



Trainmen Begin New Runs June 26

Complete Harmony Necessary For Best Possible Results

Everyone Taking An Interest In Helping The Other Fellow Assures Maximum Success

By J. B. HAYNER

Supt. of Employment and Instruction

To accomplish the best possible results, employes as individuals must cooperate in harmony with each other.

Any line of business or work without co-operation has a tendency to stunt individual character, demoralize ability and magnify difficulties. Under such conditions the entire personnel of any organization is seriously handicapped.

Harmony among the officials of the various departments is one of the chief essentials, which should be passed down through the rank and file of their immediate subordinates, who in turn should keep the "spirit of co-operation" over as their motto, until the last man in the organization is reached.

Department Must Co-operate

The spirit of co-operation is equally important between the various departments, as between the men themselves.

No matter how efficient the head of a department may be, he cannot accomplish results unless he has the co-operation of all the members of the organization. One single individual in an organization who fails to cooperate with the staff heads or subordinates seriously affects the workings of the entire concern.

At this particular time, while the entire civilized world is passing through a period of reconstruction, it naturally has a tendency to create a condition of unrest among workers. To promote harmony these men need guidance and leadership of the highest character in order to promote the spirit of loyal, enthusiastic co-operation.

Take Personal Interest

It seems as if this could be easily accomplished by everyone taking a personal active interest in the other fellow's welfare by offering him words of encouragement and advice, and if necessary take off your coat, roll up your sleeves and help him out.

Supervisors often times throw away their most valuable asset by failing to create and develop that spirit of co-operation and friendly relationship with their subordinates and employes.

We must acknowledge that there are many obstacles on the pathway of successful co-operation which are sometimes difficult to overcome.

Temperments Vary

In our organization we have hundreds of men, each perhaps with a

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Div. 5 Holds Lead In Safety Contest With Div. 4 Next

Division Five is holding the lead in the third interdivision safety contest with a score of 973. Right at the heels of Supt. Morrison's clan come the Division Four safety champs with 972, just one point less than the leaders.

Division Two and Four were tied for second place last week but they have unscrambled themselves and Division Two now holds third place with 971. The first three are certainly putting up a lively race with one, two, three order.

Divisions One and Three are putting up just as lively a scrap to keep from the cellar position. Division One is in fourth place but is less than one point ahead of Division Three, which is at present in the cellar.

It must be remembered that Division Three is carrying the heaviest handicap as records show the risk on runs out of that division are lighter than those of the others so the standings do not mean that Supt. Dye's men are running into an unusual number of accidents.

TRAINING NEW OPERATORS

Conductor F. Fauver, has been temporarily assigned to instruct men for the operation of safety cars at Division Two.

Salary Advances With Div. Chiefs

Effective July 1st, all requests for advances in salary, must be made to the Division Superintendent, who, if he approves the request, will have blank filled out, which must be brought to this office by the man making the request. Such advances will be made only in extreme cases.

R. B. HILL,
Supt. of Operation.

She Won't Step to Fare Box so Fare Box Comes to Her

CONDUCTOR A. A. DEANER was doing the heavy on the back end of a W. 6th St. car, when a lady slid by him and dropped into a seat without digging up the customary jitney. A. A. allowed her to get comfortable and at the first opportunity asked the lady for her fare, whereupon she held it out at arm's length, refusing to get up and drop it in the box. That might have stumped most of us, but not Deaner.

He quietly took the fare box over to the lady, received the nickel, and carried the box back and replaced it in the brackets. Did the lady look pleased? She did not.

UNIQUE ACT FOR MONTHLY DANCE

A unique entertainment act provided by an employe of the company will feature the monthly dance to be held next Saturday, June 25, in Recreation Hall.

Conductor J. B. Weil of Division 2, who was formerly on one of the leading vaudeville circuits, will present a novel act entitled "Mind Controls Muscle."

To bring out the proper effects, the hall will be darkened and a spot light thrown on the performer. The entertainment will begin promptly at 8:30 and the doors will be closed. No one will be allowed to enter during the entertainment so it behooves everyone to be there on time.

Punch will be served free as usual and the orchestra will "ork" its liveliest dance music.

Photos of Badges To Be Displayed

Photographs of the police shield, special delivery mail carrier's shield and the special delivery mail carrier's bar have been taken and will be shown at all divisions so that trainmen may easily recognize the badges, etc., good for transportation.

