



Minstrel Show August 27

June Complaints Show Big Drop

FORCING WAY IS NO AID TO SPEED

By JOHN C. COLLINS

Traveling Supervisor of Safety

The hot weather makes some men "dopey," especially just after lunch. A man must use his will-power fighting against this, for it is a sure sign that he is getting one of the worst diseases in the country today, LAZINESS.

One day recently, we had forty-two collisions with autos, nine out of this number were where auto was on the track ahead of the car then stopped suddenly with the motorman following the machine so closely he could not stop, and hit the machine, doing more or less damage. All of these accidents should have been avoided. The motorman will say there was nothing in his way, he had plenty of room to pull over, or he did not expect him to stop. If the motorman was using the road space idea with a safety stop planned far away from the auto, he would not need the excuses. You cannot pass them while they are on the track. They will pull off, if given time. You must expect them to stop, just the same as you have to stop many times where you do not want to stop.

Expect the Unexpected
The great trouble is that men do not look far enough ahead. They figure because eight hundred autos pull out in time to avoid getting hit, that all will do it. The only safe way is to figure all are going to stop, then you won't be fooled.

Put Safety First
Every man who does this, puts time ahead of safety, and will have more than his share of accidents because the average is against him. When following other cars take it easy by coasting instead of being on your nerves, forcing your way

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

STEADY IMPROVEMENT IN SERVICE INDICATED

A COMMENDABLE drop in the number of complaints received at the office of the manager of transportation features the June report. There were 51 less complaints in June than in May. The totals are May, 211, and June, 160.

Fare and transfer trouble was the leading item in both months but a drop in this column from 122 in May to 81 in June shows that the public is rapidly becoming familiar with all the details of the coupon transfer system.

The June record is lower than that of January when 162 complaints were recorded but higher than February, March and April, which produced

94,132 and 132 complaints respectively.

Complaints for discourtesy and carrying passengers past stop declined in June and miscellaneous complaints dropped five. Small increases were noted in short-change, dangerous operation and passing up passengers.

The full score of complaints and commendations for May and June is as follows:

CLASSIFICATION	May	June	Gain or Loss
Discourtesy	36	30	-6
Fare and Transfer trouble	122	81	-41
Starting too soon	10	10	0
Carrying passengers past stop	9	5	-4
Passing up passengers	6	9	3
Dangerous operation	2	3	1
Short change	3	4	1
Failing to call streets			
Miscellaneous	23	18	-5
Totals	211	160	-51
COMMENDATIONS	37	20	-17

Maple Ave. Route Is Put In Shape

Tracks have been removed from Maple Avenue between Fifth and Seventh streets. Vacating this stretch of track was one of the results of the re-routing of the lines last May on orders of the State Railroad Commission and the Board of Public Utilities

The strip from which the car tracks have been removed has been re-paved and put in good condition. The tracks formerly connected with the East Fifth and East Seventh street lines.

Right of Way Rule at Pico and Figueroa

When Police Officer is on duty at the intersection of Pico and Figueroa, cars must not be operated so as to pass each other with the officer between the cars.

North bound cars on Figueroa Street and East bound cars on Pico will have first right-of-way under such conditions.

A great man is always willing to be little.

Cut In Uniform Price Welcomed

The bulletin announcing a reduction in the price of uniforms was welcome news to trainmen, particularly in view of the recent vote in favor of changing to blue serge as the uniform material.

The former price was \$32 and the new price is \$30, and everyone who has tried them knows that the clothing procured through the uniform department could not be duplicated for durability for the same money at a store.

Conductors E. L. Lenney, H. W. Sarah, F. P. Walker and C. A. Rogers, and Motormen N. F. Nelson, R. A. Lord, E. W. Watson and H. Gorton have also joined the crowd of vacationists.

Don't forget your duty, boys, but go and visit those that are sick, at home or in the hospital. Don't forget the definition of that word CHARITY.

Spite and ill nature are among the most expensive luxuries in life.

