



Prizes For July Service Ideas

STEP SAFETY COMES BY REGULAR STUDY

By JOHN C. COLLINS
Supervisor of Safety

In observing conductors on the system, a great many keep themselves properly protected, others, especially the new men do not, as the car is coming to a stop. He may be sitting on the stool with not a thing to do. The thought of what might happen does not enter his head, while his attention is needed to the right side, he is looking to the left with not a thing there that should interest him.



The new man is at a disadvantage at best. He is clumsy, does not know the streets, his inability to answer questions quickly is humiliating to him. He will often answer a question in such a way to protect himself that the passengers think he is impudent. If you do not know, say so. Telling them, if necessary, that you are a new man on the line. If you have a moment's spare time try to find out from the motorman, or even from some of the other passengers. Anyone is only too glad to assist a man who is trying to acquire some knowledge about his work, or when he is trying to accommodate some one. The effort made might not find the answer to the question, but it is not wasted.

Comedians Use Stage

Once in a while you see a conductor who is noisy, a kind of an entertainer. The same is true of a few motormen (one such rides the Eagle Rock City Line). Unless the man is exceptionally good, the effort to be funny is lost, for he only succeeds in making himself ridiculous. A passenger may ask you some question, which to him sounds all right. To you it sounds like a joke. (The Spanish names of some of our streets are hard to master at first). Do not humiliate anyone on the car. Just remember your first day on the cars, you might have been somewhat of a joke yourself to the instructor, but he treated you with cour-

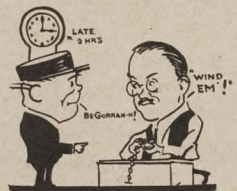
(Continued on Page, 3 Cols. 2-3)

INSTRUCTOR GOT A SNAP?

Student Learns to Wind Watch

DIVISION TWO has a new motorman as Irish as they make 'em. He is doing fine work but furnished some good humor in his first days.

He left the Emerald Isle less than six months ago and the first day he was breaking in, a gang of six Mexican track workers and a foreman boarded the car carrying the implements of their trade. The new man was so puzzled that he asked the foreman, "Faith and what kind of Irishmen are they to be carrying shovels?"



But the bell ringer incident transpired at the Division Two office when Mike reported for his instruction run two hours late. He showed Foreman T. Y. Dickey his new watch and it was just two hours slow. T. Y. took the timepiece and showed him how to wind it up.

"Well, and is that what you have to do to the darn thing," he exclaimed with a smile as he pocketed his first watch!

The Expert Driver

There was an expert driver,
Who always drove with care.
He never had an accident,
He drove most everywhere.

He'd cut across the car tracks,
Dodge pedestrians, or truck,
And getting by the traffic cop,
He always was in luck.

He cut in front a car one day,
There was a crash, a roar.
He was an expert driver
But—he isn't any more.

Turning corners on two wheels
He'd seem to be delighted
When he'd hit the center of the block
And all four wheels were righted.

He'd step upon the throttle
And give her lots of gas.
He didn't care about the cost
For he had lots of brass.

Instruction Dept. Men Take Vacations

Walter Williams and Walter Hole, of the instruction department, are due to return this week from two weeks' vacation. Walter Williams, stenographer of the office, picked Mt. Baldy for his rest and Walter Hole chose Balboa Beach.

Supply of Route Folders Available

A large supply of the yellow route folders showing routes of lines, early and late cars, is available and copies will be mailed promptly upon request to the Public Relations Department. Trainmen are asked to keep the book in mind as it is valuable to strangers and others not thoroughly familiar with the car system. By telling passengers and acquaintances about the book, a trainman may extend his circle of friends and make friends for the company.

New Stenographer In Safety Bureau

Miss Esther Yahraus, formerly of the schedule and mileage department, is now stenographer of the safety bureau. She succeeds Miss Frances Westcott, who resigned recently and was married August 2 to Harry E. Roxtrum.

S. F. Street Railway Man Visits Here

Charles C. Stech, associate editor of "The Inside Track," the magazine of the Market Street Railway of San Francisco, has been visiting in Los Angeles and studying methods of the Los Angeles Railway. Mr. Stech was particularly interested in the instruction department, as he "broke in" on his own lines as a motorman to get the broadest possible view of the street railway industry. He expressed himself as well pleased with methods and service here.

