

FOURTH OF JULY EDITION TWO BELLS

VOL. 1

A Herald of Good Cheer and Cooperation Published by and for Employes of the Los Angeles Railway

No. 5

Edited by J. G. JEFFERY, Director of Public Relations

A Tribute to the Men Who Served

NEW ACCIDENT FORM TO BE MADE OUT

By George Baker Anderson
MANAGER OF SERVICE

The new blanks for accident reports to be made out hereafter by trainmen are of two kinds.

One, printed on yellow paper, is to be filled out by the motorman. It relates to collisions with vehicles and persons only.

The other, printed on white paper is to be filled out by conductors. It describes all classes of accidents, except collisions with vehicles or persons.

FORMS ARE SIMPLE

It is absolutely necessary that indelible pencil or copying ink be used in filling out these reports, as they are to be run through a letter press and copy made for use in the main offices. If an ordinary pencil or black ink is used, the report cannot be copied in the letter press and it will be useless.

The form is very simple and easily understood. However, if any trainman should have the slightest difficulty in determining exactly how to fill out a report, he is advised to go to the Division Superintendent, who will help him. If possible, avoid asking the Division Superintendent for help during the rush hours of service, when every moment of the Superintendent's time is required for other pressing duties. The General Claim Agent's office will help you at any time.

REPORTS YIELD CREDITS

It will be well to remember that men who take great care in making out their reports, giving full and complete information, so that the Company will not be compelled to go to the trouble and expense of making another investigation, will be rewarded with credits in accordance with the excellence of the report rendered.

The most important thing is to get all the information possible at the time of the accident, to secure the names of all available witnesses, etc.

STUDY BLANK FORM

Every man who wants to make out the kind of report that will result in his receiving credits should secure from his Division Superintendent a copy of each blank form, so that he may study it very carefully and be thoroughly familiar with the kind of information he is expected to secure. By doing this he will be in a position when an accident occurs to be instantly ready to secure all the needed facts. This will be rendering a very high type of service, which is the thing which, under the Merit System, will entitle him to credits that will make his standing mount very rapidly.

This is the Proud Record of L. A. Railway Boys' Service in Great War

High Standard Reflected In War Record

Gold Star Men

THE men who gave all to the great cause.

S. H. Peters, killed in action.

F. P. Blair, U. S. Navy, died and buried in Archangel
November 1, 1918, U. S. S. West Gamba.

J. A. Edwards, naval reserve, died November 1, 1918,
at San Diego, of influenza.

B. E. Shaw, died overseas.

BOASTING a war service record as fine as any organization of its size in America, the Los Angeles Railway proudly presents this roster of men who served. It was compiled through co-operation of the employes and division superintendents. It represents the best of manhood.

DIVISION 1

Motorman Welby Bailey, corporal, Battery A, 45th Regiment, C. A. C.; overseas November 3, 1918, to January 23, 1919. Conductor J. E. Chitwood, sergeant, Co. C, 25th Railway Engineers; 20 months' service. Conductor Maurice J. English, sergeant, Regular Army, 50th Artillery; overseas 5 months; 4 years 7 months in U. S. Conductor Levert B. Fowler, private, Camp Sherman, headquarters company. Conductor J. V. Garrett, corporal, Co. K, 21st Infantry; Co. K, 81st Infantry, Camp Taliaferro and Camp Kearny.

Conductor Robert W. Howell, cook, Q. M. C.; 13 months' service. Conductor V. I. Impusene, first class private, 1st and 32nd Infantry, Camp Kearny and Honolulu; 4 years' service. Conductor Henry Kraatz, private first class, Medical Department; 4 years 10 months' service at Camp Funston, China and Philippines. Conductor Edward James Miller, private, 2nd Idaho Infantry.

Motorman S. Oper, corporal; enlisted July 22, 1915, furlough to reserve April 9, 1920. Conductor F. E. Rainey, private, Aviation Signal Corps. Motorman Alfred B. Smith, ensign, U. S. Navy; now on inactive list, U. S. N. R. F.; shipped food and ammunition to France.

DIVISION 2

Motorman Harry S. Atchison, sergeant, 12th Engineers, L. F.; 2 years' service; received English M. C., Cambrai offensive and defensive, March, 1918, defensive, St. Mihiel, Meuse, Argonne. Motorman L. C. Boggs, bugler, Co. K, 160th Infantry, and Co. G, 75th Infantry; in service one year. Motorman A. J. Bristol, sergeant, 163rd Infantry; bayonet instructor in France nine months. Motorman Frank Byers, cook, 144th Machine Guns; two years' service; Argonne offensive.

Motorman Otto Don Carter, first class private; two years' army service. Conductor A. E. Clark, first class petty officer, U. S. Navy; U. S. S. Brooklyn; in service 5 years 6 months. Motorman Edward J.

Eden, first lieutenant, Camp Pike; 22 months. Motorman M. L. C. Flansburg, band corporal, H. D. Q. Co. 54th Infantry, 6th Division.

Motorman Carey B. Gordon, corporal, Tank Corps, 15 months; 5 years in Marine Corps in Spanish-American War. Motorman William Harris, corporal, Co. A, 348th Infantry, 91st Division; St. Mihiel, Meuse, Argonne, Ypres-Leys, Belgium. Conductor Wm. Mark Hill, seaman, U. S. Naval Reserve. Motorman Orville Hitch, private, 73rd Co., 6th Regiment, U. S. Marines; overseas 14 months.

