



TWO BELLS

Vol. II

JUNE 27, 1921

No. 4

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

“Yes” Wins Both Ballots

Special Safety Warnings for Shakeup

SHIFTS STRESS NEED FOR CAUTION

By JOHN C. COLLINS

Traveling Supervisor of Safety

On account of the changes being made this general choice or “shake-up” where the men not only change runs, but change Divisions also, the hazard will be greater than at any other shake-up.

After each shake-up we have an increased number of accidents. It usually takes about fifteen days for things to regulate themselves after the change is made.

The first thing to remember is that while you may be an experienced trainman, you are a new man on the new line, consequently subject to a new man's failings, and likely to get over-confident before you have had the practical experience on the line.

Learn Danger Points

Learn the most dangerous places as soon as you can. The conditions of buildings, trees, and several other things. Mark these places so they are easily recognized, also they are stationary. Cross streets, blind alleys, garages, track crossings, electric switches and curves are about the same on every line needing the same special attention. There may be some little peculiarity that you know nothing about at some few places, so don't get over-anxious before you have been on the line long enough to locate such places. It takes some time before you will be as familiar with the new line as you are with the one you traveled for months.

Wide Awake Always

You may allow your mind to lapse so that sometime during the first few weeks it is liable to drift back to the old line, especially if there is some place on it similar to some place on the line you just left. We form habits very quickly on the cars, of doing things without thinking. The first few days a man must use his head. Think and observe.

Force of habit is what causes a man to throw a switch and start

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Repair Bill Shows Safety Worth Dollars

Some idea of the dollars and cents value of safety to the company, aside from the satisfaction among trainmen of bringing accidents to the minimum is contained in a report of shop repairs.

Fewer steps had to be replaced in the first five months of 1921 than in the first five months of 1920. This means that this type of accident was reduced materially. In January, 1920, there were 515 steps replaced. In January, 1921, there were only 302.

Similar scores are shown under “Fenders replaced.” In January, 1920, exactly 336 fenders were replaced, while in January, 1921, there were only 254, or an improvement of 82.

Body repairs, figured in money, cost more in January, 1921, than in January, 1920, by a small margin, but in the other months for 1921 there is an improvement shown over the corresponding months of last year.

The total repairs to cars in January, 1921, cost 12 per cent less than in January, 1920. From this the figure ranges to 33 per cent in April.

Special Rules at Jefferson and Main

During the time that flagman is on duty at Main and Jefferson, northbound cars on Main Street standing at Air Line crossing, upon receiving signal from flagman, may proceed without making stop for the intersection of Main and Jefferson.

Southbound cars on Main Street, when standing at point of switch upon receiving signal from flagman, may proceed without making stop for the Air Line crossing.

East and westbound cars on Jefferson Street, when standing at the intersection of Main and Jefferson, will proceed upon signal from flagman.

Cars operated by two men must be flagged over the Air Line crossing on Jefferson Street by the conductor.

Cars operated by one man when crossing Air Line crossing on Jefferson Street, the operator must make his own observation.

The flagman's signal does not apply to the movement of cars over the Air Line crossing on Jefferson Street.

R. B. HILL,
Supt. of Operation.

Nominations For Baldhead Club Open; Who's Next?

HAVING a kindly interest in certain of your boys, we note with pleasure the report of the forming of Baldhead Club. To be eligible for membership in same it is necessary that applicant should have not more than two hairs on his ivory dome. The writer having several more than that is automatically barred, but respectfully calls the attention of our esteemed friends, Jarvis and Ferg to this wonderful chance to become charter members of the aforesaid Shiny Organization.

H. A. RUSSELL, Div. 3.

Safety Cars Give Double Service on South Main Line

As part of the general change in plans whereby the safety cars are operated out of Division Four exclusively and safety car operators have a seniority list of their own, double service is being given on South Main Street line effective Sunday, June 26.

