

Company Man Among Honor Guard To Col. Lindbergh

As a fitting tribute to Colonel Charles A. Lindbergh on his visit to Los Angeles, the American Legion selected a Guard of Honor to greet him on his arrival at Vail Field and to escort "America's Ambassador of the Air" through the surging seas of admiring spectators to the Coliseum on "Lindbergh Day," September 20th.

It was the distinct privilege of one of our trainmen, Conductor Leonard C. Price of Division One, to be selected, with nine other Legionnaires, to act as escort. These ten were selected out of some 12,000 members of the American Legion. However, it was found that, at the eleventh hour, it would be impossible to carry out this plan and changes had to be made accordingly.

Conductor Price was selected because of his excellent overseas record. He enlisted before he was eighteen years of age in June, 1917, in North Dakota. He went overseas in December, 1917, and was assigned to the 18th Infantry of the First Division of the American Forces, serving through the battles of Cantigny, Soissons, St. Mihiel and Meuse-Argonne. This division held four different defense sectors, the longest period of time being 72 days, and the shortest 37 days. Price was promoted to the rank of corporal during the battle of Soissons.

He was wounded at Hill 240, near Exermont, October 9, 1918, and was in the hospital at the time the Armistice was signed. He was honorably discharged before he was twenty years of age.

The First and Second Divisions were the only American troops to be decorated by the French government with shoulder citation cords. The First Division was "first in France, first in line, first to open fire, first to suffer casualties, first to capture prisoners, first to raid, first to be raided, first in length of time spent in the front line, first in Germany, but last to leave." They suffered with battle deaths numbering 4204, and wounded, 19,141. For every prisoner taken by the enemy, they captured 100 Germans.

This Division established a wonderful record and Corporal Price is naturally proud of it.

It is singular that Conductor Price should work out of Division One—the first division.

Bus News

Sunday, September 25th, a new schedule became effective on Wilshire Bus Line providing for the first bus to leave Fifth and Hill Streets, Sundays, at 6:00 a. m., and Wilshire and Fairfax at 6:30 a. m.

To Attend Convention

George Baker Anderson, Manager of Transportation, leaves shortly to attend the annual convention of the American Electric Railway Association to be held at Cleveland, Ohio, October 3rd to 7th, inclusive.

Mrs. Anderson will meet Mr. Anderson in the East after the convention and they are planning to return to Los Angeles by way of the Panama Canal.

Jot it down so that you don't forget the meetings to be held at the different divisions.

C. M. McRoberts, General Claim Agent, will be the principal speaker. R. B. Hill will attend all the meetings.

And we have a pleasant surprise—the Company Orchestra, under the direction of L. Sweet, is going to liven the air with catchy melodies. The personnel of the orchestra now consists of L. Sweet, saxophone; W. Taylor, drums; A. E. Eidsen, bass; W. V. Sweet, piano, and H. V. Skoog, banjo.

Here is the lineup of the meetings:

- Division One—September 26.
- Division Two—September 27.
- Division Three—September 28.
- Division Four—September 29.
- Division Five—September 30.