SAFETY CARS WILL HAVE LIST OF 115 MEN

With the final general choice of runs before the "bid" system is established effective Sunday, June 26, arrangements are complete for the "shake-up" to take place Monday, June 20 beginning at 7 P.M.

On the safety car list, more than 90 per cent of the operators have decided to continue their runs when the cars are centered at Division Four. The few men who are going back to other types of cars are remaining at their divisions because they own homes nearby and prefer to be near to their working headquarters. There will be 75 runs on the safety car list with 18 trippers. The safety car list has been set at 115 men.

Important Rules

A few of the important rules governing the general choice and future handling of runs may be given here, elaborating on the letter to trainmen issued by R. B. Hill, superintendent of operation.

If a motorman and conductor are specially anxious to work together, the one with the higher seniority may waive his choice the number of places necessary to balance him on the list with his partner so that they may choose together.

If a run has more time in certain months than others—such as cars operating to the high schools—trainmen may select them with knowledge of the schedules then get the benefit of the extra time when school resumes after vacation. But while the runs are shortened the men who have chosen them will be marked up for extra runs, in order of seniority, so as to give them as much time as possible.

Hold Runs 90 Days

Runs will be held open for 90 days during leave of absence. If the leave is for less than 30 days, a run will be operated by the extra list. If the leave is from 31 to 90 days, the run left vacant will be marked up for the highest man on the extra list or any other man without a run, if his seniority entitles him to it. If a man on 90-day leave fails to return at the end of that time the run will be posted for general choice. Exceptions will be made in case of sickness, depending on the merits of the case.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Shake-ups Cause 14pct. Increase in Accidents

SAFETY is always recognized as the first essential of any transportation system. If passengers can not travel safely it were better they did not travel at all. This applies equally to land, sea and air.

We are most concerned with street car transportation and efforts to make such travel as safe as possible. Intensive work has been carried on for almost a year by the Safety Bureau towards reducing accidents and the results have been highly commendable. The investigation has gone into the finer details of operation and proved the old saying that the majority of accidents do not just "happen"—they are caused.

Finding the cause and then changing the conditions that produce the cause for accidents has been the job of the Safety Bureau, in cooperation with all other departments. The results have been such as to reflect the greatest credit upon trainmen and all others connected with operation.

One of the big causes was found to be the quarterly general choice or "shake-up." Investigation showed that after every shake-up accidents increased an average of 14 per cent or in other words produced 150 or more accidents that would absolutely have been avoided if the trainmen involved had not been on comparatively strange lines due to the general choice.

Furthermore, the increase in accidents ranged through a period of six weeks. After that we settled down for six weeks—then came another shake-up.

There is to the average trainman some degree of satisfaction in the quarterly general choice. Some get a run they believe they will like better and others lose runs they wanted to retain. But knowing the spirit of the average trainman it is safe to say that no one or no group would put personal convenience ahead of a 14 per cent increase in accidents involving pain, sorrow and possibly death.

Here is another angle that should be considered: does a trainman improve his own conditions by constantly shifting?

A company operating a large chain of cigar stores is particular about the class of salesmen it employs, because it aims to develop salesmen into office managers for executive positions. Do you suppose this company would start a counter man at one cigar stand then at the end of three months—just as he is becoming acquainted with regular customers and their favorite smokes—shift him to another store. Not as long as there is any business brains in the main office, because it would reduce sales and reduce the salesman's chances of learning the selling game and thus preparing for promotion.

Motormen, conductors and safety car operators are salesmen of the biggest nickel commodity Los Angeles has to sell—a street car ride. By staying with the place they select they are improving relations for the company and learning to be better street car men day by day because they have an opportunity to study the possibilities for improvement and carry them out. That is better than spending six weeks filling out accident reports, six weeks actually getting acquainted with the run, then throwing away all the benefit gained and jumping to a new run and line for another six weeks with accident reports

Many Mourn Death of Mtr. C. E. Tuttle

The funeral of the late C. E. Tuttle, motorman of Division One and flagman, was conducted at the W. A. Brown parlors June 11. Mr. Tuttle died suddenly at his home, 334 West 54th Street.