Motorman Earl L. Hockett, corporal, 148th F. A., 66th Brigade; year in France, 6 months in Germany, Marne, Chateau-Thierry, St. Mihiel, Argonne. Motorman W. Hoover, private, Chemical Warfare, Edgewood Arsenal. Conductor Clarence Jones, corporal, Co. D, 316th Ammunition Train, 91st Division; 10 months overseas.

Motorman Fred J. King, private, 145th Field Artillery. Conductor J. A. Madigan, sergeant, Medical Corps; previous infantry service 3 years. Conductor E. J. Marceau, corporal, Q. M. C., Camp Merritt. Motorman Charles J. Matthews, private first class, 15th Balloon Co.; overseas one year; Toul sector. Motorman J. E. Mitchell, corporal, Co. D, 23rd Balloon U. S. G.; 11 months' service.

Motorman Howard D. Newhall, sergeant, Harvard Ambulance Unit; in first unit with American flag and first casualties. Conductor Chester A. Park, private, Co. D, 117th Regiment, Rainbow Division, 42nd Division; service 2 years 8 months; Luneville front, Baccarat, Champagne, St. Mihiel, Marne, Argonne, Ardenell, army of occupation. Conductor C. R. Preston, private, Battery D, 10th F. A.; overseas service and army of occupation. Motorman Forest Rainey, corporal, 137th Spruce Squadron.

Motorman H. A. Robinson, corporal; 3 1/2 years with Canadian Army. Conductor Fred A. Sanble, private; overseas with Motor Transport. Conductor K. F. Stuhr, mess sergeant, 58th Balloon Co.; in submarine encounter at sea; in France 10 months on Swiss border. Conductor L. G. Turri, corporal, Machine Gun Co., 38th Infantry, 3rd Division; in service 5 years; in 6 battles; wounded.

Conductor C. Whalley, private, Canadian

The Fourth of July season each year brings memories of men and deeds that established America in her present proud position and high hopes that the foundation spirit may continue and extend its influence.

Two years ago, July 4, a sturdy line of American doughboys stood against the German forces from Belgium to Switzerland, backed up by the fighting force at sea. A year later peace had settled on the world, but many of the boys who made peace possible were still in service.

TRIBUTE IS TIMELY

Today practically all the fighting men have been discharged, but the memory of their deeds and sacrifices abroad and at home is fresh and the occasion is most appropriate for a tribute—weak as it may be—for words can not tell the story of the fighting man. It is a story of the heart.

The Los Angeles Railway is mighty proud of the trainmen who served, because they were the pick of men and it is with pride that this list is presented. To those who remember the Gold Star men the memory is sacred.

ALL RANKS SHOWN

This list has been compiled from information given by the men themselves on blank forms provided for the purpose. Some may have neglected to do this, others may be absent on sick leave or out of the city, but the list is virtually complete. Men of the army, navy and marine corps, and of allied nations are represented from rookie to commissioned officer and in all branches of the fighting service from 1914 to Armistice Day.

This list is dedicated in honor to the men who served and won.

More Voltage for Huntington Park

Did any of the motormen at Divisions two and four notice a marked pick-up in the power on the Huntington Park end of the West Jefferson line? Additional voltage was given that district recently by the electrical department, and motormen are advised to watch the controller accordingly.

The electrical department is also investigating a "weak" power spot in the Heliotrope district and more feeder cables will be installed as soon as the materials can be procured.

(Continued on Page 3, Cols. 2-3)

Editorial Comment

The Rule Book Your Guide

THE new rule books covering every phase of street car operation have been printed and distributed to division headquarters. An enormous amount of work is involved in the 32 pages of that little book—more than you may imagine. It is your guide for work and your authority on uncertain points. It is for your welfare every bit as much as it is for the Los Angeles Railway's protection against improper operation that might come through a lack of adequate rules.

One of the big distinctions between a good trainman who stays with the company consistently and the inferior trainman is knowledge of rules. You realize that when you go to an older man in point of service for information. You demonstrate that the good trainman knows the rules.

The little book should be considered like a text book to a school class. The best way to know the rules, for which you will be responsible, is to sit down in your spare time and set yourself to study the rules. Read them carefully. Picture them as they apply to your run and as they apply to any run you might be on. Read and study them to master them.

Remember, the rules are your protection, but at the same time you will be held accountable under them. Study the rule book.

Take a Pride in Your Job

IT is a pretty sure bet that if you talked to any one of the men listed on the company's war service roll in this issue he would tell you his was the best squad in the company, his company the best in the regiment, and his regiment the best in the division. Each man had an important part in a big organization and was proud of his part and of the great organization.

What the public will think of you and the organization of which you are a part in civil life, will depend on your conduct—on duty and off. Even when off duty, going to, or leaving your home for work, the uniform of the Los Angeles Railway shows you are a part of that organization. If while riding on your pass you occupy a seat, causing women and others who have paid cash fare to stand, it does not look well, to say the least. Just look at it from the passenger's standpoint and guess what they are thinking about you and the organization you represent.