Wim Takes Vacation

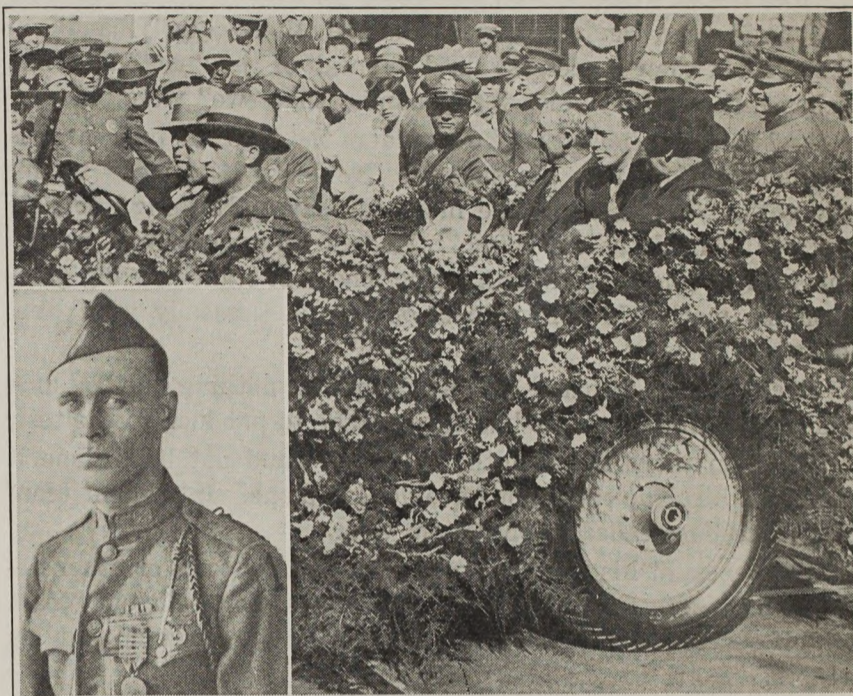
L. L. Wimberly, Superintendent of Division Four, slipped away for his regular two weeks' vacation. He left no word of his plans except that he will make a brief visit to San Diego and possibly points south of there.

New Lights in Use At Division One

The reason for the bright illumination in the vicinity of Seventh and Central is that the new lighting system has been put into operation at Division One.

The old series, burning D. C. lights, have given way to the new 200-watt outlets with the steel dome reflectors.

This brings Division One lighting system to a par with the other divisions.



"America's Hero" being escorted down Broadway. Colonel Charles A. Lindbergh is seated in the center of rear seat. Inset: Conductor Leonard C. Price of Division One, selected with nine other Legionnaires as Guard of Honor by the American Legion.

One Musketeer Returns

Finding the altitude a little too much for him, and not feeling any too well, T. Y. Dickey, Superintendent of Division Two, was forced to abandon his hunting trip in the High Sierras, near Bishop.

Carl Gordon, Mechanical Foreman of Division Five, commander-in-chief of the expedition; Ed Forsythe, Switch Foreman, Division Two, and Ed Yonkin of the Instruction Department are carrying on in spite of the fact that one of their best marksmen is not with them—that is, physically.

Community Chest Officers Named

An extensive campaign is to be waged this year by the Community Chest in its attempt to combat sickness and poverty, assist handicapped persons to find employment and to train boys and girls in the principles of good citizenship.

Under the plan, as carried out last year, A. B. Merrihew has been commissioned Colonel of Division 54, Battalion "A," Team No. 1327, to carry out the campaign in the Los Angeles Railway.

Colonel Merrihew has selected the following nine men to assist him as majors: Major E. C. Williams, Division One; Major T. Y. Dickey, Division Two; Major G. E. Ferguson, Division Three; Major L. L. Wimberly, Division Four; Major E. R. Dye, Division Five; Major George Link, Engineering Department; Major F. T. Burchett, Mechanical Department; Major R. B. Hill, Transportation Department, and Major F. Van Vranken, Bus Division.

These majors have been ordered to appoint their captains and lieutenants and build up an organization to cover the field thoroughly in the solicitation of funds.

The drive for 1927-1928 will commence October 31st and continue until November 9th, 1927.

Large Attendance at Club Meeting

A very good attendance was noticed at the regular stated meeting of the Square and Compass Club, held Saturday, September 17.

Several initiates were admitted into the club, and together with the refreshments which followed the initiation, the evening was a huge success.

Track Work on State Street

The Engineering Department is at work on installing double track on State Street from First Street to Brooklyn Avenue. Special work is being installed at First and State Streets to take care of the re-routing in service which will be necessitated by work on the new First Street Viaduct.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

"We"

The outstanding personal attribute of "Lindy" is his extreme modesty. That is why his accomplishment is referred to by him not as what "I" did, but what "we" did.

J. P. Morgan (and there were and are others equally candid in the stories of their successes) used to speak of the "luck" that had befallen him. "Lindy" also freely admits that "we" were "lucky."

And thus he shows that he considers the "me" as more or less an accidental factor in his success. He just "happened" to get away with it, that's all, as he indirectly says. Nothing about "I knew" or "I made up my mind." He saw an opportunity, put all of his capital (meaning skill and experience) at stake in a big gamble on his machine's ability to co-operate successfully with him, and—won!

