



Price Of Uniform Is Cut To \$27

CHANGES IN WEATHER AFFECTS SAFETY

BY JOHN C. COLLINS
Supervisor of Safety

During the summer months, hot days affect people in many ways and many become sluggish and lazy. Every trainman should guard against this condition within himself, and recognize the tendency in others. Hot weather has a tendency to make some people drowsy, especially just after eating their noon meal.

Taking things for granted is borrowing trouble, and is the guess of the lazy man.

Rules are made for outlining the mode of procedure; to know instead of to assume. The tendency during the last few months has been to observe the rules, and the result is just the opposite to what it is when they are violated. When a man acquires the habit of doing right, it never occurs to him to do wrong.

Every Stop Different

We know that often the cars are overloaded, and it is necessary to leave people who want to ride. We know there are the criminally reckless people to contend with. We know too, that when you stop, it is the first time that stop was ever made, and the last time it will ever be made, for the next time, all conditions will be different.

We know your car will only do what you permit it to do. If the car has slack brakes, it does not know it, neither does it know when on slippery rails, nor when approaching a curve or track intersection at too high of speed and the same applies through protected zones.

Be Sure You Are Safe

We realize that we must depend upon the good sound judgment and common sense of our motormen and conductors to operate safely. The trainman is never sure of what others may do, but should be sure of his own actions. If a motorman starts

(Continued on Page 2, Cols. 1-2)

Tie Hoists 1200 Type Passenger On 1200 Type Car

REAL Pullman service on the Grand and Moneta line.

Recently while Forty-eighth Street was torn up, a muscle-bound prospective passenger who would make any decent pair of scales give up in despair, was endeavoring to board one of the 1200-type cars. Her foot would wander up to within six or eight inches of the lower step and then refuse to go any higher, the lady tried—oh, how hard she tried, in fact she tried every piece of advice that was so freely offered by other passengers, but it was no use.

Finally, when about ready to give up, one of our resourceful conductors came to the rescue by pulling a couple of ties from the curb and building an improvised step, thereby solving the problem and sending the car on its way only TEN minutes late.

O'Hara, Div. No. 5.

FIRST OF FLAT CARS FINISHED

The first two of the 10 flat cars built at the South Park shops for use of the track department were completed last Monday, and the other eight are nearly ready. The flat cars are 34 feet long and built with heavy steel frames.

As soon as the 10 new cars are put in service, 10 old flat cars will go into the shops to be rebuilt with steel bodies.

Stack of 240 Air Tanks Await Cars

A stack of 240 air tanks for multiple unit cars has been piled up in one of the storerooms of the South Park shops. The tanks will be installed, two on each car, on the 100 cars ordered in the east, and on which delivery is expected soon, and on the 20 cars being built in the shops this year.

Success is not measured by what a man accomplishes, but by the opposition he has encountered and the courage with which he has maintained against overwhelming odds.

Division Scribes Have Dinner and Theater Party

On Saturday night, June 14th, the division scribes of Two Bells indulged in the most grand annual yearly dinner which is held every twelve months. The eating ceremony was uneventful except for the fact that Knittle complained to the waitress that he found a needle in his soup. The good woman apologized and explained that it was a typographical error and should have been "noodle."

The scribes spent the latter part of the evening at the Orpheum where they learned that a step ladder can be used to get up in the morning.

Those who drank only coffee with the dinner were H. N. Cole, R. C. Hoyle, R. W. Reid, C. J. Knittle, J. G. Jeffery and R. R. Smith.

GENERATOR MOVED TO NEW LOCATION

A 600 Kw. motor generator has been moved from the Sentous substation to the Ardmore substation to meet the emergency caused by damage done recently to a 1000 Kw. motor generator in that station. The damaged machine will be repaired, but the job will take about eight weeks.

The third machine will be permanently installed at the Ardmore substation as the 1924 program of the electrical department includes the installation of additional equipment at the Sentous station.

Division 2 Office To Have New Lights

The electrical department is rewiring Division Two, and is putting in an indirect lighting system in the offices. The trainmen's waiting room is being equipped with new ceiling lights which will improve the room considerably.

STEAM HAMMERS OVERHAULED

Two steam hammers which have been completely overhauled have been put in service again in the blacksmith shop. These are 1100-pound hammers which have been on duty for many years. Of the two new steam hammers recently installed, one of 600-pound size and the other is 1500-pounds. In addition to these four, the blacksmith shop has an electric hammer.

God invented the only "moonshine" that is fit for you to use.