Heretofore four cars have been operated on this line in the morning and afternoon with a fifth in service during the evening rush period. With the safety cars nine cars will be run in the morning and ten in the afternoon peak period, with a seven and one-half minute service instead of a fifteen-minute service.

Turn Lost Articles In To The Division

Articles left on cars and found by trainmen must not be turned in direct to the Lost Article Department. Turn all such articles in at the office of your division.

The Returning Empties

An optimistic Colorado farmer on seeing some clouds floating by remarked:

“Well, I guess we are going to have some rain.”

“Aw!” said his pessimistic neighbor, an ex-railroad man, “those are just empties coming back from Iowa.”

—Boston Transcript.

NEW UNIFORM GOODS AND STRAW CAP ADOPTED

TRAINMEN adopted a straw cap as part of the official summer uniform to be worn between May 1 and October 1, and voted to discontinue use of the present uniform material in favor of blue serge. These are the results of the ballot conducted at the five divisions last Monday.

Despite the intense interest in the final general choice Monday and Tuesday, a big vote was polled, indicating that trainmen had given the matter considerable consideration.

The vote on the straw caps was fairly close. The count stood “Yes” 778, and “No” 648, a difference of 130.

The new blue serge uniforms which were exhibited at all divisions prior to the vote apparently made a big hit as trainmen voted to adopt the new material 1064 to 342. Every division gave the blue serge a preference.

Division Two turned the selection in favor of straw caps although the contest was fairly close at the other divisions, particularly at Division Four, where there was a difference of only four.

The detailed vote by divisions is as follows:

	Straw Cap		Uniform Change	
	Yes	No	Yes	No
Division 1	128	168	207	84
Division 2	336	71	348	44
Division 3	78	130	157	62
Division 4	136	140	172	97
Division 5	100	139	180	55
Total	778	648	1064	342

Last Mateo Street Shuttle Cars Given

It has been called to our attention that some conductors are transferring passengers to the Mateo Street Shuttle after service on that line has been discontinued.

The last Shuttle car leaves 7th and Mateo at 7:54 p.m. and 1st and Santa Fe at 8:00 p.m.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Here's To The Supervisor

MAINTEINING smooth operation when all features of traffic seem in a conspiracy to make smooth operation impossible; making satisfactory service out of the most perplexing problems that can arise—such is the supervisors job. Teacher and arbiter in all kinds of situations, the supervisor is the man whose job is largely expecting the unexpected. He must anticipate trouble before it happens by a sort of fourteenth sense and then handle that trouble with a minimum of delay.

It is just human nature that everyone expects the maximum of street car service when conditions are the hardest. Speed is the demand when traffic blockades make swift progress almost impossible. Exact running time is sought most by passengers when rains and storms make the most difficulty. It is under these situations that the supervisors, with the fullest degree of co-operation by trainmen, work. Hours do not enter into consideration when storm, accident, power trouble or any other situation interferes with service.

These men work with the purpose of seeing the job done properly and extend their fullest efforts to accomplish this.

Last week there appeared in Two Bells an article by J. B. Hayner, superintendent of employment and instruction. By an error in printing the word "supervisors" was used in place of "superiors." While the context indicated clearly that no reflection could be placed on supervisors, the error served to bring to mind the efficient work being done by the supervisors.

"Al" Plummer, director of traffic, here's to you and your force of men who give their best efforts to maintain the best street car service.

About Calling Streets

THERE are few things a conductor or safety car operator can do to make patrons more greatly appreciate service than to call streets and transfer points on time, call them plainly and courteously. It is possible to call a street intersection in such a tone of voice that passengers might think the conductor was cussing.

But we are not so much interested in the way things should not be done as in the way they should be done. That goes for about everything there is in street car service and life in general.

In particular, calling streets prepares passengers to alight at the right point. It gets them started toward the exit in time so that the car does not have to make unnecessary delay on a stop bell. It is just a little effort that will pay well.