Lucky?—yes, in part. But he knew that nothing but bad luck could thwart him. And he had the courage to put luck to the test.

In union there is strength. "Lindy" could not have done it alone. His airplane could not have done it alone. Intelligent team work, sometimes called co-operation, won.

Jim Jones, at his shop or on his car, and his tools or other device are like Lindy in this respect. There must be intelligent "team work" if success is to be assured. Bluff and bluster are no good as partners.

"Luck" in such cases is like Lindy's luck. For in spite of his modesty who dares deny that he knew his job, knew his machine, knew that nothing but overwhelming ill luck could cause "us" to fail?

BOUQUETS



Left to right: M. B. Stewart, R. A. Clapp, M. Woodrome, O. R. Burnett, W. O. Kirkpatrick, G. H. Drinkwater, T. A. Brewer.

For Conductor M. B. Stewart of Division One and Conductor R. A. Clapp of Division Four from Miss Winona Peterson, who commends the invariable courtesy of all motormen and conductors and particularly Conductors Stewart and Clapp. Miss Peterson expressed her appreciation to Conductor Stewart for cheerfully helping to load and unload some heavy baggage for several of her friends en route to a train. Referring to Conductor Clapp, her letter concludes: "I must mention also the unfailing good nature and friendliness of this man. His regular passengers begin to smile when they see his car coming, then exchange joyful greetings with him like old friends."

For Conductor M. Woodrome of Division Three from Miss M. Patton for his courtesy in lending her car fare.

For Conductor O. R. Burnett of Division Three from Mrs. W. B. Johnson for his kindly courtesy in helping

her with her baby and little girl. Mrs. Johnson writes: "It is not pleasant to travel on a crowded car with children, but this conductor made it so."

For Conductor W. O. Kirkpatrick of Division Four from Mrs. C. N. McNeal for stopping his car, running back and securing a check which had dropped from a woman's handbag. Mrs. McNeal says: "I call that service."

For Conductor G. H. Drinkwater of Division Five from Albert F. Bolz for his sincere and courteous service to all his passengers, and his particular care and kindness shown to women and children and the aged. Mr. Bolz says in part: "I believe I can safely say that he is one of the most courteous street car conductors I have ever met."

For Motorman T. A. Brewer of Division Two from Mrs. Catherine Van Vleet for his kindly manner in directing her in finding her street after she had left his car.

Who Ride?



Oh, say, who comes to town today?
That bugles sing and trumpets play?

This is the earth's high holiday.
Romance is here! Make way! Make way!
He comes to town today!

He does not guess, the quiet-eyed,
As he goes by in his young pride,
Who ride beside! Who ride beside!
Who come to town today!

But strain your eyes and you may know
Their shining faces lifted so,
Those dreamers out of long ago
Who ride with him today!

See—close behind the clear-eyed lad
There's Lancelot and Galahad
And Arthur, all in silver clad—
They come to town today!

And smiling on the unafraid,
Leading the joyous cavalcade,
With flashing sword unsheathed, the Maid
She comes to town today!

All those who gayly fought and bled,
Whose young flesh makes the poppies red,
In long, long lines of singing dead—
They come to town today!

And, "He is one of us!" they cry,
"Who dared the sea, who dared the sky—
Who dared his own wild dream to try!
We follow him today!"—Stella Korbin.

This Advice Ought To Be Good

A young engineering student, for some inexplicable reason, has asked us what he is to do to succeed. We falter in replying, not because we dislike the giving of advice, but because we lack personal perspective. Russell Sage once said the best way for a young man without friends or influence to begin is to get a position. That ought to be easy, but you'll find a line forming at the right. Second, said the great Sage, the youngster should keep his mouth shut. Third, he should observe, be faithful, make his employer think he would be lost in a fog without him, which isn't always easy to do with employers, should anyone inquire, and finally the young man should be polite.

John D. Rockefeller believes, he says, that the man who starts life with the idea of getting rich will not succeed. He must have a larger ambition, which the editor cannot at the moment conceive. Mr. Rockefeller says there is no mystery about business, but we don't believe him. Keep your head clear, he says, and you will come out all right. Maybe so.—Exchange.

