



Prize Service Suggestions Named

REWARD GIVEN FOR FOILING BANDITS IN HOLD-UP

True loyalty of the type that makes a man fight for his friends or a cause was demonstrated in dramatic manner early last Monday morning when Charles C. Carrigan, cash receiver of Division Five routed five bandits who attempted to hold him up and take the money of two days receipts.

The appreciation of the company management was expressed when a cash reward was presented to Mr. Carrigan.

Bullet marks in the woodwork of the small cash room and a dented lamp shade tell the story of the encounter.

One trainman, Conductor L. C. Eberhart, was at the division at the time of the holdup, sleeping. The bandit leader stole up to Carrigan's cash window with a rifle in hand. Carrigan saw him just in time to duck away from the window, switch out the light, drop behind the counter, and step on the burglar alarm. The bandit shot and Carrigan answered in the same language, but the angle was such that he could not reach the hold-up man.

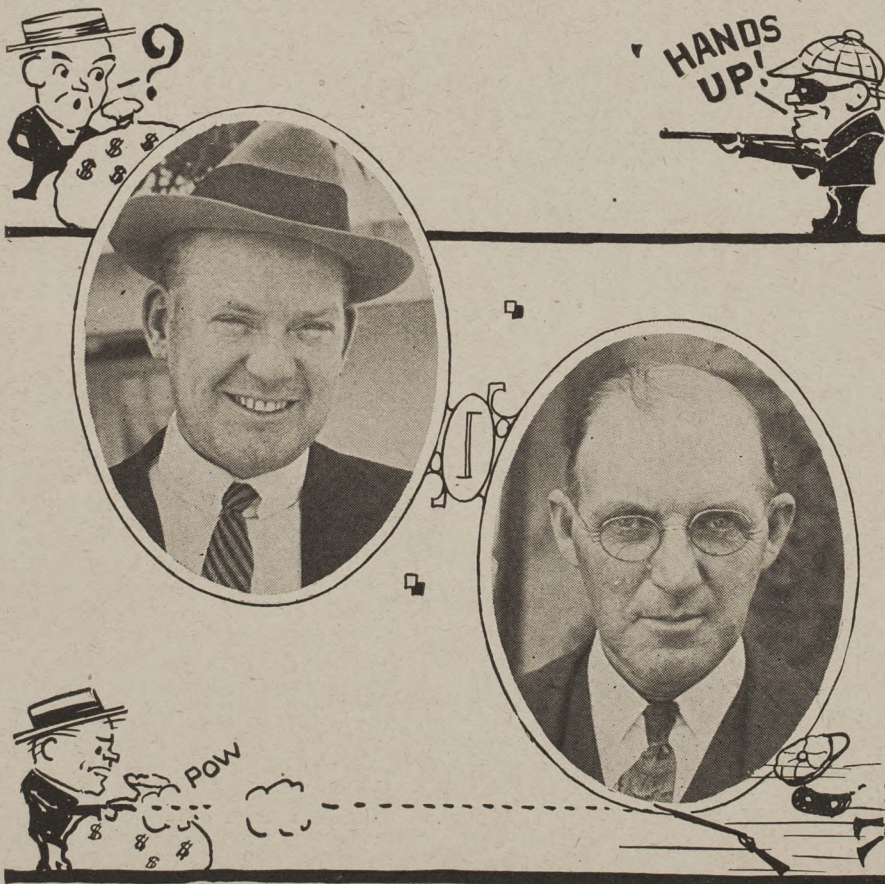
In the mean time, a second member of the gang of five had quietly jumped over the counter and covered C. E. Cline, night clerk. Cline was in a corner near the door of the cash room. The bandit ordered Cline to open the door. He said he could not do this and effectively "stalled" him so he could not get at the door to smash it.

The exchange of shots in the cash room, and the ringing of the burglar alarm convinced the leader that the bold venture was blocked and he called his men away. They jumped into an automobile and disappeared.

Carrigan started in street car service in 1912 as a conductor at Division Three. He has worked at Divisions Two, Three and Five, and later became a cash receiver. He left in 1919 to try cotton raising in Arizona, but market conditions which made the crops almost a total loss and the heat which affected his wife's health, caused him to give it up and return to Los Angeles. Last February he re-entered company service as a cash receiver.

IT DOESN'T PAY TO PICK ON THE IRISH

A revolver and an Irish temperament directed by Charles C. Carrigan, at left, cash receiver, was a combination too strong for five bandits who attempted to rob Division Five. C. E. Cline, night clerk, at right, did good diplomatic work while Carrigan worked the revolver.