The words of the late Elbert Hubbard, who was lost on the Lisutania May 7, 1915, are as direct on the subject as anything could be. He said:

"If you work for a man, in Heaven's name work for him. If he pays you wages that supply your bread and butter, work for him; speak well of him, and stand by the institution he represents. If put to a pinch—an ounce of LOYALTY is worth a pound of cleverness."

STOP SIGNS AT STEAM RY. TRACKS

Cast-iron stop signs at all steam railroad intersections where safety gates are installed will be put in place shortly. The locations for these signs are San Fernando road and Santa Fe tracks, San Fernando road and Salt Lake tracks, North Main and Santa Fe tracks, Macy street and Alameda and on Alameda at First street, Second, Third and Seventh, at Seventh street and the Santa Fe tracks, Seventh and Salt Lake tracks.

There have been numerous cases of street cars stopping too close to the steam line tracks, causing the safety gates to fall on the car roof and breaking or smashing windows. It is imperative that cars be stopped at the "stop" signs and a safe distance from the intersecting tracks.

THE NIGHT-WATCHMAN SAYS:

Did you ever try to figure out which came first, the hen or the egg? Try it.

Which should come first, GETTING a square deal from the other fellow, or GIVING one?

Give one and you'll get one in 999 jobs out of every 1000.

Music Awakens Spirit of Div. 5

TWO bells may be music to a motor-man's ears as the ring of a fare register may be to a conductor, but there will be opposition to that grade of harmony if plans under way at Division 5 are carried out. Conductor M. C. Craig has felt the urge of music within his soul and is lining up enough of the boys at Division 5 to chip in a jitney a month and rent a piano. Conductor Craig is no slouch on the ivories and several others have shown an interest along similar lines.

As for those who can sing and still others who have ambitions—well you are pretty sure to hear the calling out the streets soon in C natural and "move up in the car please" in B sharp.

There was a man smoking on a street car in Pasadena. A lady in the next seat sniffed at him viciously and said: "If you were my husband I would poison you." The man looked the lady over discerningly, and replied: "Madam, if I were your husband you would not have to poison me; I would poison myself."

Wages To Be Paid by Check Half-Monthly

Payment of trainmen's wages in cash will be changed this week to payment by check so when "the ghost walks" next Saturday he will have a check in his hand instead of a quantity of loose change. A feature of the change that is expected to find favor with employes is that each check will have an attached memorandum showing the total time worked, amount earned and deductions of all kinds listed separately. This portion should be detached and may be held by the trainman for reference.

SAVE MUCH WORRY

This will save a great deal of delay for trainmen and division superintendents when there has been any question about the time worked. The superintendent has been asked to look it up and the work goes on through the financial departments while the employe is waiting. Hereafter it will be attached to your check.

Payments will be made on a half-monthly basis instead of a basis of two weeks. The first half of the month will always cover from the 1st to the 15th day and will be paid at division headquarters on the 25th of the same month. The last half of the month will cover the 16th to the last day, whether it be the 30th or 31st. This will give a variance of one day in the latter half between a month of 30 days and 31 days. Pay day for this half will be the tenth day of the following month.

WHERE TO CASH THEM

Checks are payable at the Los Angeles Trust and Savings Bank, which has headquarters at Sixth and Spring street and branches at the following

THROW POWER OFF DURING TROUBLE

A break in the flow of power June 24 was caused by trouble at the Edison Company plant at Big Creek, near Fresno. Some trouble with the hydro-electric power apparatus necessitated a speedy shift from the natural product to "juice" generated by the steam plant at Redondo.

This was accomplished without any great delay at Big Creek, but it caused delay of from 20 to 30 minutes for the Los Angeles Railway because several motormen did not let their car rest when the power went off and wait for the light to indicate its return.

Cars with the controllers at one or two points left an open circuit which made it almost impossible to close the circuit breakers and re-establish a flow of "juice." Service could have been established more than ten minutes sooner if motormen had not made this trouble.

When the power is gone, close the controller off and let the lights indicate to you when the electricity is restored sufficiently for operation of the car.

places: Second and Spring, 1835 South Main, Seventh and Central, 401 West Pico. Checks may, of course, be deposited at any bank at which the employe has an account.

The division superintendents will handle the issuing of the checks. Cash receivers and the main cashier's office will not be able to cash the checks.

One Line Instruction Corrects Wrong Operation

IT may be of interest to all trainmen to know the results of the one-line plan of instruction for new men as noted by the traveling instructors and as has been called to our attention by reports from other departments.

Of the men who have been instructed under this plan and who have obtained their ideas of the instruction given them and the example set them by one man, the following points have already been noted:

Seventeen conductors failed to make out trip-sheets properly. Most of these cases were neglect in showing totals at the foot of each column on trip-sheet, entering motorman's name on trip-sheet, extending the time worked properly, or taking statements of registers and fare boxes in proper manner.

TRIP SHEETS INCORRECT

Three conductors showed work performed on two cars on the same trip-sheet instead of using a separate trip-sheet for each car.

Two conductors neglected to get up off stool when receiving and unloading passengers, although a large number of passengers were getting on and off the car, and it was in the congested district.

Three conductors failed to make proper observation in flagging steam crossing. One of these three, while still on the rear end of car three blocks from the crossing, lit a cigarette and was smoking when flagging the crossing at Seventh and Alameda.