CASH AWARDS ARE WON BY VARIED PLANS

Only about half as many suggestions were offered during the month of July as were received in either May or June. However, a surprisingly large number of the suggestions received were meritorious, and therefore the selection of the prize winners was rather more of a problem for July than for the previous months.

One suggestion stood out so prominently, coming as it did just at the time when it was realized that certain conditions existing should be corrected at once, that all doubt as to which one should receive first prize was removed.

This suggestion to which first prize has been awarded was received from conductor H. L. Raines, Badge No. 226, of Division No. 5, and offered a plan for the improvement of methods of fare collection and hat-checking of passengers on line "E."

This line, despite the fact that large loads are carried and that the cars are perhaps even more heavily loaded than those of a number of other lines, has been consistently losing money, and careful observation proved the fact that a considerable portion of this loss was due to careless work on the part of conductors.

No systematic plan of hat-checking was followed, some conductors made no attempt whatever to hat-check passengers, and therefore permitted large number of passengers to ride on a 5c fare or a transfer, when additional fares should have been collected. Other conductors made no attempt whatever to hat-check passengers on the north end of the line. Practically no conductors made any attempt to prevent passengers from riding past the Plaza on commutation tickets when northbound, or past 12th and Main when southbound under similar conditions.

On account of the various methods of hat-checking, conductors making reliefs were absolutely at a loss from whom to collect additional fares, therefore the suggestion of Mr. Raines was very timely, and it is expected that as soon as a definite plan can be worked out, marked improvement in the net earnings of this line will be shown.

(Continued on Page 2, Col. 4)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Women Folks Play Big Part In Car Service

TO THE ladies, God bless them, we love 'em all. If it wasn't for certain ladies we would not be here, so we wish to inform the wives, sweethearts and daughters of trainmen that "Two Bells" is issued for them as well as for the trainmen. No truer saying ever was said than the fact that the hand that rocks the cradle rules the world, and we feel that we must get you ladies interested in "Two Bells," and when the old boy comes home and says that he forgot to get a "Two Bells," just start him right back to get one or come over and get one yourself.

Don't let the old boy put anything over on you, as the chances are that he did not forget it at all, but very likely there was an announcement of a dance at Recreation Hall and he was afraid that if he had to take you to it he would lose a whole lot of good sleep. We have lots of tickets on hand that he can obtain for the asking that will admit you and the kiddies without the old boy, and we want you ladies there. Or it may be the old boy slipped a little and someone wised the "Two Bells" scribe, and the foxy boy did not want you to see it, so get wise and be sure you do not miss a "Two Bells."

We are sure that you ladies can do a whole lot towards keeping his efficiency record at the highest point. You remember, of course, those 60 berries the old man received just before Christmas last year. "Gee, wasn't that a Gr-rand and Glor-ious feeling," and you remember also a year or two ago when Christmas came around and you had that Christmas spirit of wanting to give a little remembrance to the family and wished you had ten or fifteen dollars extra money for some. And now if the old man is only good and watches his P's and Q's he can give you, not only 10 or 15, but 60 of 'em. This is something to look forward to, I'll tell the world, so when you get the "Two Bells" read it over and discuss the different articles on safety, etc., with dad and see that he doesn't forget to set the alarm clock, as miss-outs cut into bonus, and get him away with a good breakfast as a satisfied tummy makes for contentment, and a contented man makes for efficiency and efficiency means bonus, and who knows but your hubby may be the boy that will get the double bonus, so as I said before, ladies, it's up to you.

There are a few months more to go. Do your part and hubby will do his, and that means 60 bones for Christmas and maybe 120 of 'em, so it's "Two Bells," let's go.

H. A. RUSSELL.

Laws Will Be Enforced

IN ENFORCEMENT of a rule laid down by bulletin issued by the Superintendent of Operation, any person within the jurisdiction of the Transportation Department who is found to have engaged in the practice known as "bootlegging," upon evidence satisfactory to the Superintendent or the Manager of Transportation will be immediately dismissed from the service.

For the information of all concerned, so that there may be no misunderstanding as to the meaning of "bootlegging," I will say that the term "bootlegging" as interpreted by the Transportation Department does not apply simply to men who may be making a side business of the illicit handling and sale of intoxicating liquor under the ban of the United States Government, or the laws of the State of California, or of the City of Los Angeles. A man who secures and delivers to a friend or acquaintance any intoxicating liquor, the handling of which is illegal, as defined above, is just as guilty of bootlegging as a person who handles intoxicating liquor for profit to himself. In other words if a friend or acquaintance comes to you and asks you if you know where he can get some whiskey or other liquor, the handling of which is illegal, and you say you do know where it can be obtained and procure the same for him, you are just as guilty of bootlegging and just as liable to immediate dismissal from the service as if you voluntarily engaged in the handling of same for profit to yourself.