TRIP SHEETS WILL CARRY TELEPHONE NUMBERS

The cash prizes for the best suggestions made during June for the betterment of service are announced in this issue of Two Bells. The announcement was delayed slightly as extensive consideration, involving several departments was necessary to determine winners of the \$7.50 for first, \$5.00 for second and \$2.50 for third prize.

First Prize is awarded to Conductor Thomas H. Menchion, of Div. 1, his suggestion being that the various telephone numbers be printed on some portion of the trip sheet in order that the information concerning such numbers be in the hands of conductors at all times, thus avoiding many of the errors now made in attempting to connect with the Emergency Board or other stations when necessary.

Second Prize is awarded to Conductor De Kalb Craig, Div. 5, his suggestion being in regard to changing position of signal bells and bell cords on Center Entrance cars.

Third Prize is awarded to Henry Yardley, Div. 2, and is in regard to the placing of "No Smoking" signs in cars of the 1200 class.

Relative to the second and third prizes, it is necessary to state that during the previous month suggestions were made regarding both of these matters, but were not awarded prizes on account of other suggestions coming in which were deemed more worthy of prizes than those two matters. However, as prizes are awarded only on the suggestions received during any one calendar month, this month it happens that both of these matters drew prizes.

A number of exceptionally good suggestions were made in addition to the prize winners, but for certain reasons were not considered practical at the present time; one of the best of these being the recommendation of the installation of a curve at Washington and Burlington which would permit pull-in and pull-out cars from Division No. 4 to take a more direct route to the terminal, thereby saving not only time and mileage but also the delay and congestion connected with taking crossover on Figueroa street.

STORK DEVELOPING DIV. 5 BUSINESS

Old Joe Stork seems to be developing a new market as Division Five reports two new citizens.

An eight-pound baby girl, Letha May, arrived at the home of Mr. and Mrs. Louis A. Grasso. Conductor Grasso is having a shipment of cigars imported from Havana for the special occasion.

The family of Motorman C. D. McLaughlin now has a third junior partner. A nine-pound baby girl arrived July 12. Mother and baby are doing well and Mac claims the youngster is a record-breaker.

There's a lot of difference between rising to the top and going up in the air.

CONSCIENCE PULLS IN MISSED FARES

A general bulletin to Diogenes to blow out his lantern, seems the accepted way to start a story about an honest man, and here are the facts of the latest yarn.

In the Two Bells box at Division Five, which receives many varied objects and sometimes a little news for the paper, there was found an envelope addressed to the cashier of the Los Angeles Railway. It contained ten cents with this note:

"Five cents due Hawthorne end of line, five cents due Athens end. Conductor failed to collect and I found out afterwards it was due for my wife's riding."

So now we have another dime to add to the year's revenue.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Service Is Vital To Back Up The Smile

A SMILE by a trainman makes a friendly impression upon a passenger. This has been preached early and often and is generally recognized as true.

Having established friendly relations, the second job is to hold that friendship. In this, all employes of the company have a part, because:

LASTING FRIENDSHIP DEPENDS ON GOOD SERVICE.

A conductor may offset the good his smile has done with one passenger if he fails to call streets properly and causes the passenger to ride past his destination. The good will developed by the conductor's smile may be offset if the seat the passenger selects is broken. The condition may be due to a previous motorman not reporting the defect or a previous conductor not calling his attention to it. It may be due to a bit of carelessness on the part of a mechanic or perhaps a car cleaner damaged the equipment.

Just a little incident like that illustrates how good will depends on all employes of all departments. There must be a backbone of service that shows a genuine effort to serve the patrons and not a "grandstand" demonstration.

PECULIAR CONDITIONS AFFECT SERVICE

There are some peculiar conditions involved in street railway service. Every system has its local problems. We have much to be thankful for in the way of weather conditions. Be we have traffic difficulties due to local geography, hills, narrow streets, selfish autoists, which many cities do not have.

The fact that fare has remained at five cents on the Los Angeles Railway has won thousands of friends who might otherwise be willing to join in a chorus of "Whack the Corporations" whenever any small-time politician sounded the keynote. There are thousands of people in Los Angeles today who will tell you they are "for" the Los Angeles Railway because it has kept at the low fare.

On the other hand, retaining the low fare has affected street railway service to a considerable degree. There are many and varied improvements to service the management would like to make for the benefit of service but they require extensive financial outlay and the money is not available. There is no hedging about the financial problems. Sworn statements of expense and earnings have to be supplied to the State Railroad Commission as a matter of law and they are there on public record for any one who is interested in inspecting them. A report is also made to the federal government.