CALL MADE TO ORGANIZE DRAMATIC TALENT

With Brother Bones, Brother Tambo and all the rest of the colored end-men fed up on lively jokes, a Los Angeles Railway minstrel show is to be produced next month. It will be the feature of the monthly entertainment and dance in Recreation Hall and the date is set for August 27.

Try-outs to select the best actors and singers for the big fun event are to be held soon. Those who want to be in the show are asked to send in their names at once to C. V. Means, room 601 of the main offices, with a statement of previous theatrical experience, if any.

For All Departments

It is hoped to have many departments represented and to bring out the best possible talent.

In conjunction with arrangements for the minstrel show, announcement is made that formation of a dramatic club will be started immediately. Plans for the club were announced some time ago and now everything is ready to make this an interesting factor in the entertainment side of company activities.

Members Being Enrolled

Mr. Means is making the preliminary plans for this organization, and all interested in a permanent dramatic club, as well as the August minstrel show, are asked to send in their names with a mention of their experience. Arrangements will be made for a good coach and short plays and acts will be presented at the monthly entertainments.

If a sufficient number are interested footlight contests will be arranged between divisions and between departments.

Trouble With Auto Prolongs Vacation

Supt. Wimberly, of Div. 4, has received a letter from Clerk E. E. Roffee, who is touring Utah, Colorado, New Mexico and Arizona. Roffee states that his return will be delayed owing to engine trouble and a broken spring. He had allowed himself six days to come from Salt Lake City. His letter came from Gold Hill, Utah, a very small desert town.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Finest In the Land

THE reduction in the price of uniforms announced in a recent bulletin shows clearly that the company makes every effort to help trainmen maintain a neat appearance while they are in service meeting the public.

It is pretty well recognized that neat and clean appearance makes for better service. When a fellow is shaven, has a presentable collar and a neat uniform he *feels better in himself*. He is up on his toes ready to give the best he has and he enjoys the satisfaction that comes from seeing the job well done.

In army days the man working for \$30 a month didn't have an option as to whether he would shave every two or three days. He knew he had to be on parade with his whiskers chopped off or there would be something popping fast. Neatness was a regulation because it made for better men.

The Los Angeles Railway boasts of trainmen who will compare well with any in the country for neatness. The majority present a good appearance on the cars and have brought forth many commendations.

It is fine to be *one of the best* but we can be the *BEST* in the country for neatness. Neatness is inexpensive and it pays big dividends.

Greet and Help Visitors

WITH Los Angeles the tourist center of California as well as business and industrial center, trainmen have plenty of opportunity to demonstrate the best in service. Hundreds of visitors ride on the cars but are unfamiliar with rules and customs.

They are surprised to know that fare is only five cents when they have been paying from six to ten cents in other cities for a long time. They do not know the streets and transfer points and trainmen can be particularly accommodating in this respect.

Stenographer A. S. Anderson of Division Three, who is pinch hitting as Division correspondent for H. A. Russell during the latter's vacation, mentions in the news items this week the importance of giving the best possible service during the week of the Elks' convention. This is applicable to all divisions. Hundreds of visitors will be in the city and hundreds will ride the street cars.

Los Angeles has a reputation for being a hospitable city. Let's keep it up more than ever this week and do our part to make the stay of the Elks and their friends most enjoyable.

Just Keep On Keeping On

If the day looks kinder gloomy,
And your chances kinder slim;
If the situation's puzzlin',
An' the prospects awful grim,
And perplexities keep pressin'
'Till all hope is nearly gone,
Just bristle up and grit your teeth,
And keep on keeping on.

Shunning never wins a fight,
And frettin never pays;
There ain't no good in broodin' on
These pessimistic ways.
Smile just kinder cheerfully,
When hope is nearly gone,
And bristle up and grit your teeth,
And keep on keepin' on.

There ain't no use in growlin',
And grumblin all the time,
When music's ringing everywhere,
And everything's in rhyme.
Just keep on smiling cheerfully,
If hope is nearly gone,
And bristle up and grit your teeth,
And keep on keepin' on.

(Selected.)

"How do you know it was a Stork and not an angel that brought our little brother?"

"Well, I heard Dad complaining about the size of the bills, and I guess angels don't have bills."