SUIT TO SELL AT \$27; CAP REDUCED TO \$1.85

As a result of careful buying and the signing of a new contract the company will be able to reduce the price of uniforms from \$28 to \$27. The price of the ventilated caps will be reduced from \$2 to \$1.85. The reduction of price is effective June 16.

The uniform department will use the same high grade of material in uniforms that has been used under the old price list.

Uniforms on hand were purchased by the company under the old contract but will be sold to trainmen at the new price of \$27. The allowance for small deductions from pay in buying a uniform will continue without any change.

DIV. 4 PITS TO BE MADE THIS WEEK

Cement work on the new storage pits at Division 4 will start next week. Twelve pits each 350 feet long will be built on the property formerly occupied by the old Division 4 headquarters and the shops.

The buildings dated back to the early days of street railway transportation and were so substantially built that the job of breaking down parts of the walls and removing some of the old machinery bases took the best efforts of the way and structures department.

The special work to connect the pits with the Georgia street track is installed.

16 St. Being Paved By Company Garage

Sixteenth street is being paved east of San Pedro street. This will facilitate the movement of busses and other motor vehicles in and out of the company garage at Sixteenth and San Pedro streets.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Building Clear Records

UNDER the Merit System, demerits are cancelled if a trainman does not repeat the offense for which he was disciplined during the succeeding three months. On May 1 the clerks in charge of the merit system records began to check over the demerits assessed in January, and the repetitions occurring in the three succeeding months.

The count showed that in more than half the cases, records had been kept clear of "repeat" offenses for three months.

This shows how the Merit System is working to make more efficient trainmen, and not merely working as a system of discipline. The trainman who can go through his work day after day without making some mistake has not been found. The man who makes the same mistake repeatedly eventually runs himself out of a job. The man who profits by a mistake and lets the demerits serve as a reminder so that he does not make the same mistake again is showing real improvement, and his effort is rewarded by cancellation of his demerits.

If you receive a demerit slip, make it serve as a reminder to you to avoid that particular mistake in the future. Start in with a determination not to make that particular mistake again and not with a grouch because you were observed in some infraction of the rules.

Please Help The Blind

OF 113 traffic fatalities reported by the police in the first four months of this year, jay walking was the leading class with the total of 22 fatalities. While the figure is a warning to pedestrians to cross at the intersections, and to move with the traffic officer, it is at the same time a warning to motormen to be on the watch at all times for the careless jay walker.

We know that if the same safety qualifications were put upon general users of the street space as are put upon trainmen, accidents would be reduced considerably, but under the present situations it becomes a part of the trainman's job to look out for those who will not look out for themselves.

Changes In Weather Change Requirements For Safety

(Continued from Page 1, Col. 1)

over a track intersection without first looking to the left and then to the right, for the purpose of seeing if all is safe to cross, he is taking things for granted. The conductor who stands in a listless manner while women are near the step is taking things for granted.

If conditions are such that it is hard to see on account of obstructions of any kind, you have a condition out of the ordinary which needs attention out of the ordinary. Look, regardless of effort, find out, be sure. In pulling away from people because your car is already loaded, take into consideration the necessary moves, then act as safely as you can. Always stop at switch points so you can see from your car that the switch point is properly set, before starting through—don't take it for granted.

You Are In Command

Keep yourself protected at all cross streets. Remember on pull-in trips that you are the pilot and are responsible. The car will run no faster than permitted to travel. There should be no accidents to any man on a pull-in trip for he has all the time necessary in which to play safe.

Passing standing cars too fast is another failing of many men. If there was a fence or a building as close to your tracks as a car standing on the opposite track, most of our men would request a stop sign on account of the hazard. The car is very plain to see. Take nothing for granted. In all cases of doubt, take the safe side, for there are certain laws which we are

not permitted to violate for any length of time. You lose to the ratio of the chances you take.

Think About Safety

Do not blame your car or the rails, they cannot think for you. No one can do your thinking but yourself, and if you do not think along safety lines, it becomes not only a duty but absolutely necessary to replace you with a man who will.

It is not hard to think, although thought needs attention, the same as your attention is needed at all cross streets and at every dangerous condition and anything which attracts your attention because of being out of the ordinary. The mind of a trainman must be ahead of time, place and conditions.

Brown Brothers See San Diego Ry. Shops

The Brown brothers, not the saxophone sharks, but the Walter and "Billy," aces of the mechanical department, made a week-end trip to San Diego recently to enjoy themselves and to combine a little pleasure. They looked over the shop facilities of the San Diego street railway system and collected a few pointers for local use.