STREET CAR SERVICE HAS BEEN IMPROVED

While many of the improvements that the company would like to make and which patrons have asked have had to be denied or postponed, there has been a very general improvement in service in recent years.

Many of us can remember when no particular emphasis was laid upon cars being at time points according to schedules. A minute or two sharp or late was not considered very serious at one time but this has been corrected. The result is that today a patron can depend in fully 99 cases out of 100 on getting his car in the morning at the time called for on the schedule. That is just an example of how service has been improved by personal effort and co-operation of employes.

New cars have been bought, new substations have been built. Some new shop equipment assists in the mechanical work.

SERVICE BROUGHT TO TOP POINT

While, as previously stated, many desired improvements have been deferred for financial reasons, there has been a considerable improvement in street car service in many, many ways.

Two Bells believes that Los Angeles is receiving the best street car service it is possible to give under the existing conditions of finance, traffic, geography, etc.

This has come about by thorough co-operation in carrying out plans of the executive heads. It gives a condition that demands the continued, whole-hearted help of every employe from the office boy, who answers a visitor's question at the main office to the management in its planning of policies.

Service is the keynote of success. It must be available to back up the friendly relations that START with a friendly smile.

Don't forget, fellows, friendly relations START with you. You are the first representatives of the company a patron meets.

BULLETINS

Issued July 17, 1922

BULLETIN NO. 104

Notice to Trainmen

Telephones located at Townsend Avenue, Buenta Vista Terrace, Avenue 50 and York Boulevard, York Junction, Avenue 28 and Dayton, Avenue 49 and Marmion Way, West View Street and Private Right-of-Way, and at Eagle Rock Park have been changed to magneto type.

In using these phones, first note if the phone is equipped with a cut-out switch. If so, close switch, take down receiver and listen. If line is busy, hang up receiver and wait a few seconds, then try again. If line does not show busy, hang up receiver and turn crank two or three times. Again take down receiver and await reply.

BULLETIN NO. 105

Notice to Conductors

Correction has been made on front cover of Summer School Tickets, making these tickets good only until 1:00 P.M. on school days instead of until 6 P.M.

Conductors will be governed accordingly.

BULLETIN NO. 106

Notice to Trainmen

Line "M" cars have been equipped with additional colored globes, which will permit the use of "Green" markers on Manchester and Sixth Avenue cars, and "Red" markers on 54th Street and Van Ness Division cars.

Crews operating such cars must change these globes and display proper colored light whenever they, for any reason, make a trip to a terminal which calls for a different color than the one already displayed.

The extra globes **MUST NOT** be removed from the dummy socket for any other purpose than for use in the letter sign.

BULLETIN NO. 107

Notice to Conductors

Effective Monday, July 17, all miscellaneous reports made by conductors in reference to trip sheet errors or discrepancies in fare box readings on register cards must be made out at once and pinned to the trip sheet, turning trip sheet and miscellaneous report in at the same time.

BULLETIN NO. 108

Notice to Conductors

Conductors pulling cars out of car house frequently fail to note reading on register card until after leaving the yards, thereby being unable to have any discrepancies in such reading verified by register man or switchman, as is required by the rules.

The making of a miscellaneous report regarding such discrepancy does not in any way relieve the conductor from being charged with any resulting shortage, as errors in fare box readings must be verified as indicated above in order to protect the conductor.

BULLETIN NO. 109

Notice to Conductors

Transportation Book No. 849, issued to W. D. McMillan, account Fire Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 110

Notice to Conductors

Please cancel that part of Bulletin No. 96, pertaining to lost pass No. 5053 belonging to A. H. Bopst, motorman, Div. No. 5, as this pass has been found.

R. B. Hill

Supt. of Operation.

Introducing New Men

The following men have been assigned to their divisions during the week ending July 8, 1922:

DIVISION NO. 1

Motorman—W. E. Cole,
Conductor—E. D. Herring.

DIVISION NO. 2

Motormen—G. P. Hayes, F. T. Miles,
Conductors—P. Bennett, L. J. Nowack,
E. C. Smith, J. E. Summers.

DIVISION NO. 3

Conductor—P. C. Stebbins.

DIVISION NO. 4

Motormen—G. G. Heiser, R. C. Bronson,
Safety Operator—W. M. Redfield.

DIVISION NO. 5

Motorman—A. Chabreck,
Conductors—L. F. Kramer, J. Chabreck.

COLOR LIGHTS WILL DENOTE SPLIT LINE TERMINALS

A test in the use of different colored lights in the illuminated letter signs on lines having split terminals is being made on line "M" in the after-dark hours.