I am making this definition plain in this issue of Two Bells in order that no person within the jurisdiction of the Transportation Department may be misled into believing that he can furnish to the Superintendent of Operation or to the Manager of Transportation any legitimate excuse whatever for directly or indirectly providing intoxicating liquor for another person.

This rule applies with equal force to a person who receives from another person any liquor, the handling of which is illegal.

GEORGE BAKER ANDERSON,
Manager of Transportation.

BULLETINS

Issued August 14, 1922

BULLETIN NO. 120
Notice to Trainmen

An Electric Switch has been installed and is now in operation at Avenue 28 and Dayton.

All trainmen will be governed accordingly.

BULLETIN NO. 121
Notice to Conductors

The following passes are reported lost:
No. 2369—Issued to Mrs. Elfrieda Gould, wife of Wm. Gould, auditor's office.

No. 3502—Issued to C. F. Abbott, conductor, Division No. 3.

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

BULLETIN NO. 122
Notice to Conductors

Transportation Book No. 78876, issued to H. P. Carrillo, account Fire Department, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 123
Notice to Conductors

Please cancel that part of Bulletin No. 118 regarding lost pass No. 1546 belonging to Amanda Johnson, car cleaner, mechanical department, as this pass has been found.

BULLETIN NO. 124
Notice to Trainmen

Effective Monday, August 14, 1922, the tower at the Plaza will be operated daily, except Sunday, from 4:00 P.M. until 6:30 P.M., instead of from 3:30 P.M. as at present.

BULLETIN NO. 125
Notice to Trainmen

Trainmen will discontinue use of the vault toilet located on right-of-way at Hawthorne, as this toilet will be removed immediately.

Arrangements for toilet privileges have been made with the Mission Garage at Hawthorne, California. The privilege granted us in the Mission Garage is dependent upon the good conduct of our men who make use of same.

This toilet will be available from about 6:00 A.M. until 9:30 or 10:00 P.M., including Sundays.

P. B. Hill

Supt. of Operation.

Heliotrope Cars Scarce; All Are Painted Yellow

A woman passenger boarded an out-bound Hawthorne car and informed the conductor that she would like to go to Westlake Park. He told her to get a Heliotrope car at Seventh and Broadway. Arriving at this point she stationed herself waiting the arrival of the Heliotrope car.

The conductor was much surprised on his return trip when the same woman boarded his car. He said, "Did you find the lake?"

"No," she said, "I've been waiting here an hour and a half. I saw lots of yellow cars, several red cars and one green one, but not a single heliotrope car. I don't believe you have any painted that color."

CONDR. J. A. JOHNSON, Div. 5.

Sells Goats To China and Mexico

John W. Teegarden, of the Sixteenth street store rooms, has shipped four thoroughbred goats from his ranch in Inglewood to China and Mexico. Two Toggenburgs and one Saanen were sent to China and one Toggenburg went to a ranch below the border.

Mr. Teegarden has about 115 high grade animals at his ranch and finds a ready market for them in all parts of the country and sometimes overseas.

CONTESTS FOR SAFETY TO START IN OCTOBER

The inter-division safety contests will be resumed October 1, according to an announcement made by John C. Collins, supervisor of safety.

Mr. Collins is working out plans for the coming battles that are calculated to swing the axe on accidents in definite manner. It is expected that the big pennant will be the prize to designate the winner of top place in each contest as was done previously.

To new men who have entered the service since the last contests, it may be said that the race for first honors in accident prevention, developed keen interest among the divisions. You will catch the spirit because it is worth something to be able to say you belong to the safety champions of the company.

The contests in 1922-23 will be shorter than they were last season, but definite information on this will be given later.

SERVICE IDEAS CAPTURE PRIZES

(Continued from Page 1, Col. 4)

Prize No. 2 is awarded to Motorman N. Robinson of Division No. 1, whose suggestion provides for the posting of the names of sick or injured men, stating the circumstances in the case, and where the man may be found in case his friends may desire to visit him, such notice to remain up for a period of at least 48 hours.