Lary Laffs

Doctor: Your husband's not well today, Mrs. Maloney. Is he sticking to the simple diet I prescribed?

Mrs. M.: He is not, sorr. He says he'll not be after starvin' himself to death just for the sake of livin' a few years longer.

He was subject to fainting spells, and before starting out he wrote this note, which he pinned to his shirt:

To the Doctor: If I fall on the street and am taken to the hospital, do not operate. My appendix has been removed twice already.

"You may bring me a dozen fried oysters," he said.

"I'se awfully sorry, boss," apologized the colored waiter, "but de fact is, sir, we's out of all shell fish 'ceptin' aigs."

Voice (on phone): Hello! Is this the fire department?

Lieutenant: Yes. What is it?

Voice: How far is it to the nearest alarm box? My house is on fire and I want to turn in an alarm.

Mike: "Did ye ever speak before a large audience, Pat?"

Pat: "Fairly large, I did."

Mike: "And what did you say?"

Pat: "Not guilty."

The train halted for a moment at the station and the traveler reached out, called a small boy, and said: "Son, here's fifty cents. Get me a 25-cent sandwich and get one for yourself. Hurry up."

Just as the train pulled out, the boy ran up to the window. "Here's your quarter, Mister," he shouted. "They only had one sandwich."

Mrs. Murphy: "An' do ye think he looks loike his father?"

Mrs. Flanagan: "Ooi, do, but don't ye mind that, Mrs. Murphy, just so long as the child is healthy."

Officer (to wounded soldier): So you want me to read your girl's letter to you?

Pat: Sure, sir; but as it's rather private will you please stuff some cotton wool in your ears while ye read it?

Bulletins

ISSUED SEPTEMBER 26, 1927

Street Car

NO. 136—NOTICE TO CONDUCTORS

The following passes are reported lost: 1219, issued to A. Gandera, Laborer, Way and Structures Department.

5672, issued to A. G. Randolph, Motorman, Division No. Four.

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

NO. 137—NOTICE TO CONDUCTORS

Pass No. 946, issued to Olive Cochran, Investigator, Claim Department, which was reported as lost in Bulletin No. 133, has been recovered.

Also Pass No. 1641, issued to H. F. Darby, Rigger, Electrical Construction, reported in Bulletin No. 134 as in improper hands, has been found.

NO. 138—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 37516, issued to Fireman John R. Martin, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

Bus

NO. 58

Line "R" resumed operation over the Seventh Street Viaduct Monday, Sept. 19th, and a shuttle line will be operated between the intersection of Seventh Street and Boyle Avenue and Ninth and Boyle on a five-minute peak headway and 12-minute off peak daily except Sunday. No service on Sunday. Time of first and last car given below:

Daily Except Saturdays and Sundays—From Seventh, first car, 6:00 a. m.; from Ninth, 6:05 a. m. Last car, from Seventh, 6:38 p. m.; from Ninth, 6:33 p. m.

Saturdays—First car from Seventh, 6:00 a. m.; from Ninth, 6:05 a. m. Last car from Seventh, 9:37 p. m.; from Ninth, 9:32 p. m.

No change will be made in the honoring of bus tickets between the Mines Avenue-Whittier Boulevard Line and the "R" Line except that walk-over will be permitted between Seventh Street and Hollenbeck Avenue. Bus tickets issued by the Shuttle Line will be punched "Line 3" "OUT" for northbound and "IN" for southbound trip. If punched "In," good east at Boyle and Hollenbeck or west at Ninth and Boyle. If punched "Out," not good in either direction on the Mines Avenue-Whittier Boulevard Line.

Stan Hanken

Extra Service on Boyle

On the completion of the Seventh Street Viaduct, September 19th, regular service was resumed on the "R" Line in operating over its former route.

To provide extra service for the peak hour, a line "R" car has been scheduled to leave 9th and Boyle at 4:49 p. m. week days. This is in addition to the shuttle service provided on Boyle Avenue.