Five conductors were taking fares from passengers and depositing in the fare box themselves, instead of requesting the passengers to put the

fares in the box, all of these cases occurring under conditions where there was no need for any exception being made to the rule.

SAFETY STOP NEGLECTED

One conductor operated car at full speed and failed to make safety stop one hundred feet from the car ahead when acting as motorman approaching terminal, narrowly averting a collision with the car ahead of him.

Three conductors had gates closed and were refusing to carry passengers on pull-in trips under conditions where passengers would have been greatly accommodated by being permitted to ride.

Two new motormen approached arbitrary stop at too high rate of speed, making it uncertain whether they would be able to stop safely or not. One of these men failed to get his car stopped in time to prevent hitting gates at steam road crossing, and another running his car over track intersections before being able to stop.

TROLLEY POLE NEGLECTED

Two motormen failed to stop the car promptly when trolley left the wire, allowing car to coast and doing considerable damage to overhead work.

One motorman was found using power down heavy grades.

Two motormen were following the car ahead too closely when east-bound on First street, between Hill and Broadway.

Six new motormen were paying no attention to road space rules or the rule requiring stop to be made one hundred feet from the car ahead.

Bouquets About Us

(Hand Picked)

Our best congratulations are due to Conductor J. C. Phillips, No. 426, of Division 3, for this fine letter from C. F. Woodward of the Abbey Hotel. Conductor Phillips has been with the Los Angeles Railway since September 20, 1901:

Los Angeles Railway,
Los Angeles, Calif.
Gentlemen:

Yesterday a number of the guests of this place (The Abbey Hotel) took a trip out to see the wrecked houses, etc., of Inglewood.

The cars were jammed and ordinarily the ride would have worked a hardship to the passengers, but Conductor No. 426 handled the crowd in such a manner that every one thought it fun and really was sorry when the ride ended.

Every one spoke of it and we all thought he was entitled to a great deal of credit. If you had more conductors like 426 it would be better for the traveling public.

We all would like to have you compliment him for us. By so doing you will oblige every one who was on his car.

Yours,
C. F. WOODWARD.

The Editor Two Bells:

It is well known the trouble of getting passengers to move up in cars when seats are filled. First reason is on account of hot weather; second reason—windows are kept closed on middle portion of cars. Would suggest that during very warm weather one window on each side of car be opened and if possible a spring catch lock put on exactly same as gates that same key may be used.

The above suggestion if carried out would give trainmen chance to load quicker and carry capacity loads, eliminating to a great extent time lost by passengers attempting to board cars and slowly pushing their way by people who shun the middle portion of car on account of being stifled.

I should also like to suggest that cards be placed in conspicuous places where passengers can see on boarding cars with inscriptions printed thereon how they can better their service, changing them from time to time, say every thirty days.

Sample: "Give your fellow-workers the chance to get home quickly by moving to front of car, etc., etc."

Cordially for improvement.

R. SAUNDERS,
Div. No. 4.

They say a fat man has to be good natured because he can neither run or fight with any efficiency, but seriously—this is a mighty nice commendation for Motorman Duncan:

Mr. George Baker Anderson,
703 P. E. Building.

Dear Mr. Anderson:

Having the misfortune while en route a Garvanza-Buena Vista car the other day to lose my hat—asked the motorman, S. H. Duncan, Division 4, to kindly stop the car.

Mr. Duncan did so quickly as he could apply the brakes (rather than waiting for a regular stop) and held the car until I could get back again.

On inquiring his name, was told that he was a most accommodating man. Wish to go further and say he was accommodatingly courteous and trust he is given all the merits due him.

Not only is he fat and good natured, but fully appreciates that a lady's hat "is hats" these days.

Thanking you, I am strong for the Merit System.

MRS. A. M. THOMPSON.

WAR RECORDS SHOW FINE CALIBRE OF L. A. TRAINMEN

(Continued from Page 1)

Army; shrapnel wound in head at Cambrai, Jack L. Williams, private, 2nd Depot Battalion, Canadian Army, Victoria, B. C.; Conductor Raymond S. Young, cook, Co. C, 55th Ammunition Train; 2 years 7 months' service.

DIVISION 3

Motorman W. Cole, first lieutenant; 12 years in Army and Marine Corps. Conductor C. R. Cook, corporal, Co. C, 314th Ammunition Train, 89th Division; St. Mihiel offensive. Motorman R. C. Cook, chief quartermaster, U. S. Navy. Conductor M. Davidson, recruiting sergeant; two enlistments in Marine Corps, one in Army.

Motorman Wm. W. Dyer, corporal, Marine Corps. Motorman J. Eweaver, corporal, Motor Transport Corps.

Motorman E. M. Gallaher, private, Battery C, 63rd Artillery; six months overseas. Conductor Leo Garrett, private, Camp Kearny Medical Corps. Motorman Dewey Gates, private, Construction Department, Quartermaster's Corps; 3 years' service in Honolulu and U. S. Motorman G. Gholsion, sergeant Co. K, 62nd Infantry.