This suggestion was prompted by the fact that frequently trainmen become incapacitated and their friends know nothing of the circumstances until after they have recovered and returned to duty.

Third prize is awarded to B. E. Allen of Division No. 2, and provides for the setting of switches on the crossover at 38th and Santa Fe for the crossover. This is on account of the number of cars which use this crossover, and the danger of conductors being struck by automobiles while pulling the switch.

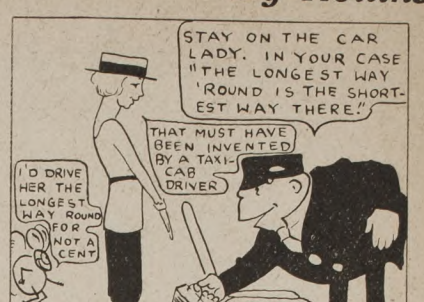
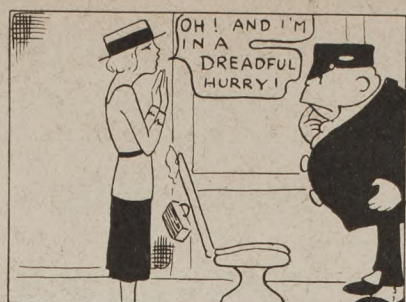
In addition, this arrangement will give the conductor an opportunity to give full attention to the rear end of the car and the trolley while taking this crossover. Fortunately this change can be made at the 38th Street crossover, it being located in a manufacturing district where the switch can be so set and still not result in complaints being made by residents in the vicinity. Numbers of other switches cannot be set for the crossover, but the switch point must be left set for the straight line on account of complaints as to the noise made by cars passing through the switch.

Suggestions have been received each month on the matter of posting signs in the cars, requesting passengers to call their streets. None of these suggestions have been awarded prizes, for the reason that the matter has been under discussion for a long time, various styles of signs have been tried out and eventually something along this line will undoubtedly be done.

It must be remembered, however, that pending the installation of these signs, and even after signs are installed, it is better to make an extra stop occasionally than to carry passengers past their destinations.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Mtr. F. M. Newell, Div. 3

Los Angeles Railway.

Gentlemen:

I am a regular passenger on the West 11th Street line and usually catch the same car every evening.

I have noticed how careful your motorman number 2463 is, and think that he deserves to be complimented for his courtesy to passengers, and above all, to strangers in the city. In the past months that I have been riding on his car, I have never heard him make a discourteous reply to anyone no matter how they may have aggravated him.

To my knowledge he prevented colliding with two automobiles coming out of town early yesterday evening. One machine cut in ahead of him at 11th and Figueroa, and another at 11th and Hoover. I have never been on the car when he started before everyone was on, and he is very careful when there are women or children getting on to see that they are in no danger of being hurt when starting his car.

It is my belief that a man of this man's type, should be complimented on his good nature and perfect way in which he performs his duties, as it is no easy matter for a man to hold his temper when he is handling the traveling public.

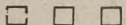
Trusting you to see that this man is thanked for the services he gives you and also the public, I will bring this to a close.

I beg to remain,

Yours very truly,

C. W. McCLAIR,

3136 West 10th Street.



For Mtr. F. De Guire, Div. 1

Los Angeles Railway.

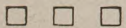
Gentlemen:

I should like to express to you my appreciation of the kindness and consideration shown by one of your men, Motorman 63. There are many trying things in the life of a night teacher, and it is in the power of the car crew to help make it tolerable or more difficult. Taking the car at dark, uninhabited places every night has been made more possible for me by the consideration of this motorman, and I am deeply grateful.

Very truly yours,

MRS. NORMA R. HOLMES,

Principal, Lemon Street Evening School.



For Mtr. C. E. Greenlea, Div. 2

For Mtr. L. Maxam, Div. 1

Los Angeles Railway.

Gentlemen:

I have read the last A-z-u-r-i-d-e, therefore I wish to commend Motorman 1167 for gallantly carrying me across a rainflooded street, and Mtr. 1169 for his consideration in waiting for people who are making a Charlie Paddock sprint to catch the car.

L. C. SPENCER,

531 N. Ardmore.

SMILE AND HUSTLE

Smile and the world smiles with you
Knock and you go it alone,
For the cheerful grin
Will let you in
Where the kicker is never known.

Growl and the way looks dreary,
Laugh and the path is bright,
For a welcome smile
Brings sunshine, while
A frown shuts out the light.