He had been an employe of the Los Angeles Railway for 14 years and prior to that lived in Syracuse where he was a motorman. His son, Harry, who is in the mileage department, wishes to thank the boys of Division One and the main offices for the flowers which expressed a feeling of love and esteem.

A husky individual applied for a position as boiler maker's helper at Division 3, we told him we did not employ any boiler makers, that the noise that he heard was only our Andy, the indefatigable stenog pounding out some new time sheets at that "psychological moment."

Bureau To Check Careless Starting

A word to the wise is given by the safety bureau.

There has been some degree of carelessness shown in conductors giving bell signals too soon and motormen starting with women on the steps.

Thorough schooling has been given in this particular and there is no justification for the risk such practice involves. Members of the safety bureau intend to keep a sharp eye out for accident promoters so don't give them a chance to observe you violating the important safety rules.

To the men at Division Two. Boys don't you think it would be a good idea when the sky pilots make their weekly visit to cut out the pool and card games for at least 30 minutes and be the kind of men your mother would have you be, and not savages.

A Car Man.

Stop 'em Spooning? No Madam! Condr. Knows True Love!

CONDUCTOR CHAPMAN on one of his Owl trips the other night had a couple of venerable lovers sitting on the front seat of his car that were cooing like two turtle doves, and to say the least they were very mushy. Two apparent suffragettes were sitting behind them and becoming very nervous.

When they went to get off they said to Chapman "it's a wonder you would not make your passengers behave themselves, they are old enough to know better."

George said, "Oh, no, it can't be did, they are never too old for that.

For I know."

Twenty-four Hour Vote to be Taken On Uniforms, Caps

Although interest of trainmen is centered on the general choice, an important question is to be decided Monday in the ballot on a proposal to change from the present material used in uniforms to blue serge and the adoption of a straw summer cap.

Voting will be conducted at all divisions from 3 A.M. Monday to 3 A.M. Tuesday so that every qualified trainman can cast a ballot. The result will be announced in next Two Bells. The proposals for the change in uniform material and for summer straw caps will be separate. Showing two uniform suits of blue serge has aroused considerable interest in the question.

Every trainman is urged to vote so that the decision will be a full expression of men at all divisions. Ballots will be procured from division clerks.

I Am A Safety Man

"I am a man.

I am one of those, who from the beginning of time have earned a living by the sweat of my brow.

Two words stand approved as a motive for my success in life.

They are these: 'Safety First.'

I believe in them and practice them as a part of my life.

I use them in going to and from work as well as when I am working.

I believe a constant application of safety rules will more than compensate for any effort on my part to use them.

And I promise my family each day that I will stop, look and listen for danger so that I will return to them safely when evening comes.

To do my work well, I must do it in a safe way, never in haste, but yet not lag.

I must see that my fellow workmen practice safety and always give my employer the best that is in me.

I will protect myself, my fellow workmen and my employer by practicing 'Safety First.'

I will succeed, for I am a 'Safety man.'

Uniform Department Moves

On and after Monday, June 13th, the Uniform Department will be located in Room 218, Pacific Electric Building, instead of Room 425 where it has been in the past.

R. B. HILL, Supt. of Operation.

BEING READY FOR DANGER POINT CUTS ACCIDENTS

By JOHN C. COLLINS

Traveling Supervisor of Safety

Passing the rear of a moving car in the middle of the block or on the far side of a cross street, is not necessarily dangerous but for the front of your car to pass the rear of a moving car on the near side of a



cross street is always dangerous, needing attention.

Anticipate an auto cutting back of that car as the car has just cleared the path the autos

travel. The old man knows that and is prepared for it. Many a time an old motorman has slowed down his car for no apparent reason to the ordinary observer, then all at once he puts on more air, making a rough stop a foot or two from an auto or child on the track, no one seeing either at the time the motorman started to slow down.

Precaution Saves Life

If he had not started to slow down when he did, a serious accident would have resulted.

People often wonder how the motorman knows what is going to happen. He does not know, but recognizes a few combinations that always slow him down. So he is ready when the real danger shows up. He may slow up ten times and have a clear road while the next time may be the one he saves a life. It is not that the danger is always there, but might be. These are the little things the new man cannot see, but are very plain to the old one.