CONDR. MARCEAU IS NOW MARRIED MAN

Conductor E. J. Marceau of Division Two and Miss B. Drake were quietly married on the evening of June 14th, at the home of the bride's parents, at 822 State Street, Huntington Park. After the wedding became known they received a number of valuable presents, amongst the most appreciated was a piano and a dining room suite.

E. J. deferred the honeymoon and reported for work the following morning, passing cigars to his many friends, and informed us that the honeymoon will be spent some time in the latter part of July, at Catalina Island. Division Two extends congratulations to the young couple, and wishes them a happy and long life.

For Motorman C. J. King, Div. 4
Los Angeles Railway.
Gentlemen:

Your Motorman 1635, on the Garvanza car, surely has his eyes open or he would have hit a driver (auto) at Sunset and Broadway last evening at 6:20.

I am glad to testify to his alertness.

D. W. SPOONER,
Libby, McNeill & Libby.

SUGGESTION FOR PROPER FLAGGING

By R. R. SMITH
Asst. Supt. of Operation

Regarding flagging at railroad crossings, while it is true that the rules permit a conductor to board the front end of car after flagging steam crossing, and conductor who takes advantage of this and boards a heavily loaded car at the front end, resulting in him having to force his way through a large crowd of standing passengers, is certainly using poor judgment.

Numerous complaints have been received recently from patrons on account of the fact that due to the difficulty the conductor has in forcing his way through the crowd so as to reach the rear of his car, passengers are frequently carried by the next stop, being unable to attract the conductor's attention in time.

This applies particularly to Dayton and Cypress, northbound, the Air Line crossing on Central Avenue, southbound, and various other places where the next passenger stop is but a short distance from the steam crossing.

Demon Typewriter Pugilist Goes 10 Literary Rounds

The following article appeared in last week's Two Bells, written by H. E. Meeson, Division One correspondent of this paper. It concerns P. J. Haskell, typewriter pugilist and sometimes termed stenographer:

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.

Now, Harry Phillips, Two Bells' correspondent at Division Five, is away on vacation and "Kayo" Haskell undertook to go a few literary rounds, Marquis of Queensberry rules, with the following result. *THE EDITOR.*

DOWN AT Division One
THERE IS a loquacious chap
WHO WRITES interesting items
FOR Two Bells.
AND HAS a vivid imagination
AND MADE me believe
THAT Division Five
WAS SORT of a Paradise.
BUT WHAT I found
WAS very different
THAN WHAT he told me.
I FOUND no cows and I'm not
THROWING the Bull
BUT I FORGOT my bathing suit
SO I COULD not go with the "Super"
OUT IN his Boat and gather eggs
THAT THE sea gulls laid.
I FOUND the chicken but not
THE KIND he said I'd find.
I EXPECTED to find a chicken ranch
BUT ALL I could see was just
ROWS AND rows of palm trees
LIKE A tropical garden and a
LITTLE PARK with shady nooks
AND WHEN I get better acquainted
I AM SURE I will find they will
COME IN very handy.
AND SOME of these days
I WOULD like to go back
TO Central Avenue
FOR I DO miss the buzzer
AND ALL those things
AND I may find out
WHERE HE gets the Stuff
THAT MAKES his dream and
TELL such things.
FOR IF I could talk
THE WAY he writes
THIS WOULD indeed be
A VERITABLE Paradise.

Pool Cues Really Poor Toothpicks

If you should happen to meet a man using a pool cue for a tooth pick, or a crutch, arrest that man. Two of the cues disappeared from Division Three the other night. What in the world they are going to do with them we do not know, but we have an idea of what we would do to them if we caught them. In consequence of above foul act, it is necessary now to put up a deposit of two bits to get a cue.

On the Sick List

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

DIVISION No. 1
R. Clark, 1861 Los Feliz Blvd.; J. Lanne, 1192 East 53rd St.; L. F. Moore, 653 Central Ave.

DIVISION No. 2
J. E. Grout, 687 E. 54th St.