Sigh and you rake in nothing,
Work and the prize is won,
For the nerry man
With a backbone can
By nothing be outdone.

Hustle and fortune awaits you,
Shirk and defeat is sure,
For there's no chance
For deliverance
For the chap that can't endure.

With the busy, bustling throng,
You are out of rhyme
And all the time
Grumble and things go wrong,
Sing and the world's harmonious,

Kick and there's trouble brewing,
Whistle and life is gay,
And the world's in tune
Like a day in June,
And the clouds all melt away.
—Exchange.

ANTICIPATE NEXT MOVE MAN AT STEP WILL MAKE

(Continued from Page 1, Col. 1)

tesy and consideration. To ridicule honest effort is ignorance.

There are some unexpected moves made by passengers. If a man's hat blows off while car is in motion, instantly warn him to wait until the car stops or not to get off backwards, a move he is sure to make, for his mind is on the hat; stop the car, but be sure to caution him.

They Forget Motion

If a woman gets on your car asking a question at the same time, such as "do you go to a certain place or do you transfer to such and such a place?" If the answer is yes, it is safe to start, but if the answer is in the negative, do not start, if moving do not answer her right away, get hold of her or be ready before replying, for she is sure to back right down the step, her mind is on where she wants to go, not realizing the car is in motion, for it was standing when she boarded. Every combination is guarded against by the conductor who has made a study of the idea of anticipating the consequence of a move at the time it is about to be made.

The more effort a new man makes to learn the business, the fewer humiliating situations he finds himself in, as he can answer questions without loss of time, which gives him more time for other work. A conductor should try to keep ahead of his work as much as possible.

There are times when it is unsafe for a conductor to remain seated while receiving or discharging passengers. Conditions at such a time should be noticed as out of the ordinary and treated as such.

If having the curtain down interferes with you observing the passengers, adjust yourself to the conditions, or put the curtain up.

The man who is making a conscious effort to do right is never bothered by the office. There is always a reason why a man complains of being hounded by some one all the time. It is funny that a man's work is such that several men are hounding him, each unknown to the other. The man who complains of being hounded here, has been hounded every place he worked. He used those words before coming to this company, when not trying to do the work as others require it to be done.

Once in a while a man comes to the office about a step accident and says:

"I always watch my step and warn my passengers to wait until the car stops, and do not give my bells until passengers are on." At the time he is telling that, I know he did not do it this time, because the accident would not have happened had he properly warned the party. Later in looking him over to see how well he watches his step, you wonder if he knows he has steps on his car, for he seems unconscious of them, as far as giving them any attention. With a little practice you will turn automatically to watch the step as the car slows down, for the one person out of the hundreds you handle daily, who might fall from the moving car, ninety per cent will need very little attention. The one likely to make the move will be noticed and instantly warned.

Luck Not a Factor

One man handles the same kind of people that another handles on the same line. The one who does not have accidents must handle them differently from the other, because one man is not lucky for ten years and another unlucky every few weeks.

There is a vast difference in the people on one end of a line to those on the other end. Brooklyn and Hooper is the best example. Every man knows the most dangerous end with no further comment.

Lines W., R., F., A., S. and M. show the greatest number of step accidents. On these lines we have conductors who do not have them. We do not have them when the conductor is crowded and busy, but when nearing the end of the line after night and the car is practically unloaded. There is no reason for this and each man who has such an accident knows the reason better than any other person.

All Have Work Alike

The conductor's work is more routine than that of the motorman, so with very little application of thought he should be able to keep clear of trouble except the disagreeable patron one meets once in a while. One man handles this party to a much better advantage than another, which is not luck either, but the way they do it.

I saw a conductor on an Eagle Rock car not long ago trying to get witnesses to an accident when a colored man fell off their car while it was going almost at full speed. This man asked every one on the front end of the car if they saw the accident. They said they did not. The conductor believed them and did not get a witness. After he went to the rear end, a conductor in full uniform who was a passenger on the car started in and easily secured twelve, some of the people even seemed anxious to sign the witness blank. There is a way you can appeal to your passengers that will get a name or two, as a favor to you, or to help the other fellow. A number of conductors day dream while on the back platform, wishing they were the motorman. Do not let the mind wander so far away that you can not get it back when needed.

