pass it on'—so I pass their kindnesses on, though I know they did not do them with any thought of reward. One can always tell real, true kindness."

For Conductor C. Welsh of Division Three and for Motorman P. H. Spradling of Division Two from Mrs. M. Catherine Van Vleet for kindness to her. Conductor Welsh cheerfully furnished her with information that was

important to her, and Motorman Spradling showed his thoughtfulness in letting her cross in front of his car in order that she might make connections with another car at a transfer point. Mrs. Van Vleet says: "It means so much to us older people to receive thoughtfulness, and I am so grateful of the opportunity to call it to your attention"

For Conductor J. D. Atkinson of Division Three from a patron who asks that her name not be published, for his kindly courtesy to herself and to others who ride his car.

For Motorman J. E. Nielson and Conductor A. J. Hathwell, both of Division One, from C. L. Gould for their efficiency and service. Mr. Gould says in part: "In regard to these two men, I would like to state that I am well pleased with their service and I consider their efficiency and courtesy one hundred per cent."

For Conductor A. C. Fricke of Division Two from Miss Maude E. Donahue for courtesy in paying her fare when he was unable to change the bill presented.

What's In A Name

A Chicago lawyer filed an argument when he made application to register a trademark for "Limestone Brand," a medicine. The examiner of trademarks refused to sanction it on the grounds that the medicine contained no limestone. "The label was deceptive," the examiner said.

"Ivory is a good trademark for soap not made of ivory," wrote the lawyer in his brief on the subject, "Gold Dust washing powder is not made of gold dust. There is no bull in Bull Durham. Pearline contains no pearls, and White Rock is a water. There is no milk in magnesia, in milkweed or in the cocoanut. These are all as remote as the cow in cowslip.

"There is no grape in grapefruit, or bread in breadfruit. A pineapple is neither a pine nor an apple; a prickly pear is not a pear; an alligator pear is neither an alligator nor a pear, and a sugar plum is not a plum.

"Apple butter is not butter. All the butter is taken out of buttermilk, and there is none in butternuts, nor in buttercups, and the flies in the dairy are not butterflies."

Be that as it may, there's a street car conductor in Los Angeles whose name is Russell Nichols.—Key Note.

Bulletins

ISSUED AUGUST 1, 1927

STREET CAR

NO. 109—NOTICE TO CONDUCTORS
The following passes are reported lost:
Pass No. 1103, issued to J. H. Craig, Chauffeur, Way and Structures Department.

Pass No. 1142, issued to G. T. Fulker-son and men (Foreman of Oilers), Way and Structures Department.

Pass No. 5680, issued to T. W. Rasmussen, Motorman, Division No. 2.

Pass No. 6120, issued to D. A. Van Dyke, Conductor, Division No. 1.

Pass No. 7037, issued to E. Shaw, Conductor, Division No. 1.

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

NO. 110—NOTICE TO CONDUCTORS
Employes' Ticket Book No. 18791, issued to bearer, Legal Department, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 111—NOTICE TO TRAINMEN
The Union Pacific at Butte Street and Santa Fe Avenue is being used as a main line. Trainmen will operate in accordance with Rule No. 67, Page No. 28 of the Rule Book, 1925.

Flagman is maintained at this crossing from 6:00 a. m. until 6:30 p. m.

NO. 112—NOTICE TO TRAINMEN
Telephone, Westmore 8456 (which was located at Dispatcher's Office) has been discontinued. When calling the dispatcher—except in emergency cases—call Westmore 7211, AT ALL TIMES. Emergency cases, call Westmore 8060.

R. B. Hill

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, July 27th:

To Division One: Motormen R. J. Schauenberg, R. C. Adams. To Division Two: Motormen D. P. Burns, J. R. Graves, R. C. Steele, Conductors D. A. Tierney, C. C. McAlister, M. B. Whitaker, D. F. Barrier. To Division Three: Motormen M. H. Sobrero, L. F. Martin, F. O. Murno, R. A. Elliott, Conductors M. Woodrome, F. S. Dickerman, M. Smetana. To Division Four: Motorman H. B. Tillman, Conductor J. M. Walker. To Division Five: Motormen E. F. Kirk, C. B. DeCamp, H. Underhill, Conductors E. J. Noakes, H. Whitaker, A. V. Taylor, N. V. Morris, J. C. Walters.

For Sale

1925 Ford Coupe—Will sell or trade. B-93.

Equity in House—Four rooms and bath, lot 50x148, at end of "P" Line, 3711 Dozier Avenue. Will sell or exchange for acreage. B-94.