DIVISION No. 3
I. R. Bewley, 526 Agate St.; Dave Garrett, 223 S. Gate St.; W. R. Hobdy, 3335 Seymour St.; A. F. M. McGilliard, 236 E. Ave. 38.

DIVISION No. 5
S. P. Hutchison, 2408 W. 54th St.; M. D. Smith, Inglewood, Cal.; L. L. Bandle, 5133 S. Wilton Pl.; V. E. Lloyd, 5316 7th Ave.; E. U. Butcher, 5349 1st Ave.; L. L. Culp, 4513 3rd Ave.

DIV. 3 JUMPS FROM FIFTH TO LEAD IN SAFETY

JUMPING from last place to first in a week was the remarkable achievement of Division Three in the third contest for the Premier Safety Division flag. Along with this tremendous leap has come the peculiar situation of three divisions practically tied for the lead.

Divisions Two, Three and Four have a score of 958 each. But the first honor goes to Division Three because Supt. Dye's clan carries a heavier handicap than the others. In like manner Division Four rates second and Division Two rates third. The difference between these three is so close that one or two accidents will upset the entire dope.

An increase of six accidents over the previous week sent Division Five into fourth place with 957 and Division One takes the cellar place due to a similar slump.

There were 194 accidents occurred during the week, this being an increase of a single one over the former week.

Milks Cow; Now Mystery Reigns

Conductor Frank Farvor recently spent the week-end with Harry A. Hansen at his place, "Oakwood Ranch," in San Diego County. They report a fine trip with good roads and fair weather, and tell us they hauled ten big loads of hay before coming in Sunday, but Frank isn't saying a word about how he milked the cow.

Ask him.

Introducing: New Men of The Week

The following men have been assigned to their divisions during the week ending June 18, 1921:

DIVISION No. 1
Conductors—G. F. Rich, J. E. Blading.

DIVISION No. 2
Motorman—T. E. Shanafelt.
Conductors—J. G. Shanafelt, A. O. Johnson.

DIVISION No. 3
Conductors—F. D. Caldwell, F. A. Nordyke.

DIVISION No. 4
Motorman—W. Allen.
Conductors—R. J. Blackwell, H. W. Butler, E. L. Cloud.

DIVISION No. 5
Conductors—P. F. Van Amburgh, C. S. Dakin.

Her Corrective Measure

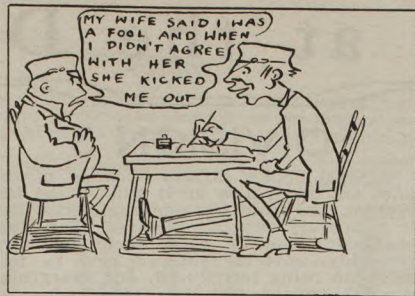
A negro mammy had a family of boys so well behaved that one day her mistress asked:

"Sally, how did you raise your boys so well?"

"Ah'll tell you', missus," answered Sally. "Ah raise dem boys with a barrel stave, and ah raise 'em frequent."—Exchange.

Conductor Ding and Motorman Ding Ding

By Rollins



THIS IS WHAT DING DING WROTE.

chump

NOTE: TURN PAPER UP SIDE DOWN AND READ.

ROLLINS.

Bouquets And Things (Hand Picked)

Bouquets Received Last Week
 Conductor F. R. Sweet, Div. 3.
 Conductor F. J. Steiger, Div. 3.
 Conductor C. A. Bryant, Div. 4.
 Conductor H. S. Turner, Div. 4.
 Motorman C. F. Kirkland, Div. 4.

For Conductor T. N. Willis, Div. 1
 Los Angeles Railway Co.
 Gentlemen:

I wish to report the kindness and courtesy of Conductor T. N. Willis, No. 62, Division 1, in returning change for a ten-dollar bill given him in error for a one-dollar bill.

Sincerely,
 MURIEL E. LONG,
 2030 Cambridge Street.