The fellow who put the "t" in won't; Do we care to see? No, most of us don't.

We'd very much rather take a slant At the chap who knocked the "t" from can't.

BULLETINS

Issued June 16, 1924

BULLETIN NO. 110
Notice to Conductors
Line "M"

Effective Sunday, June 15, conductors on line "M" when southbound on the Manchester Branch will so far as practical collect fare to Manchester only, from passengers who board north of that point, hat-checking only those who inadvertently pay a 10c or 15c fare, or who present a single coupon commutation ticket.

Leaving Manchester, front exit gate will be kept closed and motormen will display a card reading "Exit rear end only", and fares from passengers riding past Manchester and from those boarding at that point will be collected as the passenger leaves the car.

Passengers transferring from short line cars may board the Through car at the arbitrary stop opposite the telephone box south of Manchester.

When north bound collect through fare from passengers who board car south of Manchester, and issue hat checks to all passengers who pay through fare, taking up hat checks and collecting additional fare from passengers who have not paid a through fare as the car approaches Manchester.

When either north or southbound south of Manchester, passengers not paying a fare covering both fare zones must be properly checked and looked out for.

Northbound passengers boarding through cars will be requested to do so at the stop made for Manchester proper.

BULLETIN NO. 111
Notice to Conductors

Effective Monday, June 16th, conductors may discontinue showing the different denominations of coins on trip sheets.

Care must be taken to show the total amount correctly and in the proper place.

BULLETIN NO. 112
Notice to Conductors
Passes Lost

The following passes are reported lost:
No. 2604, issued to Mrs. Geraldine Smith, Car Cleaner, Mechanical Dept.
No. 4869, issued to W. T. Haynes, Conductor Division No. 2.
No. 6285, issued to M. F. Denning, Conductor Division No. 4.
No. 6371, issued to G. F. Whitehead, Conductor Division No. 4.
No. 7389, issued to I. McBroom, Motorman Division No. 2.

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

BULLETIN NO. 113
Notice to Conductors
Pass in Improper Hands

Pass No. 2287 issued to J. Regaldo, Helper, Paint Shop, Mechanical Department is reported in IMPROPER HANDS. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 114
Notice to trainmen

Arrangements have been made for the use of toilet in the rear of shoe shop located on the southeast corner of Moneta Avenue and 116th Street.

These arrangements to continue so long as the conduct of parties using same is unobjectionable.

BULLETIN NO. 115
Notice to Trainmen

Effective Sunday, June 15th, line "M" cars operating through to 116th Street on Moneta Avenue will be provided with a card advising passengers to exit at rear end only when southbound between Manchester and 116th Street.

Motormen will display this card at Manchester, hanging same above the front exit door by looping the cord over the light fixture, and on the return trip northbound the card may be placed on the ledge above the door.

Motormen will be held responsible for the proper display of this card for the period beginning June 15th and ending June 28th.

R. B. Hill
Supt. of Operation.

Timbers of Div. 3 Pits Being Renewed

Some of the old timbers under the Division Three pits are being replaced. This is a similar job to that recently completed at Division 2 when the old style slot guard rail was removed and replaced by 60-pound rail and new supporting timbers installed.

'PAY AS LEAVE' ON FAR END OF M LINE

Effective next Sunday, June 15, the "pay as you leave" system will be established on south bound "M" line cars between Manchester and 116th street. Since the introduction of through car service and the elimination of shuttle cars, there has been some confusion in the minds of passengers regarding the fare zones. Under the new arrangement passengers boarding north of Manchester will pay fare to Manchester only, and the additional fare will be collected by the conductor as the passenger leaves the rear end.

Motormen will be instructed not to open the front exit after the car passes Manchester, and a sign requesting passengers to alight at the rear end will be displayed.

L. A. Ry. Men Mourn Mrs. Clafe Fontaine

Funeral services were conducted June 4 for the late Mrs. Clafe Fontaine, who passed away suddenly June 1 at the home of her daughter Mrs. John Morrissey, 711 Euclid avenue. Heart failure was ascribed as the cause of her death.

Mrs. Fontaine was 69 years old. She was mother of A. E. Fontaine, stenographer of Division 3; mother-in-law of Conductor J. H. Morrissey of Division 1 and grand mother of Thomas H. Morrissey, supervisor. Sincere sympathy is extended to the bereaved relatives.