J. E. Spencer Passes

It is with regret that we mention the passing of J. E. Spencer, who died on September 20, 1927.

Spencer started with the Company in December, 1910, as motorman at Division Three, and served in that capacity until January, 1925, when he was appointed flagman, which position he held up until the time of his death.



Standing, left to right: Walter C. Brown, L. A. Recappe, George E. Ferguson, J. G. Phebus, H. T. Scott, L. C. Morton, W. P. Flannery. Seated: H. T. Tuttle, William T. Brown, Frank Dennison, P. C. McNaughton, J. G. Owens and Grant Clear.

Yes—we are collegiate! Everybody's here, including the cheer leader, Frank Dennison.

Don't think for one moment that this was an easy picture to take. No, sir; someone back of the camera announced that dinner was ready, so just what you see in the picture was what the camera man got before he was stampeded.

If you don't believe these young playmates of Frank Dennison enjoyed that dinner under one of the spreading oaks of the "Twin Oaks Rancho," held Sunday, September 18, well, just ask anyone of them. That dinner consisted of everything in the culinary art and it rapidly disappeared. And there was plenty of everything.

After an enjoyable repast, someone suggested a game of horse shoes. Horses being very scarce, no shoes could be found. Suggestion that auto rims be used was proposed. Opposed by Ferguson and Flannery, who thought it rather indelicate and somewhat strenuous. The "noes" being in majority, physically, they won the decision.

Well, anyway, the old-timers grouped and indulged in reminiscences of the days that are gone and now become just happy memories.

Frank Dennison had a pleasant treat in store for all. Presenting each man with a bag, he led the procession to his peach orchard and gave strict instructions that each one pick only the largest and best peaches on the trees. This was somewhat of a novelty for each man to pick the fruit and everyone thoroughly enjoyed it. And the grapes—all you could get away with. The main trouble seemed to be lack of physical capacities.

To Mr. and Mrs. Dennison goes the sincerest thanks for the wonderful hospitality. It is hoped it will not be many moons ere another caravan can be planned for old time's sake.

Although several who had planned to be present at the party of the former Chief Inspector were unable to come, the following got there and represented the absentees: Mr. and Mrs. Walter Brown, Mr. and Mrs. L. A. Recappe, Mr. and Mrs. George Ferguson and son Louis, Mr. and Mrs. J. G. Phebus, Mr. and Mrs. H. T. Scott and daughter Sarabell, Mr. and Mrs. L. C. Morton, Mr. and Mrs. W. P. Flannery, Mr. and Mrs. H. T. Tuttle and daughter Marceline, Mr. and Mrs. W. T. Brown and daughter Dorothy, Mr. P. C. McNaughton, Mr. J. G. Jones, Mr. and Mrs. Grant Clear, Mr. and Mrs. W. Snyder, son and daughter, Mr. and Mrs. Ed Urban and Mrs. Ed Yonkin.

Legal Question Box

Q. Last month I loaned a friend \$100 and took a note from him to be paid in thirty days. Upon examination, I find that he failed to date the note. Is it valid without any date?

C. J.

A. Yes, a note is valid although not dated at all. If it bears no date, it will be considered as dated at the time it was executed. And if the holder of a note which bears no date at all sues to collect it, he will be allowed to show by verbal testimony when the note was actually signed, or when it was intended by the parties to take effect.

Q. (1) Of what value is a corporation grant deed which describes the lot, but not the buildings thereon?

(2) What right to property does a grant deed convey?

(3) What right to property does a trust deed convey?

(4) Should grant deed state the amount paid for property and whether paid in full or not? Must property be clear before such deed can be issued?

A. E. F.

A. (1) A corporation grant deed is exactly the same as any other grant deed and conveys all right, title and interest in real property, which includes buildings and improvements, and may be subject to conditions and restrictions of record.

(2) Answered in No. 1.

(3) A trust deed conveys title to the property subject to the performance of another act and is usually given to secure a debt, evidenced by a note or notes. However, the execution and delivery of the deed of trust, unless specifically agreed to the contrary in due and legal form, does not carry with it the present right of possession. That right remains in the trustors or their successors until such time as the trustee shall have sold the property and conveyed the same in the form and manner provided in the instrument.