Garage Boss on Vacation

Cecil Lindsay, who presides over the garage at Sixteenth and San Pedro and attends to the appetite of autos that get off their feed, has started on a vacation.

Here's a Real Fan! Works Owl Car to See Ball Games

YOU read about our two fighting trainmen, Dempsey and Carpenter. This week we would call your attention to Conductor H. J. Burke. H. J. is a genuine baseball bug. Standing thirty-eight on the regular list, with the undisputed right to pick a nice straight daylight or a six-day swing, H. J. chose the Temple Owl so that nothing would prevent him from attending the ball games each day.

C. K. KNITTLE, Div. 4.

Cars On Two More Lines Will Have Illuminated Signs

Two more lines are to be equipped with the letter route signs. They are the Washington and Garvanza and the West Ninth street lines with 63 and 61 cars respectively. The Washington and Garvanza line will have initial "W" and the West Ninth will have initial "N". The dash signs will remain.

The signs are similar to those already installed on the Brooklyn and Hooper, West Jefferson and the San Pedro and Western lines. They can be distinguished from a distance in congestion and are illuminated at night.

Eventually the entire system will be equipped with illuminated letter signs.

NEW DRINKING FOUNTAIN MADE

A new drinking fountain is being made for installation at Manchester and Vermont. This is expected to be quite a convenience as it is a busy terminal and the Vermont Heights shuttle cars run from that point.

Drinking fountains are now distributed pretty well over the entire system.

Rule For Carrying Newspapers Issued

On open type of P-A-Y-E No. 1 and No. 2 cars, newspapers will be loaded on the front end of car, and it will be the duty of the motorman to see that these papers are thrown off at proper destination.

On Center Entrance cars, papers will be loaded through the entrance gate, and will be in charge of conductor who will see that papers are properly unloaded.

Papers must be so arranged on car that they will interfere as little as possible with the comfort and convenience of passengers, and must not be sorted by the motorman while the car is in motion.

R. B. HILL,
Supt. of Operation.

Cigars Announce Eight-Pound Girl

Cond. B. F. Lowe, Div. 2, announced recently, while passing the cigars, that he is papa of a nice 8 pound girl. Both mother and baby doing fine. Congratulations.

ELKS' PARADES PRESENT BIG TEST IN TRAFFIC

Traffic conditions that will rival the day before Christmas shopping rush are predicted next week during the national convention of Elks. Four big parades that will attract crowds from all over Los Angeles county are to be crowded into 30 hours, presenting a mammoth task for street car operation.

The first parade is scheduled for the morning of Thursday. It will start about 10 o'clock. The big electrical parade, which is one of the leading features of the convention, is to be held the evening of the 14th. The following morning two parades are to be held, one being devoted almost entirely to massed bands representing various lodges of the country.

No Cars in Business Zone

During these parades no street cars will operate through the main part of the city. The lines will be cut at Temple, Hope, Pico and Los Angeles streets. A full force of supervisors will be on hand to help direct traffic and handle the turnbacks. A full force of dispatchers will be on duty to handle the telephone work.

Trainmen are advised to study carefully the notices sent to divisions regarding the service on parade days.

Retain Rush Service

On the morning of July 14 the full morning rush hour service will be retained to handle the crowds after the break-up of the parade. The same thing will be done in the evening, the late afternoon rush hour service being maintained for the evening crowds and then Friday morning, the fifteenth, will see the extra service continued for the third and last time.

Division One has had the job of furnishing a large number of extra cars to meet special trains of incoming Bills and carrying them to hotels.

With the extreme traffic conditions a special "safety first" warning is issued so that no accidents will mar the big occasions.



Following is a list of men who have gone on sick leave in the past 10 days:

DIVISION NO. 1

Conductors—G. E. Golden, 862 E. 39th St.; B. D. Smith, 4420 Hubbard St.; J. J. Gilmore, 6765 Miramonte Blvd.; R. M. Jacks, 426 E. 29th St.

DIVISION NO. 2

Motorman—L. F. Moore, 653 Central Ave.

Conductor—E. Lloyd, 624 E. 49th St.