Five White Leghorn Hens, \$1.00 each. B-95.

Spotlight, No. 70 S. & M. \$5.00. B-96.

For Rent

Modern House—Three rooms, furnished, garage; \$30 per month; lawn kept up by owner. 425 West 101st St., near Broadway. B-97.

Four Room—One-half double bungalow, newly decorated throughout, garage; close to Division Two. Special rate of \$25 per month to employes. B-98.

Modern Cottage—Three rooms, unfurnished, breakfast nook, garage; convenient to Division One and car line; adults preferred. No annoying pets; cottage on front of lot. B-99.

Legal Question Box

Q. When a debt is barred by the statute of limitations, is the lien also barred?
R. S.

A. Yes.

Q. An aunt of mine, recently deceased, did not mention me in her will. However, she was indebted to me in the sum of three hundred and fifty dollars (\$350.00) for labor which I performed on her home and she promised to remember me in her will. To whom should I present my claim?
C. H. C.

A. To the administrator or executor of her will.

Q. If a mortgage note is extended, is the mortgage also extended?
R. M.

A. Yes, if you extend the note before the statute runs.

Q. What is the difference between an executor and an administrator?
J. N. S.

A. The former is named by the person in his will and the latter is appointed by the court.

Q. Is it necessary to make a demand for the payment of a promissory note before suing?
H. P.

A. No.

Q. After an action is filed in the Superior Court, how long a time must elapse, providing no summons are served, before you can ask for a dismissal?
G. D. R.

A. Three years.

Q. What sum limits the civil jurisdiction of the Small Claims Court?
A. E.

A. \$50.00.

Q. If party rents apartment for one month, paying in advance, can they collect any refund if they move out before month is up?
G. G.

A. No.

On Vacation

From the Auditing Department: G. W. MacDonald, Chief Clerk, will spend his vacation touring north through the Redwood Highway.

C. E. Pelsue, Dispatcher, is spending part of his vacation at Catalina Island, and partly on his walnut ranch in Riverside.

J. H. Sheridan, Investigator, Employment Department, is up at Pismo Beach and adjacent territory.

John Collins, Supervisor of Safety, is up in the Mammoth country, hiking.

G. M. Link, Chief Clerk, Engineering Department, is vacationing in his cabin in Blue Jay Canyon in the vicinity of Lake Arrowhead.

H. H. Peterson, Chief Clerk, Electrical Engineering Department, is taking life easy in San Bernardino and way points.

Miss Louise Lefflar, Clerk, Claim Department, Los Angeles and vicinity. A. C. Mellette, Claims Investigator, Los Angeles and vicinity.

Miss Anna Horn, Engineering Department, whereabouts unknown.

R. S. Bliss has just returned from Balboa.

From the Schedule Department: C. Freestone is touring San Francisco and vicinity. D. H. Johnston in Big Bear country, and W. B. Mott in Big Pines Camp on the ridge of the Mojave Desert.

A. W. MacFarland, Flagman, whose vacation tour was given as Western Canada, we are informed on later advice, is to tour Eastern Canada to visit relatives.

G. M. Brassington, Information Man, local beaches.

J. W. McElroy, Information Man, has just returned from a vacation at the local beaches.

Score Two More For Doc Stork

Conductor T. G. Henry of Division Three was passing around the smokes in celebration of the arrival of a 10-pound boy. The baby was born on the 22nd instant.

The arrival of a big nine-pound baby boy is the proud announcement recently coming from Carpenter L. A. Johnson of the Shops. He reports good progress of both mother and son. Johnson is taking an extended vacation of the strength of his pride. Thanks for the smokes.



We take pleasure in announcing the marriage of Miss Mae Warren to W. B. Bates, Mechanic on the Second Shift. The wedding day was July 17th, and E. J. Richards, Clerk on the same shift, was best man. He also claims that he almost kissed the bride first. The newlyweds are contemplating a honeymoon trip to San Francisco. They are residing in Hollywood at present. The boys of the Garage extend their congratulations and thanks for the cigars.

Bus News

Mines Avenue Bus

A new schedule for Mines Avenue and Whittier Boulevard Bus Line will become effective Thursday, August 4. This schedule will provide for later service, with the last bus to leave 7th and Los Angeles Streets at 12:35 a. m., and Simmons Avenue at 1:07 a. m. Mid-day service will be every twelve minutes instead of every fifteen minutes.