(4) It is not necessary that the amount paid for property be stated in a grant deed, or whether it is paid in full or not. The property need not be clear before a deed can be issued. It may be subject to conditions and restrictions of record or a mortgage or trust deed.

Q. Is it possible to cancel a deed which has been signed and notaried, but not yet recorded?

J. K.

A. If a deed is made, executed and acknowledged, delivered, but not recorded, the property cannot be transferred back by a re-delivery of the deed, or by its cancellation. The grantee in such a case must make a deed back to the grantor, and both deeds then be recorded.

Campbell Celebrates

September 29th marks the thirty-second year of continuous service with the Los Angeles Railway for Claude Campbell of the Electrical Engineer's Department.

Mr. Campbell represents the Chief Engineer at the meetings of the Joint Pole Committee, and has been associated with this organization since its inception, over twenty years.

Wishes to Be Remembered

A letter from Motorman C. A. Mussler of Division Two, who is on sick leave at Williams, Calif., says that he is trying out different elevations for his ailment and also electric treatments, but without much effect so far. He writes that he hopes to return and live in Edendale before long. His present address is Hotel Dale, Williams, Calif.

On Vacation

Ben Schupp, Assistant Purchasing Agent, is taking local trips around Los Angeles and will also improve his golf average.

Ira Seehorne of the Drafting Room is taking in all points between San Diego and San Francisco.

Division Assignments

The following men were sent to their various divisions during the week ending Wednesday, September 21:

To Division One: Motorman F. H. Smith, Conductor A. G. Macdonald. To Division Two: Motormen H. Pein, A. F. Rohde, Conductors O. V. Saylor, T. J. Kelley. To Division Three: Motorman R. L. Boyd. To Division Five: Motorman C. M. Detrick.

For Sale

Two Cemetery Lots, six graves each. Exempt from taxes or assessments. Central Memorial Park. Eight miles east of Long Beach. \$350 each. B-128.

One Suit Case Tool Box, one Plomb Pinch Bar, 23-inch, one A. P. C. O. 8-point Saw, all for \$4. B-129.

Three-quarter Size Violin, fine tone, \$20. B-130.

Six-room House, with bath, hardwood floors throughout, double garage, lot 40-135, sprinkling systems front and rear lawns. 1242 West 55th Street, near Division Five. B-131.

Cards of Thanks

We wish to thank the Los Angeles Railway Co-operative Association and many friends for the beautiful floral pieces, and for the kindness shown us in the death of our wife and mother.

George Y. Barlow,
Hazel Barlow,
Roy Barlow.

We take this means to thank you and the Co-operative Association for the allowance and all kindnesses.

Leonard Neff and Family.



Bus Division

ELMER WOOD

Supervisor W. R. Terry had a narrow escape last Tuesday when an automobile ran him down while he was flagging the P. E. tracks in front of the Cathay Circle Theatre. Although no bones were broken, Terry was thrown forty feet, spraining several fingers and bruising him very badly.

Operator L. R. Searcy has resigned and will go up north to find work.

A postcard was received from L. W. Slocum, Night Clerk, who is in Knoxville, Iowa, enjoying a visit with friends and relatives and breathing some of that healthy Iowa atmosphere for thirty days.

Operator E. J. Minazzi has reported for duty after being on the sick list for ten days, and the boys are glad to see his smiling face again at Fifth and Hill.

Operator E. T. Fleming returned from thirty days on the sick list only to resign so as to accept an appointment by the sheriff's office.

Supervisor A. E. Johnson spent his two weeks' vacation touring Northern California visiting friends and relatives.

Operator S. N. Westby has been granted permission to go to college and finish a course in journalism. He will work trippers in the morning and evening.

Garage News

H. L. Clinton, Mechanic on the Second Shift, will also make the monthly payments on his new Chevrolet roadster. A pair of corduroy pants were also in the day's shopping.

R. L. Linkford, Mechanic on the Third Shift, has changed over to the First Shift.

J. W. Murray, Clerk in the office, and E. Espree, a Washer, will not attend the biting contest this week, as they are toothless. In other words, their bark is worse than their bite.