For Conductor Ben Gardner

Mr. Ben Gardner.
 Dear Sir:

Just a line of appreciation to you for returning so promptly the bag I lost on your car. It was indeed very honorable and I wish to commend you on it, and tell you how fully I appreciate it.

Very respectfully,
 DOROTHY PELUNIS.

For Conductor G. C. Watson

Los Angeles Railway.
 Gentlemen:

This is merely a note of appreciation for the fine courtesy extended to a friend, Mrs. Jane Tolson of New York, by Conductor 1780 of the Ninth Street line. Not only was he painstaking and pleasant in explaining her transfer point, but he leaned far over the car into the rain to direct her to the right corner.

Should we not be as ready to report PERFECT SERVICE as we are to make complaints?

Very sincerely yours,
 MRS. ANNIE C. BURTON,
 614 Merchants Natl. Bank Bldg.,
 Sixth and Spring.

For Conductor C. Fisher, Div. 2

Los Angeles Railway.
 Gentlemen:

Just a word of recommendation for the extreme courtesy of one of your men on the Grand Avenue line, No. 1274.

If ever I saw a gentleman, he is one, treating every passenger alike with utmost kindness and courtesy. In a busy city like L. A., where cars like his are crowded to limit, one appreciates such service as he rendered.

MRS. CHESTER TRUPPEL,
 208 Orange Street,
 Redlands.

For Motorman A. A. Middlecoff, Div. 3

Los Angeles Railway.
 Gentlemen:

While coming home on car 801, I was on the front end of the car and between the Temple Block and the Plaza there was a man who walked out in front of the wet street, and it skidded onto the car track, and everyone in the car thought it would be hit by the car and we were in for it. I looked like it was too late to stop in time, but the cool nerve and quick work of Motorman 2133 in stopping the car saved him from hitting the machine. If he would have hit it, it would have been a bad accident and might have hurt someone pretty bad.

The people on the front of the car all clapped him for his good work, and I think he should have credit for it.

Hoping you will thank him, and for saving you the expense of fixing up your car.

Yours truly,
 A. C. HAWTHORNE,
 2019 Pasadena Avenue,
 Los Angeles, Cal.

For Conductor E. D. Walker, Div. 5

Los Angeles Railway.
 Gentlemen:

Herewith enclosed find an envelope,

DEPARTING BIRNEY MEN GET BEST WISHES OF SUPT. DYE

ON account of the Birney cars being transferred to Division Four a number of trainmen are transferring from Division Three to Division Four to operate Birney cars. As I may not be able to see each of these men personally before they leave, I wish thru Two Bells to convey to these men my regrets in losing them. I am taking this means of wishing them all the luck in the world at their new division. These men are all fine fellows and Division Four is to be congratulated in having the good fortune to get such men.

During my short stay at Division Three my relation with these men has been very pleasant, and I am very glad that by making this change they are bettering themselves, by securing better seniority.

I would also like to extend a welcome to all those men who are coming from other divisions to Division Three. I hope they will soon be able to accustom themselves to the new surroundings and feel quite at home.

SUPT. E. R. DYE,
 Division Supt, No. 3.

Mind Must Be Alert Every Moment in Biggest Shakeup

(Continued from Page 1, Col. 1)

down a street he has been going down regularly for some time, when he knows as well as any one that it is not the street the car on the new line is supposed to operate over. Be on your guard, especially against collisions of cars. You know the places they are most likely to happen, and that is where other cars are likely to be. Increase your road space and safety stops in zone number one.

Know Car Thoroughly

The type of car may be different from the one you have been handling. Take that into consideration and guard against the dangerous features connected with it.

Take three lines from Division 1: —West 6th, West 9th, and Stephenson Ave. Each line almost entirely different from the others, but the places needing attention out of ordinary are plainly marked, so that the man who observes can see them.

Keep away from the time idea of being anxious to be right on time, put it back of safety. Safety comes first.