Experience Real Teacher

Time after time, a new man will explain how an accident happened, saying it would have been no different no matter who had been on the car and that the accident could not have been avoided. At the same time you know the start of the same thing could happen in another six months to the same motorman, and he would not have even a close call. Every man has so much confidence in himself, thinks he knows what he is doing, and is doing it all right. It takes practical experience for a man to handle the front end of a car safely. No new man can do just as the old one does until he knows for what purpose the old one is doing certain things.

Situations Studied

It is very hard to imitate him for the conditions confronting you on your trip are not the same as those he has to contend with. Ten or fifteen feet make all the difference in the world to what he will do. He also knows when probably two hundred feet away from a point, just about what to expect when arriving and what he intends to do. The more a man observes and studies the conditions the sooner he develops. Some men never get it and continue to have accidents not knowing the cause.

At a track intersection when cars are ready to go, the old man by a glance takes in the whole situation, and starts. But while crossing he keeps all the angles under constant observation and his car under control. He knows what he can do, also saves room enough to do it in. When in a tight place he will use greater caution. The new man, not knowing all the angles to the proposition, crosses the intersection as though he was the only car on the system.

Guard Right of Way

Ring the gong for right of way when you are not ready to start at the same time does not give you the right of way. Having the right of way does not give you the right to neglect watching the points of danger.

If you see that another man is going to take your right, or is placing his car in a dangerous position, the proper thing to do is call his attention to it by ringing three sharp taps on the gong. If the other fellow needs it more than you let him have it. I mean by that, if he wants it so bad that he is willing to place the lives of the passengers under his charge in jeopardy, let him have it. You won't be bothered with him very long.

Ding and Ding Ding at the New Building

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week
 Motorman D. L. Patterson, Div. 2.
 Conductor F. La Rue, Div. 2.
 Conductor W. J. Millican, Div. 3.

For Conductor C. A. Clark—Div. 2
 For Motorman E. B. Clark—Div. 2

Los Angeles Railway,
 Gentlemen:
 On February 17th, about 10:20 in the morning, one of our delivery trucks was stalled in the mud on North Evergreen Street between the car tracks and the conductor and motorman of Brooklyn line car No. 255 came along and rendered our driver a great deal of help in getting out of this place, regardless of the rain and mud.

We are writing you, calling your attention to these facts and wish to commend very highly the work of the conductor and motorman of this car, and assure you of our appreciation of the help.
 Yours very truly,

PACIFIC COAST BISCUIT CO.
 J. A. CORBETT,
 Assistant Manager.

For Conductor W. E. Holland—Div. 1
 Los Angeles Railway,
 Gentlemen:

It has been my good fortune to ride regularly on the Heliotrope Drive car with Conductor No. 524. He has the rare accomplishment of being able to call out the streets without shouting. In addition he is unfailingly courteous to all.

Yours respectfully,
 MISS CORA E. MABEE,
 1542½ West 7th Street.

For Conductor S. Wollam—Div. 2
 Los Angeles Railway,
 Gentlemen:

I wish to report that Conductor 1728 on the University car 162 is unusually courteous and considerate of the passengers. I saw him do a number of things on the 1:30 car into town, which seemed to me unusually commendable, and in view of the fact that I have had several unpleasant experiences with other conductors I thought it no more than fair to report this to you.

Sincerely,
 EDNA EARLE,
 Care Pacific Mutual Life Insurance Company.

For Motorman W. H. Blakely—Div. 5
 Los Angeles Railway,
 Gentlemen:

You get plenty of letters of complaint no doubt, and with the gloom of their numbers a little sunshine of commendation ought not to come amiss.

As a regular commuter on your line I've had varied experiences—complaints as well as service.

I have had numerous courtesies such as a motorman waiting for 15 or 30 seconds when he sees one running, etc. And just to spread the sunshine permit me, please, to present my compliments to courteous men, efficient and finely accommodating as your motorman carrying No. 2735 on his hat badge.

Yours for sunshine and the human smile even in Public Service.
 Sincerely,

P. M. LOVELL,
 1217 Hawthorne Ave.,
 Hawthorne.

For Conductor B. B. Case—Div. 4
 Los Angeles Railway,
 Gentlemen:

I would like to send a few lines in appreciation of the kind and courteous Conductor No. 406 of the West Adams line. Also, that I have found the general standard of your men so superior in every way to that of the employes on the street railroad of either New York or Chicago that it gives me pleasure to state these facts.