Appreciation

We wish to express our sincere thanks to the officials of the Los Angeles Railway, the boys of Division Five and the Co-operative Association, for the substantial assistance, kind expressions of sympathy and the beautiful flowers sent to the funeral of our brother, Motorman W. Gallacher, who passed away on June 1st, 1924.

Mr. and Mrs. Devlin and daughter.

To all friends at Division No. 3:

The undersigned wishes to thank the ones that sent the TWO BELLS during the time I was disabled. I am gaining slowly and expect to be on the job again soon.

Respectfully,

George W. Chapman
No. 5410 Abbott Place
Highland Park, Los Angeles, Calif.

Introducing New Men

The following men have been assigned to their divisions during the week ending June 7:

DIVISION NO. 1

Motorman F. A. Moreth.
Conductors—L. H. Dawson, J. D. Carnes, E. E. Howard.

DIVISION NO. 3

Motormen—A. B. Moody, C. E. Meyers, E. H. Phillips, A. Dixon, D. W. Leatherman.
Conductors—W. E. O'Toole, G. E. Dunphy.

DIVISION NO. 4

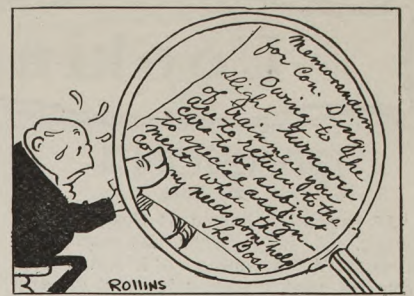
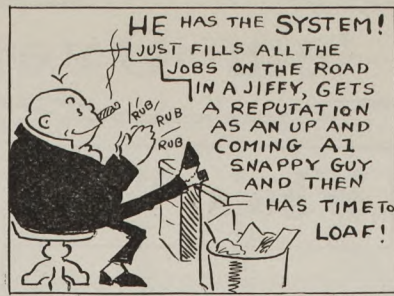
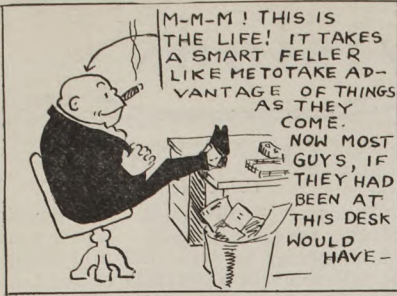
Motorman H. A. Miller.
Conductors—R. T. Willis, F. W. Wagner, J. R. Parker, B. M. Burton.

DIVISION NO. 5

Motormen—W. J. Beerman, A. W. Berlin, C. L. Knarreborg.
Conductors—M. H. Doggett, O. Williams.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Mtr. F. J. Massing, Div. 3
Los Angeles Railway.
Gentlemen:
I want to write a commendation of Motorman 1037 on the "W" car. He certainly does look out for the safety and comfort of his passengers. I do not know his name but he is all right.
Respectfully,
MRS. WADSWORTH,
6417 Crescent Street.

For Condr. J. G. Frantz, Div. 2
Los Angeles Railway.
Gentlemen:
I want to write a letter of appreciation of one of your employes. On Friday, May 9th between one and two o'clock P.M. I boarded "S" car No. 1160 at Rampart and 7th street. The car was crowded; the conductor stood in the doorway coaching a student conductor, and giving assistance and information to passengers.
In the congestion I stood against the rear window; when a passenger tried to pass me, in lifting my arm to make room, my hand bag caught on my beads and broke the string. Before I could get hold of it some twenty beads or more dropped to the floor. Your conductor 2120 very kindly and without show or pretense, gathered up the beads and restored them to me.

Sincerely,
MRS. W. R. POWELL,
c/o First Nat'l Bank,
Azusa, California

For Condr. F. C. Meade, Div. 3
Los Angeles Railway.
Gentlemen:
May I offer these few words of commendation in favor of Conductor 2422, on the "L" line, of your system (don't know his name).
When the car stopped at Ann Street a very frail lady boarded the car with quite a large girl, perhaps twelve years old. The girl was wearing braces from her shoes to her hips, and was of course helpless. Your good conductor carried this child to the front of the car and found a seat that another passenger was good enough to give up. When the lady left the car No. 2422 went forward, gathered the cripple in his arms and stood her on the sidewalk, gave her a word of cheer and boarded his car. A number of passengers remarked what a very kind act this was.