Mrs. Emerson, Stenographer in the Store Room, has returned from a two weeks' vacation, spent at Lake Arrowhead, Gilman Hot Springs and Forest Home.



Division Five

FRED MASON

Conductor J. L. Crotts is taking fifteen days off to look after his gold mine in Havilah, Kern County. Don't rush him, boys, for he says its all mine and not for sale.

Motorman Bill Otte is back on the job after a hunting trip up north. He has lots of stories, but that does not put deer meat in our mouths. Better luck next time, Billy, old boy.

Fred Mason, Stenographer, is taking his second weeks' vacation. They say he is staying close to home and nursing the chickens.

The boys on the "F" Line have gone four consecutive days without an accident. Keep up the good work, boys.

Motorman C. M. Detrick, after about seventh months of ranching, thinks he makes a better motorman, so returned to platform service.

JUST A REMINDER. MEETINGS ON FRIDAY, SEPTEMBER 30th.



Division Three

L. VOLNER

Ain't it a curious and funny feeling when a conductor will go way out to Mission Road to relieve southbound on the "B" line, get his mileage and register cards filled out, his transfer readings on his trip sheet and all ready to receive passengers and the conductor lie relieved to have gone home and then to find out that he was on the wrong car. Ask Conductor J. Lecornu, he knows.

Among the sightseers to welcome Colonel Lindbergh the L. A. Railway was ably represented at First and Broadway by Motorman F. O. Hebert. All us common folks were kept back of the lines by a large number of policemen during the arrival of Colonel Lindbergh in the police machine and the transfer to the flower covered machine in which he rode in the parade. Through some unknown "pull," Mr. Hebert, although in his shirt sleeves, was right out in the middle of the street to see that everything was carried out according to plans. "More power to you," Mr. Hebert.

Motorman A. W. Moore has been granted an extended leave on account of sickness.

To get ready for the winter and the rainy season, R. H. Gamble is taking a week off duty to patch his roof.

Everyone will be there next Wednesday, September 28th, at 10 a. m., 2:00 p. m. or 8:00 p. m. to hear Mr. McRoberts and Mr. Hill. A close check will be kept on all attendance, so do not forget to sign a card.



Division One

H. N. COLE

Some advanced the idea that on account of the decrease in the number of demerits being handed to the boys of this division, that the letter box had been discarded, but after a few days it showed up in its usual place with a new coat of paint and a new alphabet from a to z.

Motorman F. W. Baldwin and Conductor G. W. Hargrove have been appointed regular supervisors. Both of these boys are out of Division One, and we kind of feel proud of the fact. They are a fair sample of the kind of men turned out at this division.

Motorman Tommy Ryan was pushing his flivver for all its worth, stepping on it with both feet in order to make it on time. Suddenly it ceased to function. He threw his collar and tie on the back seat and proceeded to get busy, with perspiration as the only result. Comes a car and he boards it and gets to the window just in time, only to discover that he had no collar or tie. One of the fellows loaned him a collar and another a tie and all was well.

Conductor Ed Urban is either a good fisherman or a pretty lucky one. He was out for a few hours one day last week and came back with two gunny sacks full. Ed tells this himself, so we know it is true.

Motorman A. J. Kontenbaugh, who has been confined to his home for several weeks on account of an attack of rheumatism, was around to see the boys one day this week.



Shops

JACK BAILEY

I'll start the ball rolling by asking, when everybody comes back from their vacations, where will our news come from. Mr. J. E. Steenrod and Mr. C. Boyce are back with the Master Mechanic's office.

The four hunters mentioned in last week's issue are back. They say that dear hunting is much better right here on our boulevards.

Those taking Tuesday afternoon off to welcome Lindy were: Truckmen Bill Thun and Roy Baxter; Carpenters H. Landin, J. Petit and M. Langlois, and Walter Jones of the Wind-ing Room.

R. Harvey, Air Foreman, is on his vacation. He is all set for the races at Redondo.

Assistant Carpenter Foreman B. E. Timbs and family took a delightful week-end trip to Coronado in the Essex. He reported no motor trouble, but one loose bumper that made sounds just like the Oakland. After that was fixed he had a good car.