Yours very truly,
 ANN S. ZAUN,
 329 Vernon Ave.,
 Venice.

THOROUGH TRAINING ON NEW LINES TO BE GIVEN

FROM now until everyone is settled down after the general choice, R. A. Pierson, chief instructor and A. K. Plummer, director of traffic, will display signs reading "This is my busy day."

These two men with their assistants will be on their toes seeing that men who shift from one division to another and from one line to another, are acquainted with their new territory.

Training the required number of new safety car operators is the matter before the instruction department at present. Eleven safety cars are being used for instruction work. First the new operators are taken out on a line in the tall timbers and schooled thoroughly in the manipulation of the car. The mechanical features are explained

in detail and they practice runs, quick stops and go through imaginary traffic situations.

Next the cars are run through the downtown district and the operators learn how to handle traffic without carrying passengers. Then the cars are put in service behind other cars so they will pick up a few passengers.

Trainmen shifting to line with which they are not familiar will be broken in on the new territory with a line instructor who will certify to their knowledge of the new run before they go into regular service. Line instructors will be kept busy after the general choice helping trainmen on all lines and the supervisors will help particularly on the schedules.

SUPT. WIMBERLY WELCOMES NEW MEN TO DIVISION 4.

DIVISION FOUR will experience quite a shift of personnel as a result of all safety cars being sent to that division. The change brings a number of new men to Division Four and several men who have worked out of that division are shifting to other divisions.

Superintendent L. L. Wimberly of Division Four takes this means to extend to the boys who have transferred to this division a hearty welcome and hopes that he will be able to

make them all feel as much at home as they did on their other divisions.

He also expresses regret on losing so many of his boys, (there were between forty and fifty) whom he learned to know and honor as real friends, and whom he will miss very much but hopes that they will get along as nicely under their new leaders and among their new friends as they did here. He congratulates the other division superintendents on receiving all these fine trainmen.

FAILURE TO CO-OPERATE RETARDS MAN'S PROGRESS

(Continued from Page 1, Col. 1)

different temperament, consequently we must not expect all of them to be perfect. One man may lack in ability, another in ambition, and still another in application. We also have the fellow who holds back fearing that he may make a mistake or perhaps hurt someone's feelings. These are just a few of the obstacles which are constantly before us, and which must be overcome before complete harmony and successful co-operation may be accomplished and maintained.

Let us all get more closely together and make it a point to help the fellow who is weak, encourage if possible the man who is discouraged, and above all, the superiors and subordinates should personally mingle with his men in order to promote the spirit

of loyalty, cheerful co-operation and friendly relationship, thereby bringing success to himself, his men, and the entire organization which cannot help but spell EFFICIENCY.

In conclusion, I wish to mention that while in the office of Mr. George Baker Anderson, Manager of Transportation, I noticed a little motto on the wall above his desk, which appealed to me as being very appropriate to mention in conjunction with this article, which clearly conveys his sentiments in condensed form as follows:

"It is natural that we should judge ourselves by what we feel capable of doing—but let's not forget that others judge us by what we have done."

On the Sick List

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

DIVISION 1
 Conductor—A. G. Rex, 1021 Doris St.

DIVISION 2
 Conductors—J. E. Grout, 687 E. 54th St.; E. A. Mansfield, 331 W. 52nd Place,
 Motorman—W. W. Stewart, Pacific Hospital.

DIVISION 3
 Conductor—O. E. Craig, 3249 Fletcher Drive.
 Motorman—J. Schlageter, 2209 Dayton Ave.

DIVISION 4
 Conductor—D. J. Vander Linden, 1147 Rowan Ave. S.
 Motormen—D. S. Wildermuth, 916 Kensington Road; A. C. Jones, 7211 S. Hoover St.

DIVISION 5
 Conductors—A. K. Turner, 2408 W. 54th St.; G. J. Cowden, 2319½ W. 54th St.; A. H. Wheeler, 5211 S. Wilton Place.
 Motormen—W. J. Cox, 5424 3rd Ave.; T. L. Stephens, 6725 Pearl St., Hyde Pk.

On The Back End

(Contributed)

Motorman J. H. Critchett of Division 3 is a grass widower again, his wife having left for a visit to the old home. We have promised to keep an eye on the old man.