The green light in the letter sign indicates that the car operates on the Manchester and Sixth Avenue branch and a red marker indicates that the car operates on the Fifty-fourth and Van Ness division.

The present arrangement makes it necessary for one of the crew to change the lamp if for any reason a car has to make a trip to a terminal which calls for a color other than the one displayed. The extra globes are carried in a dummy socket over the exit door on all "M" line cars.

Bulletin No. 106, governing the use of the colored lights, does not specify whether the conductor or motorman shall make the change, if necessary. It is a matter in which the company must depend on the co-operation of motorman and conductor. Ordinarily the conductor is responsible for correct signing of the car, but if the conductor happened to be a middle-aged man and the motorman a young athletic type, it would be natural to expect the motorman to attend to such change. All things being equal, they may toss a coin to decide the question, roll high dice or count off "einy, meany, miney mo, catch a nigger by the toe."

The need for different markers in the illuminated letter signs to indicate the different terminals on split lines has been presented by trainmen and passengers. The company expects the co-operation of trainmen in working out this matter.

It is suggested to crews that they note the dummy socket as they pull out or make relief during daylight hours, so they will know if the right colored light is in the letter sign. If in pulling out, a crew notices that the wrong lamp is in the sign, the switchman should be notified and asked to make the necessary change.

Work Starts on New Automatic Station

Work has started on the new automatic substation near West Adams and Hobart. The contract was awarded to the Willard-Brent Co.

The West Adams station, which was described in Two Bells, July 3rd, will be the fourth of the automatic stations.

Checker Match Will be Played

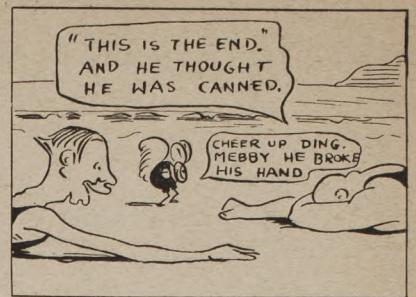
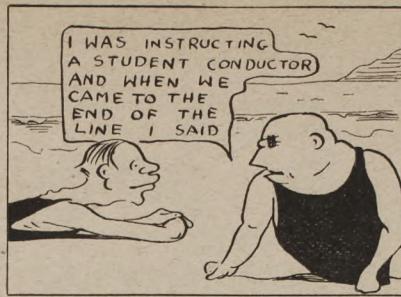
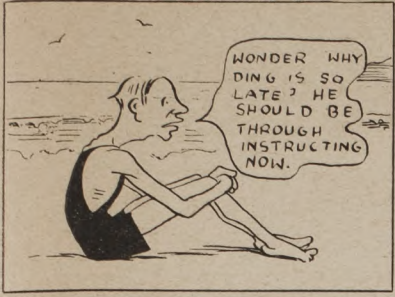
Motorman J. W. Spalding of Division Three is happy again as he has found someone to battle with him across a checker board. Motorman W. O. Rhinehart of Division Five aspires to take Spalding into camp and the contest promises to be lively.

The contest will consist of twelve games. The first six will be played at Division Five Monday at 11 A.M., if convenient. The remaining six will be played at Division Three.

If you want to make sure that your words carry weight, weigh them.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Conductor E. J. Holand, Division 5
Los Angeles Railway,
Gentlemen:

I wish to write and commend your Conductor No. 2044, Mr. E. J. Holand Division 5.

I ride in from Manhattan on commutation ticket. I was in a hurry to make a connection and left the red car at 16th and Figueroa to take a yellow car, forgetting I had no car fare. Mr. Holand very kindly loaned me the car fare out of his own pocket, and saved me a long walk and being late for what I considered an important engagement.

Such courtesy on the part of men like Mr. Holand, is the quality that builds up an invaluable asset for your corporation, the good will of the traveling public.

Sincerely,
PAUL E. WALKER,
Manhattan Beach.

For Conductor J. E. Gorham, Division 3
Los Angeles Railway,
Gentlemen:

I wish to comment on the good service rendered by Conductor No. 784 on Garvanza Line.

This P. M. he called Avenue 51 and stopped. Lady did not get off. He walked in the car and called for the lady that wanted 5037 Monte Vista. I think this very good service as the car was heavily loaded all the way from town, yet conductor did not forget this stranger on his car.

Respectfully,
W. H. HARRIS,
121 East Ave. 55.

For Conductor G. M. Weiman,
Division 1

Los Angeles Railway,
Gentlemen:

I am pleased to inform you that Conductor No. 1062, who runs on the West Sixth Street line, is a courteous and apparently very efficient conductor and is a credit to the company.