Figueroa Street Bus

The new schedule on the Figueroa Street Bus Line provides for the last bus to leave 7th and Olive Streets at 12:35 a. m.

Dispatcher Celebrates

With the rounding out of twenty-three years of service with the Company, J. E. Marsh, Dispatcher, has been on the board for sixteen years.

He is still going strong and anyone who has worked the dispatcher's board for any length of time can appreciate the value of this man to the Company.

(Continued from page One)

their trolleys while passing through. One conductor, after being instructed, failed to pull his trolley clear down, with the result that he hooked the next span and pulled down about another thousand feet of wire, and that meant more delay. He urged conductors, when instructed to pull down the trolley by someone in authority, to see that the trolley comes right down to the roof.

He gave another instance where there was a delay of ten minutes due to the installation of a fire hose bridge. This resulted in a string of cars lining up. The delay grew to 17 minutes, as the crews of each car had to come running up to see what the trouble was. "When an accident happens that requires the attention of one crew," said Adams, "that doesn't mean that sixteen crews should run up to see what the trouble is."

Failure to understand dispatcher's orders will often cause considerable delay. "Don't leave the dispatcher's phone until you are sure in your own mind that you understand what the dispatcher wants," he said.

"Another thing that comes to my attention," continued Adams, "is that some trainmen fail to make prompt reports of mechanical trouble to their car." Where a crew is to be relieved in about fifteen or twenty minutes, they will leave the reporting of the defect to the relief crew, and in some cases fail to report it at all. The relief crew may not know anything is wrong and accidents are likely to result.

In commenting upon lack of co-operation between a motorman and conductor of a car, Mr. Adams told of a case where an old motorman had a new conductor on his car and was complaining of the fact. Adams reminded the men that they were all new at the game at one time and explained how more assistance to the new men working with them will mean successful results.

Schedules Meet Summer Travel

According to reports received by the Operating Department, the time tables recently compiled by the Schedule Department for summer travel by patrons are apparently working successfully.

To cope with the change in travel during the school holidays, some 30 time tables in all were required for week days, Saturdays and Sundays, and from all indications the men are well satisfied with the runs on these new schedules.

Traffic Man Passes

While assisting traffic at Second and Broadway, Saturday, July 23rd, F. E. Beverly suddenly collapsed and died on arrival at the Receiving Hospital.

Beverly was formerly Conductor out of Division Five. On March 6th, 1921, he was promoted to Towerman, and on February 7th, 1927, to Traffic Man, which position he held up to the time of his death.

Appreciation

I wish to express my deep appreciation to the Co-operative Association and to my co-workers and friends for their kindness and thoughtfulness during the illness and death of my wife.

Frank A. Maloney.

Division Four

C. J. KNITTLE

Motorman Ed Leichter went on leave June 10 with his wife and little daughter and a Nash Six. They drove to Salt Lake, visited the Mormon tabernacle and the capitol building, also the museum. From there they drove to Idaho, taking in Idaho Falls and the state capitol at Boise. Then they motored across the wheat belt and landed in Walla Walla, Wash. They rested a while and traveled on to Spokane and took in everything. Seattle was next. They did not miss a thing. Then Port Angeles, the northernmost United States city on the west coast. From there they slid down the map without missing Mount Rainier, the scenic Columbia River regions and Mount Shasta. They arrived back Wednesday, happy and ready to go again.

Mrs. A. L. Layton, wife of Conductor Layton, arrived home from a 4800-mile auto trip last Tuesday. Mrs. Layton spent a week with relatives in Kansas, two days in Guthrie, Okla., and four days in Toga, Texas. It is so hot in Oklahoma and Texas this year the flies have migrated.

Supervisor Perry of "P" Line returned from his annual vacation last Monday. Perry's objectives, Lake Otai, San Diego, Tia Juana and Lake Henshaw, were all taken in and he reports a wonderful time. He was accompanied by Supervisor N. L. Goddard. They stayed at Henshaw six days.

We also notice Motorman R. F. Osterlander and his conductor, A. S. Martin, are back from a 90-day leave, in which they toured the near east.

Motorman R. Q. Stanford, who was on a 15-day leave, has sent in his resignation.

Motormen G. Culp, M. L. White and Conductor J. T. Pickard are taking ten-day rests.

Cash Receiver Ray Smith went on his regular two weeks vacation Saturday. He expects to build a cabin on his lot in Santa Susanna Canyon. Ray also will make a trip to Morro Bay, a small resort directly west of San Luis Obispo.