Real Job for Conductors

Time is regular, goes on just the same whether you worry about it or not. When you worry about it, it seems to go slower, which prolongs the agony. Concentrate the mind on safety so strongly that other things will be blotted out. Then you will not even notice the heat. The men who change Divisions, or pull in or out over a different route, should note the track conditions and the movement of cars at the crossovers, clearance of cars at curves, guarding against the points likely to develop danger.

Conductors can protect their motormen many times if they think to look in the right direction at the right time. I have seen conductors who were standing on the rear platform of their car see and warn the motor-

man of danger in front of his car that the motorman was over-looking through carelessness.

Careful Birney Men

The safety car operators need to watch themselves very closely. Some are changing Divisions, to others the work is new. Study out a fast, safe way to handle your passengers, while the car is standing still. Remember the start, to a point about one hundred and fifty feet from where car was standing is the most dangerous to you, because it is the time when your attention is most liable to be on some transaction with a passenger instead of the front of the car. You cover the ground at a greater speed than you realize from the start. Others do not expect the distance to be covered so quickly either. Your position is at the left side of car, while your danger point is the right hand front corner. People are liable to obstruct your view through the window on that side. When your view is obstructed, conditions are out of the ordinary, so they need attention out of the ordinary. Look, make it a point to see where you are going. Don't depend on your gong to clear the track or hold a right of way.

Plan Situation Ahead

Learn to coast when approaching danger of any kind. Use judgment on hitting or going through curves. Figure what you will do if something gets in front of you quickly, so that when that time arrives, you will not have to dispute the move to make. Be so sure of what you intend to do that you will do it without question.

The right front corner is the most dangerous point of the car, also the hardest to see. You have no second party to complain about; things are handled, you are captain of the ship, as well as crew. So the risks you take are up to no one else, but YOU.

Form 126A, which was given to me by your Mr. E. D. Walker, conductor, whose badge number is 2620, on the occasion when I boarded his car only to find I had nothing smaller on my person than a \$10 bill.

Mr. Walker kindly paid my street car fare for me and gave me the enclosed envelope form in which to return to him the money so expended. I will appreciate your seeing that Mr. Walker gets the enclosed envelope form and incidentally I

am glad to take advantage of this opportunity to call your attention to the fact that Mr. Walker was very kind and very courteous and further that the manner in which he conducted the whole procedure was especially pleasing because of the kind and courteous manner in which the situation was handled.

Very truly yours,
 ALFRED E. ADAMS, Sec'y
 Retail Dry Goods Mchts. Assn.
 903 Broadway Central Bldg.

On The Back End (Contributed)

Two extra conductors were standing in front of the office at Division Two talking about the shake-up, one of them asked: "Why are you here this time of evening?"

"Because the foreman told everybody under 30 to be here this evening and I was only 25 last birthday," was the answer.

Last Tuesday eighteen milk magnates were indicted by the County Grand Jury. Tuesday evening Raymond Smith, cash receiver at Division Four, reduced the price of goat's milk from eighteen to fifteen cents per pint. Judging by his intense business we expect to see a new crop of "corporation stomachs" around the Division.

Under the sod
 Lies Deacon Hale;
 He winked and drank
 Some "ginger ale."

It is reported that Motorman Lawler and Conductor Brigham of Division One have once again taken a run together out of Division One after having been divorced since the last general choice. Next thing you know we will see them holding hands and kissing each other good morning.

This monument's
 For Jackson Drugg;
 His Lizzie was lighter
 Than the truck.

Motorman J. G. Adair is spending a couple of weeks on his apple orchard down San Diego way and when J. G. returns we will all be eating apples.—Then castor oil.

For Motorman R. W. Fowler, Div. 2
 Los Angeles Railway.
 Gentlemen:

Motorman 1211, Western Avenue car, northbound on South Park Avenue deserves a credit mark for courtesy to a woman who insisted on boarding car at front end.

Yours truly,
 W. C. MORRIS,
 421 W. Adams Street.