Conductor F. H. E. (Daddy) Pierce has returned to work at Division Two after a sick leave of a couple of weeks, looking as lively as ever.

What do you think about it, Motorman Jim Hardin, the daddy of 'em all, after more than 30 years missed out the other day. Now you miss out kids, do you see what you are doing teaching the old boys bad tricks? Shame on you!

Motorman J. M. Anderson of Division 5 says the other day he was standing on the side-walk and noticed a lady and small boy standing in the street at a skip sign waiting for a car, when the car approached the Motorman pointed upward toward the stop sign at the next street. The little boy turned to the lady and said, "What is he pointing at mama?" "An Air-plane" to which she replied, "I do not know." Said he, "Does he mean for us to wait here for an air-plane and ride in it to town?"

H. A. Russell, well known around Division 3 is to be complimented on having such a wonderful memory, this being shown by the fact that he remembers how to spell Harrison the way they do it in England. Of course I don't suppose he was ever in England because he doesn't talk that way. Anyway he made one mistake in his life when mentioning the nationality of one of the supervisors. That supervisor is an American and if you don't believe it ask him to show you that little bit of paper signed by your UNCLE SAM!!!

TED HARRISON.

Since Conductor M. W. Nelson of Division Two returned from sick leave, we observe almost daily, some kind of checker game going on. Look out M. W. they are training to trim you!

Motorman G. L. Trask of Division Five, is taking 10 days off to look for a house. As he only weighs 250 pounds he says a little 10 or 12-room bungalow will do.

Conductor Florio was overheard asking one of the traveling instructors for a squadron of bombing planes and to be put in charge of same. Upon being questioned on the cause of such a strange request he said he wanted to blow up the Temple st. district. It seems he never could hit it right with the "Yiddishers" but when "Abie" Budne hears about this there is going to be a Jewish-Italian war.

Since our good-looking assistant foreman, Dan Hanley, has been appointed Foreman at Division Three things have been "kinda" dull to find a good-looking man to take Dan's place but looking over the lines I happen to locate the Overland Limited on Mateo Street. We find a good-looking boy here by the name of Mr. Jacks, and by the good advice of his motorman I think the wedding bells will soon ring around First and Boyle. "But be careful, Jack, your motorman only wants to even up things on both ends." "One of the Beauty Spotters," Div. 1.

Looking 'em Over at the Divisions

DIVISION 1

Somebody once remarked that the age of miracles was past, and for many moons we took his word for it. However there is a most wonderful piece of news for us that seems to prove that the prophet got his dates mixed. Here it is: We have actually given up the cellar position in the safety contest after having hogged it for months, and gracefully changed places with Division 3. All of which is very nice and looks as though we have at last come out of the ether long enough to sit up and take a little nourishment, but let's keep it up, boys, and guard against a relapse.

A modest motorman pulled a nifty one on a gent from New York the other day, but he wouldn't give us the story until we promised not to reveal his name. It appears that the gent from N. Y. wasn't feeling good and wanted to take it out on the first person he met, who happened to be Motorman N—, who works W. 6th St. "Yes," sneered the crabby one, "in little old New York, we don't have grass growing between the car tracks." "No, I suppose not," replied N, "I've heard that the horses nibble it off as they brouse along."

Our good-looking and popular foreman, J. B. Lair, showed up to work Monday morning with the prettiest eye that has ever graced the countenance of anyone at the division. The outer edges were a beautiful violet blue intermingled with soft mauve spots on a background of carmine. In his efforts to repair the damage he had draped a piece of court-plaster across the bridge of his nose, giving the whole the appearance of a camouflaged battleship. Of course, explanations were in order and J. B. confided in us that he had had a little accident with his flivver while repairing same, he apparently spoke rough to it and it jumped up and bit him. Give him your watch boys, he wins.

Our temporary Stenog will leave us in a few days to go to Div. 5 and do battle with "Shorty Morrison," and he goes with our blessings and a word or two of caution. We have explained to him all the comforts of a life in the Country, far out in the tall, leafy and uncut timbers that surround our provincial brothers, and how the office clerks go out at sunrise and milk the cows, while "Shorty" can be seen most any old night gathering the eggs. We made such a realistic picture that he went out this noon and bought a sunbonnet and a housedress for the occasion.