On The Back End

(Contributed)

Condr. L. L. Sweet of Div. 3 has a little daughter, Vivien, who thinks her daddy is just the proper thing. One day her mother was taking her to town and had told her that perhaps they would ride on daddy's car. Imagine Mrs. Sweet's feelings when as she got on the car Vivien piped out in a high shrill voice, "Mama, that's not my daddy, that's a man."

* * *

A prospective motorman had filled out his application blank and handed it to Jene McGurk, who was once mistaken for the original of the Arrow collar poster man. The would-be engineer had been employed in a stock yard and his particular duty was to terminate the careers of steers so that they might be converted into T-bone steaks. Accordingly, he listed as previous occupation "bull shooter."

Jean glanced over the paper and said, "For what firm do you say you were publicity man?"

* * *

A negro was searching his pockets for fare on a "B" line car. Finally he turned to his friend behind him and said:

"George, lend me a dime." George eyed him critically and handed over the money with the remark, "You seems to ova' taken wid impecuniosity most eva' time ah sees yo'."

"How's that man, whassat you say?" countered the borrower.

"Ah said yo' impecuniosity seems to be yo' constant impediment."

"Hold on there, man, I borrowed this money 'cause I'm a bit low. I expects to pay it back to yo' all soon, but none of your sa'castic lip about it, see. Ah'm going to look that up when ah get home and if the dictionary says it is what ah think it is ah'll see you sooner than soon!"

* * *

JONAH SAID "I'M OFF YOU FOR LIFE, YOU POOR FISH."

You can't keep a good man down. Jonah and a jelly-fish found themselves in the basement of a whale.

Jonah took the first elevator up—the jelly-fish stayed there. That's a common story.

It's as hard to keep a bum on the top as to keep a good man down.

Everybody has a back-bone with his head at one end, and at the other—a place to sit down.

Some guys use one end most—some use the other.

Anybody can tell which end the guy uses by his pay check—heads he wins, tails he loses.

—A fishy extract from an Ivan B. Nordhem folder.

* * *

The man who is worthy of being a leader of men will never complain of the stupidity of his helpers, of the ingratitude of mankind nor of the inappreciation of the public. These things are all a part of the great game of life, and to meet them and not go down before them in discouragement and defeat is the final proof of power. —Hubbard.

* * *

Young Gazip: "There goes Mrs. Lastword. They say every cent her husband makes she puts on her back."

Old Pfogie: "Poor fellow! He must have been out of work when that gown was made."

—Houston Post.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

We will start this little column this week by announcing the marriage of Mr. A. J. Koltenbaugh to Miss Christina McCormick, on the second day of August. Mr. Koltenbaugh has been a motorman at this division for the last eight or nine years, and has become quite famous of late for his early miss-outs. Miss McCormick was formerly his housekeeper for a number of years. The boys all wish you a long and happy married life.

Henry T. Scott, traveling Supervisor of Safety, and family, will leave August 14th for his cabin at Camp Baldy, where he will spend his vacation.

Motorman E. O. McKinney has returned from his vacation up north and reports a fine trip. He made the round trip in his trusty Chiver-o-way, with no trouble encountered, not even a puncture.

Dear Sir: On my pull-in trip from Goodyear, at 1:26 A.M., I find a house on the track about every night, and I do hope they will get this city moved around where they want it before the next shake-up.

Yours truly,
A. MOTORMAN.

Conductor G. Shubert, the division athlete, walked in this morning with a big gat strapped around him and looking very sarcastic, announced that he was going to endeavor to clean up this fair city of burglars. Some of the boys suggested that he might be going out to Arizona to shoot ground hogs, but Shubert insists he has joined the police force, and is strictly after the law breakers.

Motormen seeking their fortunes in other pastures by leaving the service this week, are D. W. Sherman, E. S. Elliott and G. O. Maxwell.

Motorman Will Matthews leaves this week on a two weeks' vacation to be spent in the city and near-by points.

H. O. Funk, formerly conductor out of this division for a number of years, is back from the Imperial Valley, where he has been during the summer months, visiting with all his old friends. He has acquired quite a coat of tan while there.

Division No. 1 is becoming quite popular as a storage house for foreign cars. Six more cars from the Eagle Rock and Hawthorne line are pulling into this barn now. Well, anyway, the fellows from the other divisions will get to see what a fine division No. 1 is.

DIVISION 2

C. L. Christensen

Conductor A. G. Richards reported for work again, all sunburned and tanned, having put in the last two months at Venice, building himself a fine little home.