I saw in one of your publications that you like to receive letters as to the good conductors and that it helped them in their rating and I am very glad to do this for him.

Very truly,
C. W. CHASE,
1222 Stock Exchange Bldg.

For Conductor K. J. MacPherson,
Division 1

For Conductor G. B. Newberry,
Division 1

Los Angeles Railway,
Gentlemen:

Before I leave your city, I must balance my account. In this case, I'm indebted to employes 1306 and 2440 until I have written you how courteous I have observed them to be on several occasions.

You have splendid men working on your cars.

Yours truly,
H. JENSEN,
339 N. Rampart Street.

Vacation Memoirs

BY ONE EMPLOYEE

WHAT does a vacation mean to you?

It is not just the rest and play that make a vacation worth while. It offers opportunity for getting just a little broader and perhaps a little happier viewpoint on life. A vacation may be a trip to far-away country or it may be spent in a back-yard garden.

The following impression of one Los Angeles Railway man contain ideas of value to all.

After 12 months of toil, done and delivered, I packed my grip and hied away for two weeks of perfect rest and enjoyment, the spot chosen being the mystic Isle of Catalina. Boarding one of our cars of yellow hue, very soon arrived at the P. E. station. After slipping the guy in the cage six bits or so, I received my credentials to pass through the gate to the red cars. We arrived at the big white docks and there we beheld the big ship Avalon in all its majesty ready to carry us across the big creek to the magic isle.

We observed a motion picture company grinding out film on an old five-masted frigate with the would-be crew with their red handkerchief caps, looking as ferocious as possible to represent, no doubt, a band of bold bad sea pirates. Passing on we see the mighty breakwater as it reaches out from San Pedro for miles it would seem, with its lighthouse to guide the mariner to port, and then out into the open sea.

Friendliness Develops

It is a glorious day with scarcely a ripple on the water, which was a grand thing for the land lubber, but disappointing to the expectant fish. In a few minutes everyone was getting friendly with their neighbor, the band was playing and the younger set were dancing in the ball room, and others were enjoying the radio concert, everyone enjoying themselves along their own particular line. Above all the din could be heard the cry, "Eskimo Pie, Budweiser and Sandwiches," emanating from a gent with a golden smile.

This gent was quite interesting to me. I am not quite sure, but I believe he was at one time a nickle collector of the P. E., but anyway he is surely the right man on the job, and I thought to myself how grand it would be if we car men could only all be endowed with his sunny disposition in the selling of service and transportation, that he shows in the selling of his wares. It surely is a big factor with the buying public. It makes one feel good and come back for more, but not all of us are built that way, and maybe he does not have the va-

rious grouch-making things turn up in his day's business that we do. But anyway it would be worth while to make the attempt to cultivate this sunny disposition and watch results, and in the meantime if any of you make this trip just look this fellow over and see if I am not correct in my impression.

"Land to port, sir." Yes, that's old Sugar Loaf looming up in the distance. A seaplane passes us with a load of passengers from San Pedro.

See Nature's Wonders

We glide into the beautiful harbor and pick our way through the maze of yachts and motor boats. It is, indeed, a grand sight. As we pass off the dock, Miss Avalon and her whole family are lined up to bid us welcome. The barker barks this way for the glass bottom boats to travel over the submarine gardens, there to view the wonderful hidden beauties of the deep.

You stroll down the great broad boardwalk along the water front with the bay in all its glory and to the right of you and the rugged scrub-covered hills rise high above you on the left. You arrive at the Casino, a large circular dance hall, with its grand balcony and its wonderful outlook both seaward and landward. It is indeed a truly wonderful panorama and makes one feel that it is good to be alive and enjoy life.

Mix With Millionaires

Leaving the Casino you stroll down a wonderful promenade to the St. Catherine Hotel, and you, having eaten up town, can proceed to pick your teeth outside of the roost of the millionaire. I tried it myself.

Toot! the first call from the boat, straining at its chains, anxious to get back to its home at L. A.

You are now on the boat. Toot!! and you are off and I am sure that if you make it a point to get within seeing distance of the gent with the golden smile with the Eskimo Pie, that you will have a cheerful homeward trip. As for myself I am here for the next week and consider it a great privilege and as there are things happening here every day.

Assn. Membership Cards Distributed

Distribution of membership cards of the Co-operative Association of Los Angeles Railway Employes has been completed. The back of the card shows the branches of the Association in which the holder is registered. Those in which he does not share are marked out.