DIVISION 2

Conductor J. E. Charlton returned to work, having spent his vacation, on his ranch in Bellflower, J. E. reports a fine time while away from the noise of the city.

Conductor J. Crane who spent a few days at home, "just resting" is working his run again, and feels fine.

Conductor G. W. Clark of the Maple Ave. line is contemplating a two-weeks' stay at Redondo Beach, fishing.

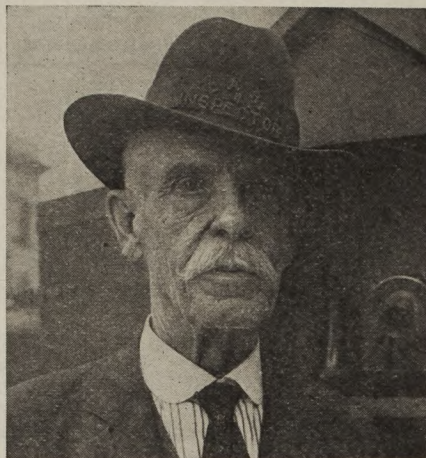
Conductor W. C. Jones has taken 30 days off, to rest up.

Conductor W. T. Vickers is taking a week off.

Conductor W. A. Hulse is also on a short vacation. He said something about "Tia Juana."

The third safety contest is now in full swing, and at this writing Division Two is right at the head of the list, so let us keep on, "Watch our Step," and we will have no trouble in

Who's Who



LOVED for his good disposition and kindly counsel and admired for his ability in keeping actively on the job after more than 30 years' street car service in Los Angeles, Inspector Frank W. Perry occupies a unique position with the Los Angeles Railway.

"Dad" Perry is one of the real old timers and in his younger days played an important part in establishing street transportation for this city. He was superintendent of the old horse barn at Central Avenue and Twenty-second street as far back as 1891 and was employed by Judge J. D. Bicknell, one of the owners of the line. In those days the men slept at the quarters in the second floor of the barn. He continued as superintendent for about nine years.

Then came the cable car and later the trolley car with "Dad" still actively on the job. In recent years he was assigned to the downtown district directing traffic of the after-theater crowds and is now stationed at the Southern Pacific depot as an inspector.

Introducing New Men

DIVISION 1

Motormen—J. P. Robinson, J. N. Neff.
Conductors—A. J. Hathwell, B. D. Smith.

DIVISION 3

Conductors—E. Cady, J. C. Brown, C. A. Fisher.

DIVISION 4

Conductors—J. E. Beardsley, J. L. Schnur, B. E. Allen.

bringing back the safety pennant to this Division where it really belongs.

Motorman W. A. Hubbard is working his run again, having spent a couple of weeks at home on account of sickness.

Conductor J. E. Grant, who was injured last week by an automobile, while switching cars at 53 and Moneta, has just left the hospital and is improving at his home, he expects to be with us again soon.

Motorman A. E. Russell, also known as the "Cash Car Pilot" will leave Sunday, on a two-months' vacation to visit his mother on their ranch in Tennessee.

Motorman R. B. Venable, is on 30-days leave, taking care of his brother's business, while the latter is sick.

Motorman L. D. Gordon is now extra Dispatcher, says he likes it fine for a change.

Motorman J. C. Rinehart, turned in his resignation, to accept a position with the So. Cal. Tel. Co. Sorry to see you leave, J. C.

DIVISION 3

Conductor Ira Gott was peacefully dreaming the other morning that he was fishing at Redondo and using his wake-up fishing pole attachment. The dream was so real he could hear the bell ringing—he mistook it for his alarm clock the result being that he arrived one hour early for his run and lost one perfectly good hour's sleep.

There is a Safety Contest on and we are, sad to relate, in the cellar position. This for your information, as it appears that some of you either are not aware of the fact or have forgotten it. It's a sad story mates, but it is not too late yet, and we still believe that if you all buckle in we still have a chance to win.

The old bird Stork has been hovering around Division 3 again lately having made a visit on May 31 at the home of Conductor B. D. Morrison and left therein a beautiful baby girl weighing 8 lbs. and if you will take B. D.'s word for it, it is the finest ever. We are pleased to report mother and child doing fine.

Mr. Rafferty, Chief Janitor of Division 1, crowned his two weeks' vacation by a visit to Division 3. He has an enviable reputation in his own home grounds and as he was seen fraternizing with our Angel Janitor in double the conference will result in great things of the honor and glory of both divisions.