Motorman Pearl Gates, private, Co. C, 9th Field Signal Battalion; overseas 18 months. Conductor B. B. Greifelding, private, 3rd C. M. G. C.; 1 year 9 months. Motorman Leo Heinzman, corporal, Co. A, 31st Infantry; awarded D. S. C., Canadian D. S. M., Italian Cross of Merit. Conductor Daniel Henry, pharmacist's mate, first class, U. S. Navy on U. S. S. Goldsborough and Coast Torpedo Boat No. 7. Conductor E. C. Hobdy, private; 17 months' service in Field Artillery.

Conductor Elwyn A. Jaquish, first class radio electrician, U. S. Navy; 2 years' service. Motorman Arthur W. Libben, sergeant, Motor Transport Corps; 3 years and 7 months' service.

Motorman James A. McKnight, private, Co. C, 7th Engineers, 5th Division; overseas 17 months; St. Mihiel, Meuse-Argonne and army of occupation. Motorman Ralph Marquez, fireman, U. S. Naval Reserve, stationed at San Pedro. Motorman George A. Neustedt, private, Battery B, 2nd Anti-Aircraft; St. Mihiel and Meuse-Argonne; with record company for downing enemy planes. Conductor Alfred C. Page, sergeant, 14th Co., C. A. C., and 54th Motor Ammunition Train; 5 months 27 days' active service.

Motorman William Pearson, sergeant, Field Artillery Replacement Depot, Camp Taylor; enlisted in British Army in 1897, came to U. S. in 1899, joined cavalry and served 2 years 8 months in Philippines with Gen. Wood; in World War when 41 years old; married and with 3 children. Conductor Stanley S. Sands, private, Medical Corps. Motorman C. E. Smisloff, private, 77th Aero Squadron, A. S. S. C. Conductor W. E. Smith, wagoner, Ambulance Corps. Conductor T. E. Strahl, private, Co. M, 364th Infantry, 91st Division; in service 19 months.

Conductor William Thomas Russell, sergeant, Battery C, 2nd Anti-Aircraft Battalion; St. Mihiel drive, Argonne-Meuse, Verdun sector. Conductor John P. Toohey, sergeant, 237th Military Police Corps; in service 2 years 1 month. Motorman Earl Wells, sergeant, Co. D, 509th Engineers; overseas 16 months in railroad construction. Motorman L. L. Woods, pharmacist's mate, U. S. N. R. F.; 2 years' service.

DIVISION 4

Conductor Harold W. Carter, private, Co. H, 4th Infantry; under fire 8 of 11 months spent overseas; wounded in Argonne by high explosive shrapnel. Conductor Stephen T. Cooper, private, 29th Vancouver Battalion, Canadian Army; 2 years 3 months; battles of Amiens, Arras, Cambrai, Valenciennes and the occupation of Mona. Motorman Neal A. Donahue, corporal, Co. C, 73rd Infantry, 12th Division; company clerk.

Conductor V. Emory, machinist's mate, first class, Intelligence Department, U. S. Navy regular; 2 years 2 months' service in Italy, France and Spain. Motorman D. Greenull, private, 47th Canadian Battalion; enlisted April 6, 1916, and spent a year and 7 months in trenches; wounded in leg. Motorman J. B. Haston, first class musician, U. S. Naval Reserve; in convoy service on Atlantic and member of navy recruiting band for 12th district. Motorman Glen B. Hubbard, wagoner, Co. D, 314th Ammunition Train, 89th Division; 21 months' service.

Motorman L. W. Fry, corporal, Battery C, 16th F. A., 4th Division. In four major operations and with army of occupation.

Conductor P. G. Haverstick, seaman, U. S. Navy. On convoy duty for 18 trips across Atlantic.

Motorman Thomas L. Roberts, corporal, Battery D, 17th F. A., 2nd Division. On seven different fronts and with advance into Germany.

Conductor W. W. Warren, staff sergeant, 2nd Battalion, Canadian Army. Five years' service. Two years in France.

Motorman Thomas Kennedy, sergeant, Co. A, 9th Infantry, Co. K, 5th Infantry, Q. M. D.; 8 years' service. Cuban campaign, Philippines, China, Plattsburg, Military Police, Manila. Conductor R. J. La Fontaine, second class fireman aboard U. S. S. Minneapolis 18 months. Motorman R. A. Knudson, corporal, Co. E, 160th Infantry; 9 months overseas. Motorman Frederick J. La Chance, private, 15th Supply Train, Motor Transport Corps; 9 months' service in World War; 6 months on Mexican border; 3 years in 14th Cavalry.

Conductor B. L. Porter, private, 58th R. T. C.; 17 months' service; St. Mihiel and Argonne fronts.

Motorman A. B. Wright, private, 116th Infantry, 29th Division; service 18 months. Conductor Jack Younkin, yeoman first class, U. S. Navy; 17 months overseas.

DIVISION 5

Conductor L. A. Boatman, sergeant, Marine Corps, 2 years 3 months. Conductor J. T. Burns, private, Base Hospital, Camp Kearny. Motorman Frank E. Burcham, private first class, Co. K, 8th Infantry; 12 months' service. Motorman S. E. Curl, corporal, 105th Aero Squadron; 16 months overseas; in Balkan States with Red Cross after war.

Motorman C. S. Dakin, corporal, 2nd Division Supply Trains; in service 26 months. Conductor C. L. Daves, corporal, Co. L, 31st Infantry; 5 months in Philippine Islands, 13 months in Siberia. Conductor S. W. Drew, cook, 31st Co., 166 D. B. Motorman A. Emma, chief petty officer, U. S. Navy Reserve. Conductor Robert H. Fuller, chauffeur first class, 64th Balloon Co.; in service 16 months.