The card should be carried at all times as it is an effective identification.

Membership cards are issued to new members when they enroll.

Clerk J. A. Madigan of Div. Two Married

J. A. Madigan, clerk of Division Two, is the latest victim. The wedding ceremony was held July 12, Miss Theresa V. Meyers, of Peekskill, N. Y., being the better half.

After the wedding the happy couple left for a honeymoon at Catalina. After their return they will be at home to their friends at 308 West Fifty-first street.

The thing to do is work, not shirk.

On The Back End

(Contributed)

Speaking of suggestions, Motorman O. R. Mahon of Division Five, suggests that demerit slips be printed on changeable paper, so that after being carried awhile they will change from green to pink.

"Every work is drudgery when done selfishly. Every work becomes golden when done in a golden manner."

Conductor Frank Deuber of Division Four offers up this hot one:

His leader was about to pull in. His leader's leader (a through car) had no lights whatever in working condition. So they changed cars, the pull-in crew taking the darkened car and following the other closely.

A few minutes later Deuber's car left the terminal. Down the line, an enraged old gentleman boarded. "S'n'outrage, S'rotten. I won't stan'derit," he exclaimed.

"S'matter pop?" asked Deuber. He got this answer:

"I was running toward the stop when the first car passed it, but I was there when the second car came along. The durn fool turned out his lights, thinking I wouldnt see him and passed me up!"

Shoe store advertises "short vamps ready to take out." Wonder if they have any pretty little blondes? Ask information.

Supervisor No. 21 left Conductor D. P. Burke's car at Santa Fe on July 2, then went over to West 9th Street line, seeing Conductor J. Burke on the car, he immediately rushed up to him and asked him who gave him orders to pull a West Pico car down there, thinking it was the same conductor he left 15 minutes ago on an East First car. Conductor H. J. Burke stated that this was a West Ninth St. car. Not believing him the Supervisor then took a look up at the letter "N" on the car. He then asked Conductor Burke if he was not in charge of an East First car about 15 minutes ago and he stated that it was his twin brother. The supervisor called up Division No. 1 and asked them if there were two brothers working there that looked alike and since then Supervisor No. 21 has been a little puzzled. Don't let it worry you, old man, for you are not the only one, I got stung myself.

Say "Union Pacific" Not Salt Lake Depot

Bulletin 389 of last year, which was issued in Two Bells of December 19, requested conductors on East First street to announce "Union Pacific Station" instead of "Salt Lake Station."

Reports have been received that some conductors are still calling the old name, "Salt Lake Station." Attention is directed to this bulletin with a repeated request that conductors make the correct announcement as this is important for regular residents as well as visitors.

TO VISIT NORTHWEST

Miss Cecelia Eimers, of the Manager of Transportation office, left Saturday to spend two months visiting in Portland, Spokane, and other cities of the Northwest.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

L. F. Carmack, Two Bells' editor of Division 1, has left on a 30-day vacation. Where to? We do not know.

W. B. Harvey has just returned from a three months' trip that took him as far east as Chicago. The trip was made in his trusty Ford, and he says there was no hard luck encountered on the entire trip. The roads most of the way were in good shape.

N. W. Flynn, R. T. Cullin, L. E. Kring, C. K. Hornbeck and C. T. Chadwick, resigned this week to try other work. We wish them success in their new jobs.

C. L. Farrah, clerk in the foreman's office, leaves this week on his vacation. He is planning on going up among the big trees and camping for awhile.

Men going on vacations this week are D. M. Ramsdill, L. E. Wright, F. M. Vaughn, G. R. Evans, and C. Culver.

Scribes Knittle and Russell, we hope you enjoyed your vacations and are able to return to the old job with just as much if not more pep and with clear consciences.

Clerk A. F. Grant is taking a short vacation to rest and recuperate.

DIVISION 2

C. L. Christensen

When next Two Bells goes to press yours truly will be a long way from home, as I am just now preparing to leave on a trip to Fresno and surrounding country, where we, of course I am going to take the family with me, intend to stay a few days and then return to L. A. and probably take a little sight seeing trip to Catalina.

The following men from Division Two went deep sea fishing, July 4th: Foreman T. Y. Dickey, C. W. Darwin, H. T. Hansen, S. J. Bacon, E. A. Williams, and his father. All had a fine trip, but the fish, on account of the holiday, did not bite, so the crowd came home empty handed.

Motorman G. R. Patterson and Conductor C. F. Fitzgerald are going to try their luck for a couple of weeks fishing.

Clerk C. J. Clark has returned from a week's vacation spent at nearby beaches and mountains. He reports a fine time.