DIVISION NO. 4

Motormen—O. A. Stengle, 1304 W. Pico St.; F. A. Barnard, 202 Lake Shore Ter.; W. H. Warner, 127 W. 25th St.

Conductors—G. M. Brassington, 814 W. Slauson St.; E. R. Porter, 915 S. Flower St.

Operator—H. W. Graham, 1024 E. 46th St.

DIVISION NO. 5

Motormen—N. Jamison, 992 W. 110th St.; E. F. Gammell, 850 W. 35th Pl.; F. Sims, 2408 W. 54th St.

Conductors—M. A. Hinson, 767 Towne St.; O. A. De Witt, 10901 Ash, Inglewood; W. S. Kennedy, 121-A W. 32nd St.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week
 Motorman J. W. Nichols, Div. 2.
 Conductor H. T. Hansen, Div. 2.

For Motorman T. H. Peterson, Div. 4
 Los Angeles Railway.
 Gentlemen:
 When an employe of any large concern shows the presence of mind that Motorman T. H. Peterson, in charge of car 754 on the Pico Street line, did this morning it is no more than just that the attention of the company be called to that fact.

It was only by the splendid presence of mind and quick action that a tragedy was averted. A man walked directly in front of his car and it was only by the quickest action on the part of your motorman that the man was not ground to pieces.

Yours very truly,
 H. G. STEVENS,
 H. G. Stevens Company, Inc.

For Motorman J. W. Fenicle
 For Conductor G. T. Nunn
 Los Angeles Railway.
 Gentlemen:
 It is with pleasure that I wish to call your attention to Motorman No. 487 and Conductor No. 2448, who have indeed been very courteous and accommodating to me by stopping in front of my home each night when I return from my work, quite late at night.

Very truly yours,
 MISS FLORENCE HADLER,
 554 N. Larchmont Blvd.

For Operator E. J. Knapp, Div. 4
 Los Angeles Railway.
 Gentlemen:
 Enclosed is 5c courteously supplied by Conductor 401. I got on a car and found I had only a ten dollar bill and three pennies. The conductor was unable to change the bill and put a nickel in the fare box with a courteous remark that I could repay him later if I ever rode his car again, if I wished. I wish to thank him and return his loan.

MRS. N. V. SELLS,
 5129 Cimarron Street.

For Conductor L. H. Parker, Div. 3
 Los Angeles Railway.
 Gentlemen:
 I am a boy, age 14, and upon hearing of your merit system wish to report Conductor 1546 who runs on the Garvanza line. He is especially courteous to everyone.

Yours truly,
 K. WOOD,
 3332 -Pepper.

For Motorman H. H. Fairman, Div. 2
 Los Angeles Railway.
 Gentlemen:
 Am writing a few words to inform you of the courtesy of one of your men, Motorman 1763 on the Central Avenue line. I myself think he deserves merits for being so helpful to old ladies and obliging to wait for them when it may mean a few seconds difference in his time.

Respectfully,
 MRS. GORDON,
 41st and Central.

For Motorman A. E. Holnberg, Div. 2
 For Conductor E. W. Gray, Div. 2
 Los Angeles Railway.
 Gentlemen:
 The writer is one who believes in giving credit and encouragement to others when it is due. Viz. Conductor 1730 and Motorman 301.

The writer was running to make the car which had just started. The motorman cast his eyes to both sides as he approached the crossing of Oxford Avenue. The writer waved his hand. The motorman brought his car to a stop and in five seconds I was aboard and no time lost.

I noticed the conductor was very courteous and obliging in handling his passengers. Viz. he gave in a very pleasant manner, information that was asked of him, and also attentive to passengers.

Respectfully yours,
 OSCAR BAKER,
 320 So. Oxford Avenue,
 Los Angeles, California.

DIVISION 3 INCREASES SAFETY CONTEST LEAD

Division Four Carries Heaviest Handicap On New Scale of Accident Liability

Division Three has stepped out well in the lead in the safety contest as the fifth week ends, marking the half way point in the present fight for the Premier Safety Division Flag.