For Conductor G. W. Aen, Div. 3
 Los Angeles Railway.
 Gentlemen:

I have been a constant rider on the Garvanza line for many years and have noticed for quite a while that you have one real gentleman on that line, whose number is 2320. He is very prompt in rendering all assistance needed to elderly people and children; always ready to give you proper information when asked for, and handles his work with due efficiency. I think he deserves much credit and hope you have more like him.

Yours very truly,
 MRS. J. C. MILLIKEN,
 6321 Elgin Street, City.

For Motorman A. J. Hathwell, Div. 1
 Los Angeles Railway.
 Gentlemen:

I wish to commend Motorman A. J. Hathwell, No. 1157, for the courtesy and consideration shown passengers on his car on the Maple Avenue line during the heavy rain while the streets were flooded. Mr. Hathwell was obliging enough to stop his car any place where it afforded the best crossing.

Yours respectfully,
 O. ADAMS,
 319 East 55th.

Looking 'em Over at the Divisions

DIVISION 1

The last shake-up and general choice took place Monday night, and was something to be remembered for years, by all who witnessed the sad spectacle. When Mr. J. B. Lair mounted his trusty chair, and in a voice husky with emotion announced that our little pet shake-ups were shortly to become a thing of the past, there wasn't a dry eye in the crowd. The old timers, way up in the daylight class, stood together in one corner audibly sobbing into various doubtful handkerchiefs, their manly bosoms shaking with suppressed grief, while others were galloping madly from one schedule to another in a wild last-minute effort to grab off something good. The terrible scene recalled to most of us, the last twelve hours before prohibition was turned loose upon a defenceless nation. Brother G. Choice was laid to rest Tuesday morning, June 21st, one thousand nine hundred and twenty-one, A. D.

For the benefit of some of the early birds, there is a new run from Division Four that should be of great help to any of the men living on the west side. It leaves Division Four at 4:07 A.M., arriving at Division One at 4:25.

The following men are going to Division Four to become efficient Birney operators: E. M. Imthurn, W. J. Harris, F. Bishop, J. Briggst, and J. E. Balding. We wish 'em all the best of luck, and don't forget us, boys, whenever you're around 7th and Central.

Wonder what Brother Woods is going to do now that they have taken the Indiana Jigger away from this Division?

DIVISION 2

Conductor J. I. Burns is going east for thirty days to visit friends and relatives in Kansas, Indiana and Kentucky.

Conductor W. T. Vickers just returned from a business trip to San Francisco.

Conductor C. Whalley spent a few days at Mt. Lowe and reports a fine time.

Conductor P. C. Petersen, who has been in the service since the horse-car days, has accepted a position as watchman.

Conductor W. L. Mellov has changed over to motorman, saying he likes the front end much better.

Conductors A. E. Cooper, H. A. Hall and G. C. Ellis have resigned to engage in other work.

Motorman A. Lightfoot is taking three months leave, intending to visit Joplin, Mo., where he owns a farm.

Ed. Baker, a motorman at Division Two for sixteen years, who resigned a year ago to engage in the plumbing business in San Jose, Cal., has returned to Los Angeles and is now employed in the mechanical department. Ed. says, "No place like L. A."

Motorman F. J. Jacobs is taking thirty days off to go camping and fishing in the Kern River district.

Our deepest sympathy goes to Conductor C. O. Rose, who recently suffered the loss of his beloved wife. Mrs. Rose died after a lingering illness of about six months, leaving, besides Mr. Rose, a daughter, Zelma, who was at school at the time her mother passed away.

A. M. Emerson, of the office force, is taking ninety days, to try out the job in the transfer bureau.

Who's Who



Conductor F. Slattery has had extensive experience in bringing up chorus girls—but don't get excited, there is no scandal in our midst. He got his first experience on cars running the stage elevator at the New Amsterdam theater in New York for the Ziegfeld Follies and such shows.

The big job was to take the charming chorus girls from the dressing room floors below to the stage just at the right moment. No trainman had to run a car to a more exacting time schedule than that.