Motorman H. P. O'Gorman has been granted a 40-day leave to make a trip east.

Other trainmen on vacation are Motormen L. M. Chapman, 90 days; E. W. Moore, 30 days, and Conductor S. H. Corbin, seven days.

Division Three

L. VOLNER

The recent shake-up caused many of the old-timers to change runs. Motorman J. J. Brannick is missed on his early Eagle Rock run. Many of his friends were asking what had become of him.

A. E. Fontaine has returned to duty after his annual vacation and says he is now in shape for another year of good service.

Conductor W. S. Rice is figuring on leaving the service in the near future to accept a position with the Reo Motor Car Company. Mr. Rice can point with pride to his record as a street car man, with twenty-nine years in Philadelphia and ten years in Los Angeles.

Conductor L. L. Sweet is spending several days in Salt Lake City.

Conductor Harry Beals and family are giving the old Oldsmobile another workout for about fifteen days. Harry will have some interesting tales to tell upon his return.

Yardmaster Ed Forsythe tells this on himself, though how he could is hard to understand. Desiring to remove an auto tire from the rim, he stretched it out nicely on the ground, clamped on a rim spreader and gave a push—nothing doing. More pushes and nothing doing. Being a short-tempered guy, he raised up on his hind legs, placed a No. 12 on the handle and came down hard. Right away something happened. A loud explosion smote the air. Ed turned a back somersault, and a perfectly good inner tube went bloeey. Moral: Don't yank a rim loose from a tire that has 65 pounds of air in it.

Motorman W. A. Cobb, who has been on the sick list for several weeks, has gone to Fresno to spend a month or two. Here's hoping the climate there will fix him up so he can return to work.

Motorman F. M. Wilson had a slight accident the other day while shaving. In stropping his razor something slipped and off went the end of one finger. Better try a safety from now on, Wilson.

Motorman O. Short has returned from his vacation and reports Missouri as in fine shape. He had a good time, but was glad to get back.

Wednesday a lady called the division and inquired of Clerk Derry if

Division One

H. N. COLE

It was pay day, and John Henschall's pockets were already bulging with yellowbacks, etc. John was coasting along in deep thought, but his eyes were wide open. Suddenly he applied his brakes and dived from the car, and in less than no time he was caressing two perfectly good one dollar bills that were cuddling each other on the street, waiting to be adopted. While they last, he and his conductor will have a cool drink at each terminal.

Clerk R. A. James has the laugh on Traffic Manager L. W. Sweeney and declares Sweeney is not a very good judge of prize fighters, inasmuch as he lost a bet made between them on the recent fight. James is swanking, but wait till the next fight, and maybe, "He who laughs first will laugh last."

Motorman E. Braun is taking sixty days off, but is spending it all in the city. He is dividing his time between playing pinochle at the Division and riding around on the "N" Line.

Motorman Tommy Ryan is anxious for all the boys to know that he is now running the lunch room just across the street. Tommy is putting out a good meal at popular prices, and if you are not satisfied with your first meal, just come back and try it again.

A card from Conductor Martin Saslow sends greetings to all the boys at the Division and says tell them that fishing is fine at Big Bear Lake, where he is spending his vacation.

Motorman Nate Robinson, who has been flagging since he recovered from a case of illness, has come back to work.

Motorman L. Burnett reports that his wife, who has been confined in the hospital for several weeks, is improving rapidly. She left the hospital several days ago and is at her home.

Foreman J. B. Lair starts on his vacation next Sunday. He seems undecided as to where he will go. So that's that.

Division Two

E. A. MOXLEY

some navy blue georgette had been turned in. He held his hand over the mouthpiece and asked one of the other clerks, "What the dickens is navy blue georgette?" He was informed that it was a new kind of an automobile jack. He told the lady that it had not been turned in. About an hour later a Conductor went up to the window and told Derry he had found some navy blue georgettes on the car, but that they were spoiled, so he threw them away. Derry said nothing, but knew there was something wrong somewhere. About that time a Motorman called him and told him he had run over a navy blue georgette and injured it so badly that it was necessary to call an officer and have it shot, and would it be necessary to make out an accident report? The balance of the afternoon was somewhat smoky, but is all over now.

E. R. Leggett and E. L. Mason departed early Sunday morning for one of the barges. They made a good haul and passed them around to the boys who happened to be at the division when they returned.