Sincerely yours,
JESSE McCOMAS
c/o The TeleDex Company
Homer Laughlin Building

For Mtr. I. J. Gothard, Div. 4
Los Angeles Railway.
Gentlemen:
I wish to thank motorman No. 3155 on line "P" for waiting for me to get on and off the car, while nursing a sprained ankle. Pleasant with the frown some have.
OSCAR McNEIL
2869 West Pico

For Condr. V. Impusene, Div. 1
For Condr. L. Rasmussen, Div. 1
For Mtr. L. Burnett, Div. 1
For Mtr. C. H. Engle, Div. 2
Los Angeles Railway.
Gentlemen:
I wish to commend Conductor 1318 on car No. 31, R line, for his courteous treatment to passengers, also Motorman 979 on car No. 40, "R" line; Motorman 2259, "H" line, car No. 29 and Conductor 124, car No. 20 also on the "R" line.
These men are always very thoughtful and considerate. Always showing kindness and courteous treatment to their passengers. Never too busy to give information in most cheerful manner, and I must say in the kindest possible way that it gives me much pleasure in commending these gentlemen. They deserve all the good that can come to them.
Respectfully,
MRS. CLEMENTINE WYCOFF
640 San Julian

MERIT SYSTEM REPORT SHOWS HIGHER RATINGS

Number of Demerit Assessments Increases But Records Above 100 Gain

BY R. R. SMITH

Assistant Superintendent of Operation

A careful study of the quarterly report on the Merit System discloses a considerable increase in the number of demerits given under various classifications.

That this careful checking and the calling attention of trainmen to their mistakes by the assessment of demerits produces results is shown by the item in the editorial column of the previous issue of "Two Bells," where it was pointed out that a noticeable decrease in the cases of passengers falling from moving car was shown.

Missing Out Leads

The classifications which continue to bring the largest number of demerits are headed by the demerits given for various phases of missing out, and while we realize that the hours are hard for trainmen to meet in some cases, still it must be borne in mind that there is nothing which indicates any more strongly the desire of a trainman to "make good" than the fact that he does show up at the time required and thereby avoids being demerited for missing out.

The man who misses out repeatedly, not only proves his own general undesirability, but also in numerous cases disarranges the service, works a hardship on his fellow trainman and places the Division Superintendent in an embarrassing position, due to the fact that on account of one man's unreliability cars either have to be held in or other trainmen asked to work long and irregular hours.

First in Dismissals

By far the largest number of automatic dismissals are contributed to by the miss-out evil, and when it is understood that the demerits which produce automatic dismissal are given in addition to the number of cases where a trainman is placed at the foot of the extra list, it may be seen just how important this item is considered.

Running ahead of time still continues to produce entirely too many cases of demerits having to be assessed and is one of the easiest items for a motorman to avoid.

Road spacing has been given considerable attention and failure to properly observe the rules has brought a large number of demerits, but that this close checking was justified is indicated by the great reduction in the number of rear end collisions, such collisions having been practically eliminated.

Danger Mark Passed

Although the total number of cases for which demerits were assessed increased during the second quarter, there are at the close of this quarter fewer men who have ratings below 100 per cent, and quite a number of men whose records were down below 100 per cent at the close of the first quarter have succeeded in bringing their records up above par. This due to the fact that they paid attention to the demerits received during the first quarter and thereby secured automatic cancellation of a number of these demerits.

Conductor's Suggestion Changes Trip Sheet Report

A GOOD assortment of suggestions for the betterment of service were submitted by trainmen last month, and were considered by the transportation staff last Wednesday.

The first of the three monthly cash prizes was awarded to Conductor S. S. Sands of Division 3, and his idea is put into effect by bulletin in this issue of "Two Bells." He suggested that on trip sheets conductors specify the amount of silver and currency received, and the separate spaces for pennies, nickels, and other denominations be eliminated. The auditing department reported that this convenience can be made for trainmen without interfering with the value of the trip sheet report.

The fact that regular and faithful trainmen are complaining about the remarkable number of sick reports received on Saturday and Sunday is significant, and as a result Motorman F. G. Arnold of Division 3 suggested that some investigation be made of the re-

markable and sudden sickness on Saturdays and Sundays. The Division superintendents agreed that this practice hampers their work considerably and puts unjust burden upon the faithful men. Accordingly Motorman Arnold's suggestion for some investigation was given second prize.

Third prize was won by D. W. Beatty of Division 3 with the suggestion that a special mark be used on schedules to denote a short line trip or some other special feature of service. The suggestion will be elaborated on by the schedule department and put into use.

The time to prevent accidents is before they happen.

He who looks for a snap never puts snap into his work.