Motorman Esten Gillen, corporal, Co. D, 8th Infantry, Co. D, 21st Infantry; in service 6 years 6 months. Conductor Francis C. Hawthorne, mechanic, 13th Co., Coast Artillery. Conductor Henry J. Holler, private, Medical Corps. Motorman A. C. Johnson, private, 117th Ammunition Train, 42nd Division; Luneville sector, Baccarat sector, Champagne Marne offensive, Aisne-Marne offensive, St. Mihiel, Meuse-Argonne, army of occupation. Motorman C. W. Johnson, corporal, Co. C, 161st Infantry; in service 3 years.

Conductor D. E. McLeary, scout, Gordon Highlanders, Canadian Army; enlisted in Canada August 21, 1915. Conductor Albert E. Kemp, seaman second class, U. S. Navy. Motorman J. C. Laird, private, Battery B, 334th Field Artillery; in service 18 months. Conductor T. S. Lyons, private, Aviation Service; 11 months overseas. Conductor Henry J. McDonald, cook, 340th Aero Squadron; in service 14 months.

Motorman C. D. McLaughlin, sergeant, 78th F. A., 6th Division; in service 8 years; in Mexican expedition; 9 months in France. Motorman Eugene J. Macheret, corporal, 413th Motor Supply Train; 12 months overseas. Conductor Thos. Maitland, sergeant, 143rd F. A., and Q. M. C.; in service 31 months. Motorman J. Overton, sergeant; 8 years' service.

Conductor H. G. Robertson, private, U. S. Marine Corps; in service 14 months; Argonne-Meuse battle and army of occupation. Motorman J. Saffores, private, Co. M, 362nd Infantry, 91st Division; St. Mihiel drive, Meuse-Argonne, Lys-Scheldt. Motorman George Sushinsky, corporal, Coast Artillery. Motorman Louis Starkey, first class master cook, 53rd Co., R. S. C.; prisoner of war 5 months. Conductor E. D. Sussan, private, 3rd Battalion, Queen's Own, Canadian Army; enlisted August 8, 1914, in France December 25, 1914, captured January 3, 1915, prisoner 1 1/2 years, escaped back to line September 12, 1917, left France October, 1918.

Motorman H. H. Swinnerton, company mechanic, Coast Artillery. Motorman R. H. Thompson, supply sergeant, Troop M, 4th Cavalry Headquarters, 1st Hawaiian Brigade; service in Mexican border patrol 6 1/2 years. Conductor Arthur G. H. Trager, private, Co. C, 9th Infantry; in service 23 months; wounded July, 1918, at Sissions front with machine gun bullet in elbow. Motorman Louis Wozuick, sergeant, Troop C, 11th Cavalry, Regular Army; Mexican border, 5 1/2 years' service.

Motorman Wilmot Atchison, private, 21st Battalion, Canadian Expeditionary Force. Wounded in action October 11, 1918.

Conductor Francis J. Lyons, sergeant, 308th Field Remount Squadron. Arrived in France June 10, 1918, at Seine and Marne July 14 to the end. Outfit handled 18,000 horses.

Conductor A. G. Miller, cook, 19th Infantry. In service 13 months.

Conductor Edward C. Tyler, private, Co. E, 31st Infantry. In service 1 year 11 months. In Siberia 14 months.

On The Back End

(Contributed)

Watch out for worn trolley wheels and report them. They often cause the pole to go Bolshevik and damage the overhead.

If you have a kick, put it in the punch at the next monthly dance in Recreation Hall.

Supt. McNaughton, of Division Three, sees to it that men on leave of absence don't get entirely out of touch with the street railway game. He mails them copies of Two Bells.

William Boynton, number one of the machine shop at Division Three, is reported to be somewhat dissatisfied over the fact that Lee Lewis got a lot of free publicity in Two Bells to the exclusion of Boynton. Lee suggests: "Wait till Two Bells starts a joke column, then put Boynton's name there."

Thirty new lockers have been installed at Division Three, but a locker doesn't have the old significance that it used to share with the ice box in the pre-prohibition days.

Two little kids of certain type, getting off at Exposition Park, said to Motorman A. H. Popst, of Division Five: "Will you kiss us before we go?"

Why is a Johnson fare box like a life?

(The unknown contributor promises an answer next week.—Editor.)

"Just like a trip to Catalina," said a motorman on a Vernon car, as a dozen school boys, on the rear end of the car, "see-sawed" the motorman up and down from the rear.

Motorman Gunner of Division Four is a Britisher and a Unionist. His conductor, Casserly, is an American and Sinn Feiner. This crew works a run on the Vernon and Vermont cross-town. They agree like strange bulldogs.

FROM ONE WHO KNOWS.

No, George, of Division Five, didn't try to butt the bull off the bridge; neither did a brick fall on his head in the recent tremblor. It's just a common boil.

Speaking of boils, the doctors say they are worth ten dollars apiece. If that is true, some of Division Five will soon be in the millionaire class.

The changing of the fare boxes from right to left of the conductors' station is a move in the right direction. It is not only more convenient, but it removes the fare box from juxtaposition with the door handle.