When you read this little paragraph you will have just about four hours to have your WATCH INSPECTED for the month of July. If it has not been attended to you better move fast.

Division Five

FRED MASON

Conductor V. M. Muckenthaler, our Extra Clerk, has discarded the old Dodge and now cavorts around in a Packard of the year 1921. "Muck" says he gets eight miles to the gallon, providing he walks four. That's gasoline we're talking about.

Conductor R. H. Manning, who went back east a couple of months ago, writes from Blackwell, Okla., saying that he has gone into the laundry business and in tendering his resignation wishes to be remembered to all the boys. All join in wishing him the best of luck and the wise-cracker comes through with, "Blackwell sounds like a good place for the laundry business."

We regret to announce the death of Conductor W. C. "Dad" Sanders, who passed away on Friday, July 22nd, 1927. Interment took place at the Inglewood cemetery on Monday, July 18th, 1927, and members of Division Five acted as pallbearers. "Dad" entered the service in August, 1919, and made many friends at this division and other divisions. All the boys of Division Five join in expressing their heartfelt sympathy to Mrs. Sanders, who survives him.

Motorman "Mike" Tobin is off for a couple of weeks vacation and is spending it quietly at home.

Conductor H. L. Raines was called back east to Cleveland, Ohio, on account of the serious illness of his mother.

Conductor E. O. Davidson resigned last Wednesday and is going back home to Guymon, Okla.

That young switchman of ours, Bill Stoll, celebrated his 64th birthday last Wednesday, July 27th, 1927. His sidekick, Mr. Bill Chapman, Conductor Merlin Chapman's father, also celebrated his 54th birthday on the same day. The festivities were held at Mr. Chapman's home and these two youngsters put in a wonderful day blowing out candles.

Shops

JACK BAILEY

The Pump Supply Nine fell in the well last Saturday when they lost round by round to the Lary Nine, 7 to 9. Dyer's hitting spree featured the game.

It is a super-abundance of water and snow that make the greenest of meadows, mountainsides and fields full of the varieties in the great open spaces. Thus we have Ray Shollin, known as "Stump" of the Pattern Shop, returning from Yosemite to put his nose to the stone once more.

H. Turner of the Master Mechanic's office has returned from his vacation. He and wife were stationed at San Diego. Several trips to Tia Juana were made during their stay there. Mr. Turner also visited the Ryan Air Field at San Diego, where several of his World War pals are now stationed. Flying is the high spot in Turner's favorite pursuit.

L. Sawyer, Machinist, is back from a breezy vacation spent at Pismo Beach, fishing for clams. B. S. Rivers, Machinist, is on the sick list.

Joe Schreiber of the Truck Shop has been on the sick list for three weeks, suffering from a broken wrist.

Frank Goodman, A. Longway, Inspector, is all smiles this week. We think he and the girl friend have started all over again.

Thomas Watts, son of J. T. Watts, Foreman of the Wiring Department, is a new man in the Winding Room.

Roy Baxter, Truckman, is spending a lot of his time in his wife's beauty shop of late. Have you noticed the wavelet in Roy's pomp. Paul Abbey of the same department has his eyes on a shoe shining parlor. More power to you, boys.

C. E. Hendricks, Carpenter, spent the week-end at Catalina.

Bus Division

ELMER WOOD

In answer to the many inquiries from trainmen and those of other departments regarding the Associated Aero Club now being organized at the Bus Division, the club now has the twenty-five charter members and will have a meeting this week at which they will elect officers and set a date to take in applications for more memberships. It has been granted that all employes of the Los Angeles Railway will be eligible to join this club. So see next week's issue of Two Bells for particulars.

Supervisor Dave Schantz is spending his two weeks vacation at Big Bear Lake. He took a fishing rod along so will probably have some fish stories to tell when he gets back.

Operator H. C. Pierson has returned from a fourteen-day leave of absence, most of which he spent at Catalina Island, and he sure looks like a native from there.

GARAGE NEWS

Harry Nordmark, Clerk in the office, has returned from his two weeks vacation spent in Portland, Ore. Harry reports a very enjoyable visit and a wonderful trip despite the fact of having to drive up and back by himself.

J. W. Murray, also of the office, is leaving today for Yosemite Valley, where he will spend a week. He will then spend a few days at Rosenbaum's Ranch in Capistrano and a few days at Coronado.

A postcard was received from Hugh Brown, formerly a mechanic. Hugh has been touring the United States and was headed for Los Angeles when he wrote from Yellowstone Park.