The scores are as follows:

Division Three	938
Division Two	929
Division Five	923
Division Four	917
Division One	916

The figures show a considerable shift in the past two weeks, largely due to the general choice and change

in the division handicaps made necessary by the shifting of line.

Under the arrangement Division Four, present holder of the championship flag, will carry the heaviest handicap of 43. Division One is calculated to have the second best conditions for safety and its factor for figuring the accident liability is set at 40. The other Divisions are as follows: Division Five, 37; Division Three 35 and Division Two still carries the greatest risk so has the smallest handicap with a figure of 33.

On The Back End

(Contributed)

Ted Harrison's new house is about ready to move into. It is on Bellview Ave., about 3 blocks farther away from M. A. Brothers than the former place of abode. This greater distance should remove all temptations of Ted's goat nibbling mustache and straw hats on the premises of M. A. Brothers, and also leave Brothers more time to devote to the fancy trimming in painting his house. One of Division Three trainment is wondering if Brothers' skillful use of several colors of paint and an entirely new kind of paint brushes is where he earned his M. A.

"How do you know she's a boilermaker's daughter?"
 "Why, she riveted her attention on us and then made a bolt for the door."

C. D. (Dad) Fisher of Division 5 says, "It is fine boys, to be the first man up for choice at your division." Then some one says "Ah! Go along Dad and get on your car." "I'll not do it," says he, "I'll just stick around 'cause you want me to go!"

Then with a smile he passes on. 'Tis the smile we wish to direct your attention to. If you will notice you will see that smile on Dad's face quite often. That probably has helped him a great deal in getting to be first man up for choice on the Conductors side.

Father wouldn't be so worried if a vacation were all they're going to spend.

Clerk C. E. Robison, Div. 4, is going on his fourteen-day vacation soon. He would not tell us where he is going but we found out he is going to make an extended tour of Watts, Pomona, Santa Ana, Seal Beach and (the) Burbank.

Mother forbade the one-piece suit And daughter started grumbling. "When I go out to swim," she said, "I really should wear something."

There was quite an epidemic of "Flu" or measles, or something July 3rd and 4th, but whatever it was, it was not very serious, as the victims were all able to resume duty July 5th. The flurry of sickness unfortunately compelled several of the boys who had asked off to work.

A Division Two motorman, who would not divulge his name, but whose cap numbers look like 53, says that there ought to be a vote on new uniforms at least once in two years, because that is the only way to get some chaps to spruce up. More truth than poetry in that.

Conductor Lowe of Division Two complains that his hands are getting too soft and lady-like. His motorman, G. W. Gunner, has invited him down to his super-geranium ranch to get acquainted with a pick and shovel. 94, 132 and 132 complaints respect-

The difference between one man and another is not mere ability—it is energy.—Burroughs Magazine.

Motorman J. B. Selby is on a fifteen day vacation and Operator A. H. Swander is on a sixty day leave.

SAMPLES OF DIFFERENT TICKETS IN SHOW CASE

SHOW cases with complete exhibits of the various forms of transportation used on the Los Angeles Railway system are being overhauled by R. A. Pierson, chief instructor, and will be placed in the five divisions shortly.

These cases have been brought up to date and forms of tickets not in use now have been removed. Each exhibit is numbered and Mr. Pierson is compiling sheets of detailed information

telling where, when and how the various forms of transportation are acceptable. Numbers on the sheets will correspond with numbers on the exhibits.

The case will include sample passes, photos of police and mail badges, school tickets, interurban tickets and other forms of commutation slips. Coupons pasted on bundles of newspapers for transportation will be included.

TURN POWER OFF AT INSTANT AUTO CROSSES FRONT OF CAR

(Continued from Page 1, Col. 1)

through; you may think this forcing a high speed gets you through, but the majority of the men don't think so, and they are the best and most experienced men. It is always the poorest man in the service who tries to force his way through showing his judgment to be at fault on this particular thing, so you cannot expect it to be better when it comes to judge speed and distance.

Speed Is for Open Areas
 Why does a motorman hold the power on when he sees an auto turning across the tracks in front of him so long that it takes all his air to avoid hitting it? The only answer is poor judgment. The power should go off just the instant auto starts to turn. The motorman sees the things far enough ahead of them all right, but does not prepare for it far enough away. It is not to see how close to a thing you can come, but how far away from it you can keep, not how fast you can run, but how safe you can do it.