Painter Abie Schneider is making weekly trips to Fontana of late. (?)

O. Boyman, Truckman, bought a new Dodge to go fishing in, we hear. A three-pound fish which took him three hours to catch was worth the buy.

Joe Schreiber and J. Condon are on the Truck Shop sick list.

Much to the relief of the suffering co-workers, the facial adornments of Messrs. Jack Bailey, C. Lock, C. Armstrong and Sid Ormston have been shorn. The relief came sooner than expected. They didn't last until the Chicago fight. Unofficially, it is understood that certain local mattress factories, approving the color scheme, put in bids.

Loyal Foth of the Machine Shop and W. Hunt of the Electrical Repair Department have left the service.

M. S. Knowles, Machinist, drops us a card that he is having a wonderful time in Vancouver.

Tom Davis of the Paint Department was painfully injured last week when he fell through a sash and cut his hand.

Last week, Painter M. Bradley was presented with a studded medal from the Italian Minister, J. Caringalla, for his successful achievements as a weather prophet. See George Cleland for full details.

Appreciation

Some of the boys of the South Park Shops wish to express through Two Bells their appreciation to Attorney W. H. Stevens for the legal advice and help given them.

Motorman C. G. Whitney is taking ten days off to attend to some business in the city.

Motorman J. W. Hile has taken a few weeks off and is building an addition to his home.

Motorman G. B. Newberry is also taking a few days off to see the sights of the city.

Motorman F. J. A. Sharon is spending thirty days at Lake Elsinore.

Conductor C. E. Stevens is taking thirty days' vacation, which will be spent at Pueblo, Colo.

DON'T FORGET THE THREE MEETINGS, MONDAY, SEPTEMBER 26th.



Division Two

E. A. MOXLEY

Conductor C. E. Lange has returned from his trip East. He enjoyed himself while there, but was glad to get back.

Conductor O. B. Landrum, who has been flagging for several months, is back on his run again. He says the rest has done him a lot of good.

J. G. Adair, the tallest motorman on the "S" Line, has taken his annual leave to look after his apple crop at Yucaipa. He will be in soon with a load of good cider.

It is with regret that we announce the death of Mrs. George Y. Barlow, who through an unfortunate accident lost her life. Our heartfelt sympathy is extended to the family in their hour of bereavement.

An old-timer is back with us again. T. J. Kelley just returned from St. Louis and is working the back end again.

Don't forget, boys, that we have some division meetings coming up next Tuesday, September 27th. Mr. McRoberts and Mr. Hill will be the principal speakers, and you know they can put it over big, so here's to a large turnout for all three meetings.

The end of the month is slipping around and if you haven't had your watch inspected, now would be a good time to have that little item attended to.



Division Four

C. J. KNITTLE

The trainmen of Pico Line are all set for the new route and schedule which they will use during the construction of the East First Street bridge. The shakeup was held last Monday night. It has not been definitely stated what day it will take effect, but from general appearances the Pico crews will be worrying the Brooklyn Avenue boys within the next week or ten days.

Two safety operators graduated from the extra list when a new line, the Boyle Avenue Shuttle, was put in operation last Monday. This line runs from Seventh Street to Ninth on Boyle Avenue. It has no Sunday service.

Motorman R. L. Robinson is taking six months' leave to try the police force.

"Happy" Seega, our prodigal Switchman, has returned from an eighty days' auto trip, in which he visited friends and relatives in New York State. The chariot, a Buick, behaved very well. Seega arrived back Friday, the 16th, and returned to duty last Wednesday.

Conductor J. A. Weathers, whose favorite habitat is the heavy forests of Northern California, has returned from an extended leave and will report for duty Monday. Weathers spent the entire time in Sacramento Valley.

Conductor H. W. Butler has been granted a fifteen days' leave to make a property settlement in Imperial Valley.

Conductor J. L. Schnur is taking a seven days' rest.

Motorman Z. P. Dempsey has returned from a sixty days' leave, during which he visited in Fort Worth, Texas, San Francisco and Fresno.

REMEMBER, MEETINGS THURSDAY, SEPTEMBER 29th.