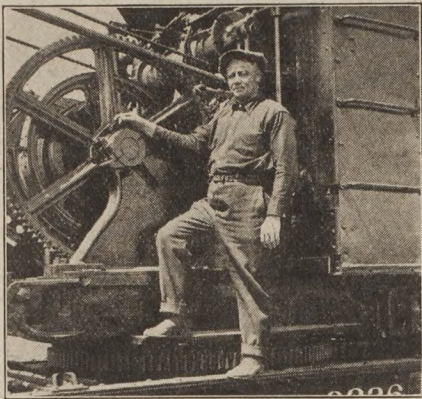
Conductor E. H. Weilbacher, who resigned about two months ago to engage in other work, is again at the foot of the extra list, and satisfied at that.

Conductor S. G. House and Motorman C. H. Engle, with their families, are spending a couple of weeks at Catalina and San Diego and of course, they intend to slip across the border to see the well known city of Tia Juana.

Mrs. Keller, wife of Motorman B. H. Keller, is improving at their home, after an automobile collision, in which Mrs. Keller suffered a fractured collar bone.

Conductor W. M. Hill was found un-

Who's Who



HE HANDLES weighty matters of the Los Angeles Railway, often 25 tons at a time. He is C. J. Simmons of the maintenance of way department, in charge of the big crane at the Vernon yards. The hoist is used extensively at the yards in stacking ties and rails and lifts big loads in general track construction.

"Cal" started in 1908 as foreman of a welding crew. In 1914 he was given charge of the big crane the day it was put in service, and he has been in charge ever since.

conscious in his brother's home on Woodlawn avenue, last Sunday evening from some unknown cause. He was taken to the Receiving Hospital, where in the course of a day he was revived, and it was found he suffered a slight fracture of the skull. However, W. M. is getting along fine and after reading in a newspaper about his own death, he promptly called Division Two on the phone and told us not to believe it.

Conductor F. E. Bach has resigned to go to New Jersey.

Switchman Frank Byers has resigned to accept a position with the mechanical department.

Motorman J. H. Bailey has secured 30 days' leave, to try out a position with the L. A. police department. His second attempt, no doubt will succeed this time.

Conductor A. W. Gilbert's little boy, who broke his right arm two months ago, is improving and the little fellow is tickled that he can scratch his cheek with his right hand again.

DIVISION 5

L. W. Burwick

John Hart, J. L. Grossnickle, J. L. Steele, John Turvey, A. J. Konecny and H. M. Guthries have started their vacations during the past week.

Conductor W. J. Loudy is the proud father of a 7½-lb. baby daughter, born Sunday, August 6th. This is the first and Loudy passed around a very good brand of cigars to celebrate the event. He reports mother and daughter doing fine.

Conductor Eisenhart announces that within a few days he will have for sale, at 25c each, some very fine pictures of himself and his motorman—"Young Mr. Eisenhart and Old Man White."

J. M. Anderson and C. H. Conrad have returned to work after enjoying short vacations.

Conductors L. R. Chamberlin, W. Janner, J. E. Tinker, G. R. Stanley and Roy Gilbert, have resigned to take up other kinds of work.

Clerk W. E. DeMuth has returned

DIVISION 3

H. A. Russell

Please meet Tom Alldridge, the indefatigable sleuth of the mechanical department. He observed an intruder in the rear of the barn, it was neither white or black, for it was both. He approached it stealthily with his club. Bang. "Whew!" he was gassed. He is undetermined as to whether it was a Hun with poison gas, a musk ox, or a pole cat, but as he had to change his clothes before going into his house, we are quite sure it was the latter. "Whew!"

Conductor Wm. Cady, after being off on account of injuries received six months ago by being struck by auto, has returned to the service. He is still limping a little, but expects shortly to be as well as ever.

King Ridell and three Queens of Beauty. Oh heavens, what a hand to draw to. My dome for a king. Oh Eddie! Oh Eddie! say something.

Congratulations to Division Five on the fact that they arrived at the mark that we set for them to shoot at some months ago, viz., no accidents for one day. You are doing fine. You will soon be in our class. Keep up the good work, J. W.

Mot. E. E. Davidson and bride (nee Marguerite G. Immel) have returned from their honeymoon trip at Catalina and are receiving the congratulations of the boys.