Speed is made by running in clear spaces. Your speed is governed a great deal by the movement of people and vehicles in the street alongside of, or

crossing the track, and the number of cars ahead of your car.

Judge by Movements
 Men do not seem to realize that when an auto is on the track ahead of them, whether the auto is moving or standing still until it is off the tracks or in the clear. If the movement is fast you should keep a greater road space and have the safety stop planned; where the movement is slow, like approaching an intersecting street, the road space is shortened.

When traffic moves fast, you move fast, when it is slowed up you are slowed up likewise. A great many of our men are checked responsible for accidents where they were trying to pass autos parked too close to the track or forcing their way ahead of a string of autos standing at side of track with some of them too close; also rounding curves when auto is too close for car to clear, things that were right in front of the motorman so he could see they would not clear. Still he worked hard trying to force his way through for a few yards gain only to succeed in forcing his way to an accident.

For Motorman E. M. Duvall, Div. 5.
 For Conductor A. W. Hall, Div. 5.
 Los Angeles Railway,
 Gentlemen:

I wish to inform you that I received unusually courteous treatment from your Motorman No. 553 and Conductor No. 1906.

My machine broke down near the end of the Eagle Rock car line and the above mentioned gentlemen were kind enough to assist me in pushing the car to a place of safety in order that I might take the street car which I understand was the last through car to the city that night.

Yours very truly,
 Dr. William B. Bowman,
 818 Brockman Building,

For Conductor D. M. Best, Div. 4
 For Motorman H. J. Kahl, Div. 4
 Los Angeles Railway Company,
 Gentlemen:

I cannot keep from writing you a few words of praise for the crew of car No. 822 of the Washington and Garvanza line this morning at Rosedale, at 10:15 a.m. The motorman seeing an old lady whom he thought wanted the car, but was afraid of the autos and was hesitating to go to the car, asked her if she wanted the car. When she said yes, the conductor got off of the car and helped the dear old lady on the car.

Yours very truly,
 H. J. PEAK,
 1828 W. Washington St., City.

Looking 'em Over at the Divisions

DIVISION 1

It seems that half the motormen in the division can be seen out on the road nursing a cute little changer and grabbing nickels. Some think it is because of shortage of conductors, but the division superintendent informs us that he decided to send out a few motormen to show them how the job should really be done. With the proper degree of modesty we desire to say that only the best motormen available are being used.

Following is a list of our absent Brothers, all apparently in search of the joys of vacation: R. D. Stanton, J. M. Elliott, G. B. Newberry, L. M. Hills, J. H. Stanley, J. T. Shelton, J. G. Newell, T. Birmingham, F. E. Rainey, L. E. Wright, E. M. Staley, W. Bailey, A. Lawler, R. F. Frazier, F. M. Asbury, E. E. Bragg, and C. H. Robinson.

We are sorry to learn of the recent illness of Supt. Morrison of Division 5, which our genial friend Mr. Teddy Haskell said was due to "Shorty" gathering sea-gull eggs during his leisure hours.

Mr. E. C. Morton, our well-known night clerk took unto himself a vacation, which was as it should be, but we all want to know where he spent it, on account of the postal card he sent reporting a good time. Ask to see it.

Motorman Harris, who recently left us to go to Division 4 and be stenographer to an East Jefferson Birney, comes faithfully every afternoon over to see us all, and sits, with tears in his eyes, gazing wistfully upon the office force and the surrounding beautiful country.

DIVISION 2

Cond. C. A. Park, who has had some time off on account of ill health, has returned to work, and brought with him some fishy stories, but C. A. knew that we wouldn't take much stock in his stories, so he brought the proof with him, which is a picture of a 600 pound sea-bass, caught by him, about a mile out from Santa Monica Pier.

Cond. T. H. Hansen is now taking care of Register cards, in place of W. S. Culver, who returned to train service.