DON'T SLEEP ON THE JOB

If it was a felony, a bum transfer to present.

Then many an honest (?) person would be to San Quentin sent.

But there is no law in this old town to jail the street car beat.

Who hands the "con" a bum transfer, and hustles for a seat.

Where he will knock the service and be an awful bore.

Yet he's riding on a transfer dated the day before.

So watch your transfers, "conny," at each one take a peep.

And show the street car patrons, on your job you never sleep.

For our bonus may be raised some day, another ten or so.

But I don't see how it can be done if you don't collect the dough.

—A MOTORMAN, Div. 4.

Looking 'em Over at the Divisions

DIVISION 5

Conductor G. R. Rector has written from Cronville, Texas, that his father is still seriously ill there and has procured an extension of his leave of absence to care for him.

Conductor Frank Robosson is vacationing at Huntington Beach, and will be in that neck-of-the-weeds until July 21.

Conductor T. C. West has gone to Mina (not Minden), Nevada, to look after some mining interests.

Conductor A. J. Welter will be back July 19 from Terre Haute, Indiana, where he is settling up an estate.

Conductor Albert E. Kemp was another victim of the earthquake. His wife's nerves were so upset that, on the doctor's orders, they went to Riverside for a rest. Conductor Kemp is expected back on the job July 17.

Conductor T. C. West is on his way to Arizona to settle an estate, combining business with pleasure, as the outing will doubtless do him good. Here's hoping he will return with a fresh grip on himself and a realization that Southern California is the best place on earth, and Los Angeles the best place in Southern California.

Foreman J. Robinson and wife, Motorman P. D. Probert and wife, motored to Pomona, recently, to visit friends.

Assistant Superintendent G. E. Kleinschmidt and wife and Motorman George Rupp and wife spent three days, recently, in the vicinity of Big Bear lake. No fish captured.

INSTRUCTORS

Instructor O. T. Elrod, like some trainmen who claim they were never instructed on certain points, insists that it was wrong to install a Cheat-ham switch at Seventh and San Pedro without leading him up to it and giving him a personal introduction. He finds that when a Birney car takes a curve unexpectedly, it upsets the operator besides giving the flagman a chance to indulge in a hearty laugh.

Dan Healy got so interested in demonstrating the 9010 to an official from Santa Barbara that he not only kept him until 7:30 p. m. but then locked the handles up inside the closed section with the reverse lever set in forward position. The result was that the switchmen became gray-headed trying to pull the car out of the car house.

Instructor Goldsmith from Division No. 4 is taking a vacation and took so much extra gasoline along that he had to leave all his camp equipment behind.

Traveling Instructor P. V. Mathews is off for thirty days. He says that his Lozier was getting rusty from inaction and he wanted to limber it up a little.

R. A. Pierson, the man from Hacklebarney, is back from his vacation and glad of it. He states that if he had kept his feet under Dad's table much longer he would have had to have vestibles put on his trousers to accommodate the extra tonnage he was accumulating.

W. S. Williams has been very restless of late and the cause just came to light when he disclosed the fact that his best girl is expected to arrive from New York in a few days. The whole Instruction Department expects to act as a reception committee.

Who's Who



HISTORY of the Wimberly family records that, at the age of four, the pride of the household developed ambitions to be a street car conductor and a ball player. He was exposed to both, but they didn't take, and it explains why L. L. Wimberly is today superintendent of Division four.

In the spring of 1911 when war and prohibition were about equally distant, inter-division baseball battles were the big events of the city. "Wim" was quite a demon ball player and was induced to become a conductor at Division four to bolster up the team. For a year and a half he grabbed fares on the back end and played baseball, then became night clerk and continued at the job for five years.

Just about a year ago he became a division chief, first at Division five, when "Shorty" Morrison was for a time at Division four. Then they made the exchange and "Wim" returned to his old diggin's."

DIVISION 2

Conductor T. C. Chase and Motorman W. W. Stewart will leave July 14 for a trip to Yosemite.

Switchman C. S. Holderman has started on a month's leave of absence to attend an auto school and learn how to run his car. He thought of attending night classes only, but decided against it, as he wanted to learn how to operate the machine in daytime, too. During his spare moments he will be at Balboa, with headquarters at The New Way, where he will keep open house for all L. A. Railway men who may stray down that way.

Conductor E. Perkins is taking a few days off to do some work on his house.

Switchman Ed Forsythe has returned from an adventurous trip to Big Bear. He went up in his auto and, after reaching the mountain tops over the ribbon road, was almost afraid to start back, and threatened to starve to death. But he is safe at home again and left almost as many fish in the lake as when he arrived.

Motorman J. B. Engledow has gone to Filmore to visit a brother and nephew.

C. L. Christensen, clerk, who, eight years ago, bought ten acres of land in Delano, just sold it for a consideration of 50 per cent profit. "Chris" says he wishes he had about 100 more acres to sell at that price.

DIVISION 3

Arthur Walker, supreme yard master of this division, has been hit by the auto bug, and he purchased the Buick of Motorman A. R. Phillips, A. R. having bought himself a handsome Limousine. Gee! but it must be great to be rich?

Conductor Sands is well named, for he sure shows some sand when furnishing an alibi for a miss-out.