A smile in the morning is worth a laugh in the evening.

On The Back End

(Contributed)

FISHING NEWS

Herring will not be running for the next sixty days, according to reports. Con. E. D. Herring has taken two months off, and expects to visit every city of importance west of the Mississippi.

PUZZLE NO. 1

Cond. W. H. Payne came up to the office window at Div. 2 the other night and asked for the dispatcher's phone. Taking the receiver off the hook he said, "Hello is this the dispatcher? I have to report a B. O. fare-box. The tattle tale fell out." Now the dispatcher and I still want to know what it is.

Another boy who takes a rest when ever he can get it is Conductor H. H. Stout. Stout is an ardent fisherman and from the looks of some of the fish that we have seen he is the bees knees. We wish him continued luck. You see, we got one of the last ones that he brought in.

A man boarded an "M" line car with one of those trick pocketbooks that have a secret combination—and forgot the combination. After fumbling around a while and holding up the rest of the boarding passengers, the man behind him paid his fare to get him out of the road. Is it a new way to ride free?

SAY, LISTEN

Lose your grouch, you'll never miss it, Though, at first, it may seem queer To be just a little decent To the people who are near. But with very little practice Sawing wood from day to day, You can make yourself attractive With a grin nailed on to stay.

There is little satisfaction, Nor is life the more complete If you bite the heads from people Whom in daily rounds you meet, And the muss-up isn't pleasant When that little trick you try— They can never sue for damage If you smile and pass them by.

A. J. Nielson of Div. 4 makes the first contribution for the 1924 Poet Laureate Contest. But being of a democratic mind, we pass it on to you. (Orchestra a little soft music, please.)

"The meeting, it was sudden, The parting, it was sad— She gave her young life meekly, 'Twas the only life she had. Now she sleeps beneath the willows And she's resting peaceful now, For that's just about what happens When a street car meets a cow."

Foreman: "Here, now, Murphy, what about carrying some more bricks?"
Murphy: "I ain't feeling well, guv'nor; I'm trembling all over."
Foreman: "Well, then, lend a hand with the sieve."

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

"J" car, west bound at Seventh and Spring. A lady offers the conductor an out "W" transfer. "I am sorry, lady, but that transfer is good on any west bound car except the "J" car." "That is all right," replied the passenger, "I only want to go as far as Tenth and Grand". "May I ask where you boarded the "W" car, when you got this transfer?" asked the conductor. "At Tenth and Grand" was the reply, as she dropped a fare in the box.

Conductor VanDyke is very fond of pennies. In fact nothing pleases him more than have some one select five pennies from a handful of small change and drop them in the box. A few days ago while waiting at the east terminal, a lady, before boarding his car, asked a news boy for five pennies in exchange for a nickel. Then with a smile she deposited them in the box, and seemed to enjoy the music of the jingle. Van, with a gracious smile in return, thanked her.

Conductor R. N. Rogers with his Motorman J. E. Neilson, tried their luck fishing at Redondo Beach last Wednesday and report good sport. Among their catch were a number of yellow tail weighing from 20 to 25 pounds.

All of the Two Bell scribes, representing the five divisions, were the guests of the editor, J. G. Jeffery last Saturday evening. Dinner, cigars and a splendid vaudeville show were on the program, and was thoroughly enjoyed by all.

A fine eight-pound boy arrived on June 1, at the home of Conductor C. E. Hollar. Mother and baby are doing well and Carl is as happy as a lark.

Motorman C. E. Fisk has returned from a thirty-day vacation, most of which was spent on a ranch somewhere between this city and Frisco.

DIVISION 2

By R. C. Hoyle

Conductor A. A. Harris has taken a ten day leave to rest up.

Motorman C. D. Preskitt has decided to change over to the rear end. This is his favorite occupation, as he was employed here before in that capacity.

Another newcomer here is Conductor H. C. Warren who was formerly at Division 4.

Motorman W. B. Edelman has been granted a ninety day leave to visit his old home in S. Dakota.

Motorman H. H. Miller was taking a trip down to Redondo Beach the other night, when he had the misfortune to have a blow-out, while he was fixing his tire, along came three hard-boiled gents who prodded him with the business end of a large sized gat and proceeded to relieve him of all his valuables. He lost three dollars in currency, watch and chain and pass.