Motorman J. T. Gibbons, who about a year ago left the state on account of his health, has just returned to Los Angeles greatly improved. We are glad to have you with us again, J. T.

Conductor W. S. Craig has resigned to be re-employed by a local oil company. We wish you success, W. S.

Motorman A. C. Campbell is working his run again, after working for some time as supervisor.

Conductors W. L. Settles and C. A. Cavin have returned from their vacation. W. L. says he thinks he can work 10 years before he needs another lay off.

The following men are on short leave of absence. Most of them will sit around home and put in the time "just resting."

Conductors E. E. Ford, J. G. Frantz, J. E. Delaney, V. H. Logsdon, W. J. Horstman and Motormen O. C. Milton, J. M. Stine and D. L. Patterson.

Motorman E. F. Thomas is working

Who's Who



THREE years ago this month, K. J. MacPherson started to work as a conductor at Division One, and is still working. Part of his time is spent working on a West Sixth car and part is spent working J. B. Lair for a lay-off.

MacPherson started on the cars soon after arriving in Los Angeles from Plattsburg, N. Y., where he worked as a motion picture operator for a considerable time.

He was born in Troy, New York, but moved out to Southern California soon after he became of voting age, and he deserves credit for that.

On the Sick List

The following is a list of men who have gone on sick leave recently:

DIVISION NO. 1
Conductors—E. S. Wright, 207 N. Chicago Street; H. N. Mullendore, 507 Maple Avenue.

Motormen—W. N. Gaines, 1054 S. Grand Avenue; T. W. Hartford, 137 S. Hicks Street; O. Pearson, 3407 Siskiyou Street.

DIVISION NO. 2
Motormen—R. W. Carroll, 621 E 50th Street; P. A. Clark, 316 E. 55th Street; L. A. White, 217 E. 53rd Street.

DIVISION NO. 3
Conductors—J. R. Jaynes, 2833 Jeffries L. J. Hinson, 1619 Chamberlain Terrace; S. J. Lockhart, 4304 Drew Street; R. E. Mohrter, 701 Aragon Street; F. S. Leon, 960 Summit Avenue; J. J. M. Wilson, 2612 Idell; R. O. Ware, 5131 Monte Vista; R. S. Hill, 2616 Idell Street.

Motormen—J. G. Brittain, 225 W. Avenue 60; H. L. Edwards, 2653 Rose View Avenue; J. R. Taylor, 2612 Hurn Street; J. L. Leggitt, 5500 Buchanan Street; A. W. Vatoehr, 1006 N. Avenue 50; A. Benson, 2913 Idell Street; H. E. Crooks, 3328 Elthea Street; J. W. Gilreath, 1923 Echo Park; E. C. Upthegrove, 211 S. Avenue 18.

DIVISION NO. 4
Conductors—S. M. Wales, 1423 Maple Avenue; M. B. Boyd, 1301 W. 11th Street.
Motorman—J. E. Balding, 878 East 48th Street.

DIVISION NO. 5
Conductors—J. H. Miller, 4811 S. Vermont.
Motormen—A. L. Murray, Hawthorne, California; J. Coward, Hawthorne, California; S. A. Johnson, 3006 W. 63rd Street; C. D. Cooper, 4706 S. Van Ness.

If any fool could attain success without effort, success would not be worth attaining. Remember that when things seem to go wrong.

NEW SUPPLY OF CHANGERS

The supply of changers is on hand in the paymaster's office. The supply was exhausted recently, but a fresh stock is now available.

trippers instead of his night run and the balance of his time he is putting in building a new house.

Oh say, Conductor J. F. Graham is also taking a leave of absence. I almost forgot to mention him.

DIVISION 3

H. E. Fontaine, batting for Russell

Well, well, here is a new excuse for being late. On Thursday, July 6, about 2:30 p. m., Cash Receiver V. B. McAdams came running into the office and breathlessly explained to the dispatcher that he fell asleep on the car and did not wake up until he had reached Lincoln Park. We believe that possibly the fair lady whom he so unintentionally avoided some time ago must have had something to do with his late arrival.

Conductor F. M. Fish and Motorman S. G. Styles have left the service to accept positions as truck drivers.

Motorman J. G. Brittain, who has been on the sick list since June 23th, has developed a serious case of pneumonia.