W. A. Pilcher, who has been cash receiver at Div. 2 for about six months, decided to go back to pick nickels, as Bill says there is many a job worse than being conductor.

J. L. Williams of the office force is now Cash Receiver, and Cond. J. A. Madegan is taking William's place in the office.

Conductors F. Fauver and T. C. Chase is assisting in instructing new men for Birney car operators, at Div. 4, and, believe us, whoever receives instructions from either of the above mentioned gents will sure know how, as both of them are real old timers, and Birney operators since the said cars first appeared at Div. 2.

Conds. H. A. Hansen and H. L. Hansen are spending a week's vacation on their ranch in the San Diego mountains.

Mot. J. D. Brubaker and W. J. Minghini are taking a month off to rest up.

Ezekiel McCravery (foreman of the Dust Department) is spending his vacation lying around home, just resting, while Jake Bordis, formerly of Div. 4, is taking Mac's place.

Who's Who



COME to think of it, you never saw Foreman T. Y. Dickey of Division Two moving around stoop-shouldered did you? No, sir, and your Uncle Sammy is responsible for that.

Didn't you know T. Y. was a soldier in his younger days? Sure enough, he served from April, 1899 to April, 1905. He was a clerk in his dad's grocery store up to the time he enlisted. He served in the Phillipines and returned to civilian life with a fine military record.

His home was in Montgomery, Alabama, but T. Y. made for Los Angeles and was a conductor within a few months of receiving his army discharge. In 1906 he was made an extra dispatcher and in 1909 when on regular service where he continued until 1911 when he became a schedule clerk.

He shifted to the dispatcher's board again in 1914 and January 3, 1920, was made assistant foreman at Division Two, then became regular foreman April 9, 1920.

DIVISION 5

Motorman C. A. Adams is off on a 90-day sick leave. We hope that his will be a speedy recovery.

Conductor L. C. Elliott, Motorman E. Gillen, Conductor G. C. Bemis have joined the crowd of vacationists and we trust they are now having a great time.

We have heard from Foreman John Robinson since his departure. According to his story he is having a great time.

P. J. Haskell, who acted as Stenographer to Supt. C. A. Morrison, for the past two weeks, in the absence of the regular Stenographer, left last Saturday for a few days' rest and to go to Division 2, there to be Stenographer to Supt. P. V. Mann. Mr. Haskell made quite an impression while performing his duties here and also quite a number of friends who would be glad to have him make them an early visit.

There are no fish stories to tell this week as all of us who have been enjoying a vacation had nothing out of the ordinary to tell. To be sure we caught some fish, that is; some of us, but they were not as small as the smallest nor nearly so large as the largest. We had fish to eat, but not any to throw away.

Conductor E. Muller is about the proudest and happiest man around the division. The Stork made a visit at his house and left a 10½-pound girl. Congratulations are the order of the day. Mother and babe are reported as getting along nicely.

DIVISION 3

H. A. Russell is enjoying a well-earned vacation. Last heard from he reports a wonderful time at Catalina. Knowing him quite well we predict that he will come back with a rich tan, fishing stories with a "bite" in them and a lot of other interesting things.

All right boys, let's show the public and especially the visiting Elks and their friends how to handle the unusually large crowds during the next two weeks in the most efficient, considerate and courteous manner. Remember that the visitors don't know rules, streets and directions as well as you and the usual passengers, therefore be especially patient and considerate.

An attractive and commodious restaurant is being built at Division Three, and this together with those already in the vicinity will give Division Three trainmen eating accommodations far surpassing in convenience and service those of any other division.

Motorman John Corsen, while practicing driving his large Studebaker in Division Three yards Saturday morning, evidently tried to climb a telephone pole backwards but the car refused to learn such new tricks, and incidentally sustained a few broken members.

Conductor T. E. Strahl can't quite see the point in getting 10 demerits for trying to talk a man into buying a ride on the L. A. cars. All the while Strahl was trying to sell him a ride the man was enjoying a ride on credit. Tough luck, Strahl, but keep on trying, you'll be a star fare salesman yet. You tell 'em grindstone, you've got lots of grit!