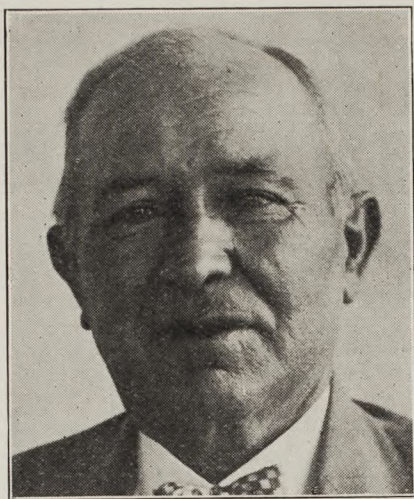
The Division 2 bowling team will meet Division 5 team next Wednesday June 18th at 7:30 P.M. and they want to see a few of the boys down there to boost for them.

G. W. Clark, flagman, till just lately conductor on Hooper Ave. would be glad to see any of the boys who care to visit him. He is in the Golden State Hospital.

Conductor B. Still has decided to try working the extra board for a spell. There must be something to bucking the board I guess, because that makes about four regular men who are trying it out. Oh you shines!

Conductor A. N. Johnson's wife died late Sunday, June 8th. The boys of Division 2 extend their deepest sympathy to him during his bereavement.

Who's Who



Employees who have attended any of the company dances which are held on the last Saturday evening of each month in Forester's hall, near 10th and Olive streets, will recognize the picture above as belonging to J. H. Maggs who acts as master of ceremonies, and keeps the floor waxed. Maggs has been in some branch of the railway work in California ever since the days when he used a railroad spike for a teething ring. His father worked on one of the earliest railroad construction jobs in California, the line from Sacramento to Shingle Springs, in 1865.

When the new line was opened in 1876 connecting the railroad facilities of Southern California with northern California, and the golden spike was driven at San Fernando tunnel, Maggs was in the band that furnished music for the occasion, and as might be expected, whaled the big bass drum.

Three years later he was with the Southern Pacific when it built a line through Los Angeles to Yuma, thence to Tucson, and reached El Paso in 1882. Those were the days in railroading when colored troops accompanied the construction gangs, to prevent the pioneering party being wiped out by Indians. Nowadays police officers in automobiles watch the ends of the car lines for midnight bandits, showing how civilization has progressed.

In the various changes of railroad ownership and management, Maggs has remained in local transportation service for many years, and is a foreman of cement construction in the way and structures department. He has a son who represents the third generation of railroad work, Leo Maggs, in the electrical department. One of the proud possessions of Maggs, Sr. is a Southern Pacific time table of 1877, which shows that in traveling to San Diego, a passenger rode by train to Anaheim, and made the rest of the journey by horse stage. The trip to Santa Barbara was a two-day affair in those days with the stage trip from Newhall to Ventura, and then from Ventura to Santa Barbara.

Maggs, Sr. is known by many employees. He has stuck with his line of work and helped many others over the difficult paths of railroading. A mighty useful type of citizen, folks—a mighty useful type of citizen.

DIVISION 5

E. C. Tyler

And they still go and return from their vacations, while the rest of us plug on having all the pleasures of anticipation even though we can't help but wonder if there will be any fish left by the time we get ours. However, here's a little good news—Foreman Grant states that he can accommodate a few more motorman and conductors who wish to take their vacations at this time.

Switchman C. H. Conrad started on a thirty day leave this week which he expects to spend doing assessment work on his claim in the desert. (That don't sound so good, C. H.)

Conductor H. J. Holler returned from his leave of absence last Monday.

Conductor L. R. Chamberlain has taken sixty days off for recreation and rest, and expects to take an auto trip through the Yosemite.

Motorman I. D. Brown is taking

DIVISION 3

R. W. Reid

Joe Stork made a visit to the home of Conductor R. Brown and left a lovely 7½ pound baby girl. As this is the first one, Brown is tickled pink. Mother and daughter doing fine. Congratulations.

Conductor A. R. MacDougall, who has been on sick leave, since April 30th is now back on the job. Mac says that while he is slightly disfigured he is still in the ring. He still retains his slim figure.

Motorman Q. E. Sasse has been called back to Texas on account of the tragic death of his son, Edward Sasse, which occurred when a pleasure boat on which he was a passenger, caught fire and sank. Motorman Sasse has our heartfelt sympathy in the loss of his youngest son, who was only nineteen years of age.

Motorman H. O. Boutwell has just returned after a 90 day trip to New York City. Boutwell claims that the street car system here is so much ahead of any other place that he visited, that there is no comparison.

Conductor G. W. Chapman was around to see us a few days ago. Chappie looks fine considering the hard time that he has had and expects to be back on the job before many moons have passed.