Ed. Smith, our former fireman, but now of the transfer department, was in to see us Tuesday. Ed. is looking fine. We were glad to see the old boy. Call again, Ed. The result of my call in "Two Bells" for news notes, amounted to a great big zero. Shame on you.

We wondered where the old bird Stork was vacationing, but we heard he is at Grass Valley, Nevada, combining business with pleasure. On July 30, he visited the wife of Conductor D. W. Beatty at that burg and presented her with a beautiful baby girl. A radio message to Division Three resulted in a layoff, and he is now up there looking the new arrival over.

"I told you so." Conductor Frank Oliver is back on the job again, after one week's trial on the fire department. Not a single chance to carry a fairy down a scaling ladder. Nothing to do but think, so he "thanked" that cashiering on a street car was his job, so here he is. Glad to see you back, Frank.

Motorman L. F. McGinty, who has been on the sick list for some time, is now confined in the County Hospital and would enjoy a visit from any of the boys, if they can find time.

Cond. J. L. While, who left us some time ago to take a job in the mail service. History repeating itself, the old story, they most all come back.

from his vacation and is batting around .400 at the transfer window. Judging from his "pep" he surely enjoyed his vacation—but he refuses to give out any information. He seems to be afraid someone will again accuse him of throwing his hat in the matrimonial ring.

Motorman W. E. Garris doesn't dance, but nevertheless he almost attended a dance, given by the L. A. Police Department for some charity last week. He was driving his family around in his "town car" and turned inside a button. The cop, who took his number, let him off when he agreed to purchase a ticket to the dance. Price 99c—and Garris said, "keep the change."

DIVISION 4

C. J. Knittle

Conductor Foote was sitting in the trainmen's room last Wednesday with a very dejected expression. I walked over to him and opened conversation by asking him why his name was not HEAD instead of FOOTE. "Because," he snapped, "then some d— fool would want to know why it was not FOOTE." (I went back and sat down.)

Conductor W. R. Price reports having had an awful time with an old Irishman last Monday. The man kept saying he wanted "Dead Man St." and Price kept telling him he would have to get off at the Evergreen Cemetery and ask the sexton. After many minutes of arguing the Irisher managed to write the name of the street on a paper—D-I-T-M-A-N.

Operator J. L. Cates, on a sixty-day leave to St. Louis, writes that it is terribly warm there and the town has lost its pep and he will return soon.

Our midget conductor, F. A. Bryant, will return from a sixty-day leave next Wednesday. He has lost nine pounds. If any of you gentlemen see a feather on a chair when you are about to sit down, don't brush it off, it might be Bryant.

Say, fellows, I was not going to say anything about the new covers on the pool tables, but Supt. Wimberly has asked me to. This time we have also received new cues, balls and racks. It's the "bee's knees," I'll say, and we ought to do our utmost to keep them so.

Mr. Wimberly suggests the following "don't's" which we ought to observe. "Don't bounce your cue on the floor while waiting your turn to shoot. Don't shoot so hard that the balls fly off the table. Don't let tip of the cue touch the cloth. Don't sit on the table. Use the bridge. Don't throw the rack under the table after setting up balls. If there is any dirt, tobacco, rips or holes (no matter how slight) when you come to play, notify Janitor Herb immediately." (This is an appeal to your good fellowship, boys.)

Motorman T. H. Speed was reading us an article about a carman in Denver who sold the street car he was operating for \$150.00 to a student he was breaking in. When he got the money he beat it and of course the poor student was out of luck. (Two hours elapsed. Speed is talking to Foreman Boyd.) "I want to know why I never get any student's. 'Ain't I good enough? Look at my record. 'Ain't I capable of instructing new men? It's d— funny." (Which style are you going to specialize, T. H.?)

Conductor R. F. Griffin took two days off during the past week to visit his folks in San Bernardino. On the second day, his father was seized with a paralytic stroke and succumbed almost immediately. We realize what a shock this was to friend Griffin, and we take this means to express our sincere sympathy.

Operator R. E. Chandler, who left the service about two weeks ago, is now a practicing chiropractor. Quick work, what do you say?

Motorman J. B. Selby is not around at present to tell this one, but maybe he would not tell it anyhow. One night recently he got into an argument with a youthful passenger who was not near as heavy as himself. The fellow said he would settle at the end of the line. Selby laughed to himself and said "alright." But at the end of the line the fellow beat him up so badly that a relief had to be sent, and Selby is still laid up.