Motorman A. A. Middlecoff, who has been wearing a forlorn look on his face for past two months is gradually cheering up the cause therefore being the fact that his better half who has been on a visit in the East, is now on the way home again.

The fight contest closed last Sunday and our Motorman Wycoff, the L. A. candidate, has been putting in a very strenuous time and has big prospects of winning out. He is very thankful to all that have assisted him win or lose. The result will be announced Sunday.

Conductor Harry Tupper reported sick last Sunday, we learned that he was in the I. O. O. F. Cemetery Sunday afternoon. We were about to take up a collection for flowers, when we heard that it was not so bad as all that, he was just attending the I. O. O. F. memorial service. Oh Harry how could you?

The big thing of interest now is the coming general choice of runs and as this is the last it is a very important event as a man choosing a run this time will have to put on his choosing cap and pick the right one as he will likely have it the rest of his official life where-as before if the run or his running mate did not suit him he could make a change in three months, but not so now. That is ancient history, but as the new schedules have been posted for over a week, there should be no excuse for a man not getting just what he wants or the best that is open and most of the men appear to realize this as they swarm around the schedule every day. The office force is looking forward to very pleasant evening next Monday, although they do not choose runs they have their share in the shake-up.

Motorman Emile (Chief) Meyers is thinking of taking one of the West 11th st. runs without holiday time, so that he can buck the list for several months as he has become very proficient at same.

DIVISION 4

We are unable at the time of this writing to give the exact number and names of the boys who have transferred from here to the other divisions. They will be announced in the next issue.

The following boys are on leave-of-absence:

Clerk C. E. Robinson who is on his fourteen-day vacation and has left for

DIVISION 5

Conductor F. Clavin has returned to his duties on the cars, after spending ten days resting and enjoying a visit to Catalina Island.

Conductor H. F. Kurth, who weighs in the neighborhood of 225 pounds, and gaining every day, has the nerve to accuse the writer of getting fat?

Motormen E. J. Knapp, E. J. Macheret and Conductor E. J. W. Brown are going to join the Birney crowd at Division Four.

Our Foreman, J. Robinson, leaves here on his vacation on the 18th. He intends to leave the city of Los Angeles the 25th for New York, traveling via Santa Fe to Chicago and from there on, on the New York Central to the City of New York. He will spend a day or so seeing the sights and will sail for Liverpool, England, on July 2, at about 12:00 noon, on the good ship *Coronia*.

Motorman G. R. Pritchett's wife is now able to be at home after several days in the hospital.

Conductor F. J. Morrill, is confined to his home with the measles.

Motorman V. L. Myers is taking 30 days off to visit friends and relatives in the east.

Motorman J. C. Laird is now on a 9-days leave of absence.

Conductor M. M. Sacks, is taking a 30-day lay-off. He says he is going to the country for his health.

Motorman C. A. Adams has returned from an extended visit to the country. He is looking much improved and says he feels better.

Motorman J. C. Hankins is back on the cars, after having laid off for 15 days.

Motorman L. H. Weber is taking 30 days off to visit relatives and friends at Fond-Du-Lac, Wisconsin.

Motorman L. H. Shrake was called home account death of his father.

A. F. Grant, who is going to take J. Robinson's place as foreman while he is visiting England, has returned from a two weeks' vacation.

Division Five is well lighted up now, having recently just had installed new lights in the yard.

We are leading in that pennant race. What do you say boys, let's keep the lead?

Murietta Springs where he expects to have the meanness boiled out of him.

Motorman G. H. (Shorty) Gingrich who is on an eight-day camping trip to Little Bear where he is going to catch (or buy) enough fish to give us each a mess.

Janitor "Jake" Bordis who is on his fourteen-day vacation and expects to spend it quietly in his rooms at the Alexandria, away from the pick-pockets and wild women.

And Conductor C. L. Hatch who is on a thirty-day leave from train service to try out a position in the Mechanical Engineer's office.

We notice Clerk D. E. Croushorn going around in a nice new Overland which signifies that D. E. is living according to his means and growing right up with his position.

Motorman W. N. Gaines is back on the job after a short leave during which he had his tonsils removed. W. N. says he feels a hundred per cent better now that the "durned things" are out.