Motorman E. B. Hughes is taking two weeks off to entertain his folks, who are visiting here.

Conductor J. T. Nickels is taking 30 days off to visit his folks at Bluffdale, Texas.

Conductor W. H. Deskin is on a twenty day trip to Albuquerque, New Mexico.

Conductor J. F. Ester will be leaving on a two month's trip to Philadelphia, Penn.

Conductor C. D. Bird has secured a two months' leave of absence and will try out as substitute clerk in the Post Office.

Conductor L. Lyons is on a month's trip to Denver, Colorado, where he will attend the settlement of his mother's estate.

Motorman J. C. Wood is on a two month's auto trip to the northern part of the state.

Motorman R. H. Williams is taking a nine day's rest.

Conductor C. E. Bewey, of Div. 1 has traded seniority with L. E. Howard of this division and is now working a run on line "W".

Motorman J. F. Wright is taking a week off to work around his house. We bet that the missus keeps him busy.

Hallie B. Tamplin, wife of R. B. Tamplin, brother of Motorman V. W. Tamplin, died at their home 1134 12th Street, Santa Monica, Calif., Sunday, June 8th. Burial was from Todd's Undertaking Parlors, 2:10 P.M., June 11th.

sixty days for the expressed purpose of taking a trip to Oregon.

Motorman A. F. Reinbold is taking a week off, and Motorman A. L. Felthausen has requested ten days off for rest.

Conductor E. O. Davidson who expected to leave on a sixty-day leave was taken sick and has postponed his leave of absence indefinitely.

Motorman L. H. Shrake has given up his vacation for the present time and returned to service this week.

A letter received from Motorman H. Gorton who is on leave of absence visiting in Canada, states that he is having a good time and enjoying the races which are on at this time. He wishes to be remembered to all the

DIVISION 4

C. J. Knittle

The past week marked the opening of the vacation season. While many of us prefer to wait till mid-summer or fall to enjoy the fruits of our labor, the files show that others are firm in the belief that the early worm catches the fish.

Conductor C. W. Beckner and his motorman, B. C. Smith have taken ten days to fish in the mountain streams.

Conductor C. E. Robinson has been granted a thirty-day leave and has left for Yosemite Valley.

Conductor A. A. Bradley has received a sixty-day leave to visit relatives and friends in Grinnell, Iowa.

Motorman Nidick is fully aware that Spring is here. He proved it by growing a carbuncle on his right cheek.

A "C" line conductor was almost put down for the count by this one, last Sunday morning. His car was east-bound on First from Hill. A lady passenger approached him with this: "Are you on your way back out there now?" pointing towards Hill street.

"No, ma'am," replied the con, "we're on our way this way," pointing forward.

"I want to get to Lucas Street," stated the lady.

"Why that is where you got on, madam," the con answered.

"Surely," agreed the lady, "but I forgot something."

Motorman Lourdon and Conductor MacKenzie spent last Friday fishing off Redondo Beach, returning with over two hundred pounds of mackerel, bass and yellow tail.

boys and says that he is getting home-sick for L. A.

Motorman W. B. McCarter, writing from Calhoun, S. C., expresses the wish that he be remembered to all the boys through the medium of Two Bells. He states that it may be some time before he can return as his father's condition is not improved.

Conductor I. H. Gilbert who has been on the sick list for several months, was in the other day and says he is feeling like his old self again, but that he cannot return to work until he gets the California weather changed to conform with the doctor's orders.

Motorman G. C. Vaughn has been breaking in as extra-switchman and the way he covers the out-field would tend to show that he is making good.

Conductors on line "M" are requested to be very careful in following out the new rules governing the collection of fares south of Manchester Ave. which are effective Sunday, June 15th, 1924. Motormen must be very careful to observe that part of the rule relative to placing the sign and not opening the exit gate.

Motorman E. Kasal is working the afternoon Switchman's shift during the absence of Switchman C. H. Conrad.

The condition of Conductor F. C. Hawthorne of Div. 5, who was struck by an automobile while alighting from an "M" line car in front of Division Five and was taken to the Golden State Hospital, is much improved and he was able to return to his home last Wednesday. He was painfully injured around the back and is unable to rest very well, but assures us that he is very much alive and able to kick. He would be glad to see any of the boys at his residence 1227 West 49th St.

Conductor F. J. (Freddie) Mason is breaking in as extra clerk and stenographer and seems to take to office work like a duck to water. More power to you, Freddie, we're all for you.