We thought we had another earthquake shock the other day, but it was just Ex-Motorman Powell arrived on the job.

Conductors Ira Gott, Louis Parker and M. B. Wickline went on a fishing expedition last week to Redondo, and the stories they tell about the big ones that they didn't catch, that straightened the hooks and broke the line. They are truly wonderful. We know how it is, we've been there ourselves. Anyway, fishing trips are not what they used to be, too horribly dry.

Switchman Lantz requests that any of the men that are in the market for second-hand collars, caps or socks, to see him before seeing King, as he will cut the price a little.

Ex-Conductor Howe will take a lay-off of twenty-four hours in order to study on the schedules. Only six hours late, that's all.

Jarvis Phillips says that since he moved out into Eagle Rock all the other "foreigners" are going, too.

We are pleased to see that "Two Bells" is growing, and it will keep on growing if you boys will only get busy and take an interest in it. If you know of any news item or little joke on someone, just write it out and drop it in the box in Cash Room. Every little bit helps.

Conductor L. R. Lynch plans a vacation of two weeks in the San Bernardino mountains about July 12.

Conductor E. L. Jandro will be back this week from a brief lay-off for rest.

Motorman R. W. Nichol is vacationing in the northern part of the state and will be back the end of this month.

Motorman William Pearson is absent on a 60-day leave inspecting some soldiers' homestead land in Oregon, in which he is interested.

Conductor L. H. Roberts will be away for three months, as he has taken his wife to a mountain resort for a rest on advice of his doctor. Mrs. Roberts has been ill for some time, and the quiet is expected to do her a world of good. We hope so.

Conductor H. W. Cornett is living in Pasadena with the millionaires, but will be on the back end again July 8, after a two week's lay-off.

Conductor H. Tupper has taken his family to Ocean Park for two weeks.

Motorman P. M. Leatherbury returns this week from seven days' rest.

Conductor A. McNiccoll is in Arlington, N. J., where he was called, recently, by the serious illness of his mother.

Foreman J. B. Lair and his assistant Hanley at Division No. 1 are working Instructor Bailey overtime hunting up runs for "one line men." Bailey gets up before breakfast now in order to get down to the division in time to coax some man to change runs in order that the new man can get a mark-up on the line for which he is qualified.

DIVISION 4

Motorman Chas. Halleman has left for New Haven, Mo., on a thirty-day leave of absence to pay his folks a visit.

G. E. Mosier, one of our most pleasant and efficient switchmen, who was a motorman prior to his promotion to the position he now holds, is suffering with a peculiar outbreak between his cheeks just below his nose. After a serious investigation, Mr. H. L. Barden, our well-known yard-master, said he believed it was a misplaced handlebar. Mr. B. B. Boyd, our assistant superintendent, claims it is somebody's lost eyebrow. Most of us think it is the symptoms of a moustache. It sure is funny how weeds will grow without cultivation.

Conductor A. B. Chambers, of the Temple Street line, after having said that he would never marry, has become engaged. To think that after all these years it should happen after a five weeks' acquaintance.

Did you say you have not seen Motorman R. C. Lindsey's smiling countenance around the barn lately? He is taking a month's leave to rest up.

Conductor R. Saunders has left the service to take up a position with the Goodyear Rubber Co.

Say boys, our well-behaved and good-natured stenographer's name is Walter Hansen. He sure is a fine fellow. He don't want anybody to call him Mr. Hansen. Just call him Walter, that's all.

Conductor B. J. Robey is taking a couple weeks off to look after some fruit on his ranch.

Conductor L. A. Anthony tells this one: An old lady who boarded a West Washington car at Temple Street and who had rode to the end of the line stopped the motorman as he was going through the car and wanted to know if he ran to Venice. At this the motorman laughed and told her to go to the "con."

She went to the "con" and asked for a transfer and the "con" wanted to know where she wished to transfer to.

"To Venice," was her reply. "Venice!" he exclaimed, "why lady you will have to take a red car marked Venice which runs about three blocks north of here.

"Alright then," said the woman, "give me my nickel back."

Introducing: New Men of The Week

DIVISION 1

Motormen: W. R. Rogers, C. A. Galloway, A. B. Smith, J. J. McAndrews, Jr.
Conductors: E. S. Staun, W. D. Boskowitz, Geo. Frith.

DIVISION 2

Motormen: J. E. Norton, E. J. Reubish, F. E. Ross, J. H. Bailey, L. Case.
Conductors: E. V. Fielder, W. Brazee, Jas. Schreiber, J. W. Godel, C. E. Adams, W. H. Shirley, A. A. Shewmaker, R. C. Hoyle, R. C. Russell, W. M. Piller.

DIVISION 3

Motorman: W. E. Ester.
Conductors: J. W. Neal, A. H. Hunt.

DIVISION 4

Motormen: C. L. Wheeler, W. Vandem, S. C. Jacobs, I. R. Tilton.
Conductors: K. O. Bayard, L. A. G. Dodge, G. W. Francon, E. J. Pheonix, T. King.

DIVISION 5

Motorman: G. R. Pritchett.
Conductors: E. O. Thomas, L. L. Bandle, W. D. Carter, J. I. Mullins, C. H. Newman, J. Fitzgerald, F. Baglieri, B. Levine, P. D. Chamberlain.