Messrs. Gott, Glenn Chapman, and L. H. Parker, and friends report a very delightful fishing trip to the San Fernando Reservoir July 3rd from 4:30 a.m. to 5:30 p.m. If they hadn't run short of bait they no doubt would be fishing yet, for they are all real fishing enthusiasts, and besides they had the benefit of Gott's patent fishing poles. They report catching 75 real bass 7 to 10 inches long and the delight of it all is equally divided between the experience and telling about it.

Motorman Grant Anderson went on a two months' leave May 10th. However, he couldn't stay back East during all this time as he decided the chances were fine for coming back here to get married. The marriage took place about two weeks since at Highland Park, the bride being Mrs. Dent of Santa Barbara. Division Three trainmen and office force wish for Mr. and Mrs. Anderson a long and happy married life.

Motorman E. C. Peglau has been flagging now for several days and has raised a wonderful tan. He says that while absorbing energy so intensely from the sun he has not needed but four hours sleep per day and yet feels better than ever. Some of these days he will be able to give Edison some valuable tips as regards sleep and work and the conservation of physical resources.

The 11 large water barrels and 106 buckets all nicely painted and located conveniently about the Car House not only add wonderfully to the effectiveness of the Division fire fighting equipment but are quite attractive as well.

Which is the swifter, heat or cold? Heat, because you can catch cold.

DIVISION 4

Foreman B. B. Boyd won several extra "shekels" on the Dempsey fight but it seems he could not stand the prosperity, because he packed up the next day and went to Big Bear, where he spent Sunday and Monday.

Operators H. W. and F. A. Frazier, two brothers who recently transferred from Div. 3, are each on a seventy-five day leave. Members of the Frazier family are going on an auto trip "back east."

Last Saturday afternoon, about 2.45, a trio of trainmen strolled into the rest room. One was a motorman, one a conductor, the other was the motorman's student. They wended their way through the various groups of trainmen who were engaged in talking, playing cards and lounging about. They did not mingle with these boys but walked over to the bulletin book and explained it to the student, showed him the mark up sheet and the schedules and how to read them, etc. Then they walked down to Pico and Flower to make a relief on Garvanza. They waited awhile. The car did not come. They waited a half-hour longer. What was wrong? They walked back to the barn and told their story. Ye gods! they had all missed out. It was a pull out run. What was written behind the names of Conductor D. J. Vanderlinden and Motorman C. H. Thomas on the miss-out sheet would be better left unsaid.

Motorman B. H. Hellman is on a sixty day leave during which he will make a trip in his buzz wagon to Frisco and other towns up north. Conductor A. L. Layton is on a thirty day leave. Reason is that Hellman is his motorman.

We could write a real farce comedy on the street car life of Operator "Pig" Murphy but "Two Bells" does not accept serial stories. However this little chapter afforded our office force a good laugh.

"Pig" went down to Main St. to make a relief on his Griffith run last Saturday, P. M. Extra man Brigst was running the car when it came along. The following conversation took place:

"Pig."—"Hello there. Glad you're thru?"

Brigst.—"Thru? Why I just made a relief up the street."

"Pig."—"You did? Well this is my run. There is a mistake someplace. You'll have to go back to the barn."

Brigst.—"No I won't! I was given this run today and I'm going to work it."

A low-toned controversy ensued, and finally "Pig" decided that Brigst would not give it up, so he got off, his temper at 212 degrees Fahr., and hastened back to the division. Here he found out that he ("Pig") had asked for off on this day two weeks before, but had forgotten about it.

Introducing New Men

The following men have been assigned to their divisions for the week ending July 2:

DIVISION No. 1

Motorman—S. McDonald.
Conductors—C. A. Albecker, H. H. Muldore.

DIVISION No. 2

Conductors—G. Houston, W. S. Craig, J. E. Beardsley, W. R. Stewart.

DIVISION No. 4

Safety Operators—J. C. Bowman, J. A. Biely, O. O. Reed, J. McGregor, J. Anderson, H. H. Circle, R. M. Falkinburg, K. G. Madsen.
Conductor—J. L. Morgan.

DIVISION No. 5

Conductor—A. McCurrey.