During the convention of members United Spanish War Veterans, which will be held in Los Angeles, Aug. 21-25, inclusive, Gen. Aguinaldo is scheduled to arrive a few days in advance of that date, and Conductor F. C. Meade is anxiously awaiting the opportunity of greeting him. Meade is president of the Wisconsin State Society of Los Angeles, and served in the Second Wisconsin Volunteer Infantry in the war with Spain, and was with the 13th U. S. Infantry in the Philippines. He was orderly part of the time to Gen. Aguinaldo after the American troops had taken the insurrecto leader a prisoner. One of Meade's cherished mementoes of the occasion is a silken handkerchief presented to him by the General. Meade is a nephew of Gen. Geo. G. Meade, whose troopers won the three-day battle of Gettysburg in the Civil War.

Quite a number of the boys are off sick. This, added to the number of men on temporary special duty makes a grand total of 50 men. This incidentally is earning pin money for regular men who are working trippers in addition to their run.

DIVISION 5

L. W. Burwick

Motorman I. D. Brown has returned to duty after a few weeks vacation spent up in the big trees near Grant Forest, California. He reports an enjoyable trip and secured some dandy snap-shots of the scenery and big game.

L. B. Turner, who took a leave of absence to return to his home in Paris, Ky., has mailed in his resignation. He wishes to be remembered to his friends here and states that Kentucky blue grass and horses are fine as ever. "So this is Paris".

C. S. Dakin, W. P. Greaves, J. M. Anderson, J. A. Bontty, E. U. Butcher, J. C. Clark, and T. W. Spurgeon have started their vacation during the past week.

C. R. Zoll has returned from a week's vacation in San Diego. He claims he did not go near Tia Juana, but it sounds mighty suspicious to us.

B. M. Nielson and H. M. Mayo have resigned to accept other employment.

R. A. Lord, H. M. Bush, and H. F. Henney have returned to duty after enjoying short vacations.

Motorman Hare found a small chicken in a paper bag on his car and turned same in to Clerk Cline for disposition. According to the tale of the chick, Cline made an excellent nurse and treated it with the utmost care. But the company Cline entertained the next night was not nearly so interesting but was a great deal

DIVISION 4

C. J. Knittle

Our vacationers this week, follow: Conductor, W. E. Griffis, 14 days; Motorman D. L. McDonald, 14 days; Motorman R. L. Andrew, 7 days, Operator W. L. Zoll, 30 days; and Operator F. Bishop, 15 days.

Bishop received an \$1800 legacy recently and is sporting a brand new Overland.

Scibe been Venice—Sun very severe on honorable white boy's anatomy—Descend hotly—cause roast lamb—plicity soon come corn flake stage—after then, me go again—Bye, Bye.

Supt. Wimberly is in receipt of a letter from Conductor A. Audet, on sick leave to Olive View Sanitarium. Audet asks "Wim" to pick him a "nice Temple St. run" in the coming shake-up. Conductor Paul Tromblay, writing from Chicago, reports having a good time but will be glad to get back. Conductor W. J. Scanlon sends in his resignation from Denver, at the same time wishing his friends every success.

Motorman G. H. Statford and Conductor A. Goldsmith are back from Balboa Beach, where they spent ten days. Contrary to common custom they do not report having had a nice time. While attending a dance on the second evening of their visit a sandstorm blew up and covered the engine of their machine on which the hood had been removed. They spent the remaining eight days cleaning the engine.

Last Sunday morning a Jewish lady boarded an eastbound Temple St. car, asked for a transfer and then got off at Centennial St. Two hours after she got on the same car westbound, and handed the same conductor the same transfer.

"This is not good on this car," said the con.

"But I was carried past my stop and the other conductor gave me it to ride back on," explained the Jew-ess.

"It is two hours old," continued the con.

"Why I just got off the other car about two minutes ago!" exclaimed the woman.

"I gave you this transfer myself, madame, exactly two hours ago. You must pay or get off!" answered the con. with less courtesy.

"My, vot ignorant conductors," muttered the defeated Jew woman as she dug up the jit.

more exciting according to Cline and Cashier Carrigan.

Motorman E. E. Johnson is able to return to work after undergoing an operation for stomach trouble.

For the benefit of those who have not already been so informed Motorman "Shorty" Hague wishes to announce that he is a full fledged candidate for the Movies. Hague and family entered the Examiner-Goldwyn Contest and were so successful that Hague expects to be forced to resign very soon to accept a contract as the greatest movie comedian since John Bunny. Best wishes Shorty!

Conductor H. L. Raines, who was seriously injured on the evening of June 21st when he fell over a rail in front of car house, striking his temple on another rail, is rapidly recovering and expects to be able to return to work within the next few weeks. The force of the blow which Raines received impaired his sight to some extent but he is being treated for this trouble and expects to be O. K. again very soon.