Conductor Slattery started at Division Three, September 30, 1919, and moved to Division One. He did a mighty fine thing that showed his spirit by beginning on a night run then devoting part of his nights to riding other lines of the system to become acquainted with them.

He likes his job and is a booster for the L. A. Railway. He is popular with patrons. Any man who could keep peace among 40 temperamental chorus girls need not worry about any ordinary peak load of street car riders.

DIVISION 5

Harry Phillips, who writes the news from this Division for Two Bells, has taken his family and gone to the beach for a two-weeks' holiday, and he told me to try and do the best I could to let you know what is going on during his absence, and I am sure when he comes back he will have a whole lot of good fish stories to tell you.

P. J. HASKELL, the Steno.

We have just learned that during the past week Motormen R. J. Wright and L. J. Lareau, after due thought and careful deliberation, have joined the ranks of the benedicts. Division Five extends their congratulations to Mr. and Mrs. Wright and Mr. and Mrs. Lareau.

Conductor C. E. Cline has now passed up the job of punching transfers and is instead busy handing out transfers and discs, having been appointed permanent clerk in the office.

General Choice was held Monday evening as per orders from C. H. Q. We went over the top O.K. and with few exceptions everybody has expressed themselves as being well satisfied with the result.

Motorman S. P. Hutchison has taken an eight days' leave to go to Seal Beach to try his luck with the halibut. Here's hoping he doesn't have the proverbial fisherman's luck.

Superintendent Morrison is reticent on this week's safety campaign, but says that the boys here read in the

DIVISION 3

General choice is now a thing of the past and from now on it will be the Bid system, and from the remarks of the men it is a very popular change. The final shake-up Monday night went off very smoothly, several features new to this Division being introduced, and everything worked out beautifully, there being no hitch of any kind owing to the men choosing permanent runs. There was considerable jockeying to get into position with a certain motorman or conductor, but in the wind-up everybody seemed to be perfectly satisfied and got just the run he wanted. Several of the men who were either too sleepy or not interested enough to appear on time were marked up to the best runs open and if not satisfied have no kick coming—it is their own funeral.

Yea, verily, and the blow almost killed father. "Skinney" Barrett lost the Owl, ye gods. It was like losing one's best friend. Tom Canning beat him to it. This Owl must be a bird considering the fact that Conductor Geo. Chapman, second man on the list, cannot see anything else but it.

Motorman J. A. McKnight, who has been looking after the mileage and register cards at night for the past two months, has decided that a front-end job on street car is a pretty fair job after all, and has chosen a run again. Motorman Chas. Kike will take his place on ninety days' trial.

Our jovial Psychologist Stenog Andy has definitely decided that a General Choice brings him no rest nor is it the psychological moment for same.

In the changes that are taking place we lost eighteen Birney runs, and in place of same we have received nine full runs, so that just about evens matters up. We now have a total of 157 full runs and 34 short runs. We also received from Division Four twenty-three conductors and twenty-three motormen, the most of them being practically new men and will be on the list. All of these changes entail a lot of extra work on the office force and they will be eternally busy the balance of the time getting things into shape, for Sunday, the 26th, is the date that the new schedules go into effect.

Motorman Wycoff, on behalf of himself and Conductor A. M. McKenzie of Division Four, wishes to thank all the boys of the L. A. for their support in the recent fight contest, resulting in him putting it over on the P. E. gent by a margin of over 30,000. This just goes to show what co-operation will do. This pair have visions of a glorious trip and have promised to bring us back a ring-side report of the big scrap.

M. A. Brothers chose a run on the Hawthorne line and is now breaking in on the same, after that he will visit "Isaiah" and have that awful growth on his upper lip cured and after that he expects to be perfectly Okeh.

If the other divisions will give us the same grade of support in the safety contest that they gave us in the fight contest, we may keep out of the cellar position. Lay down there you fellows a little and give our handicapped bunch a chance, as I now knock on wood I rise to remark that yesterday, June 21st, we had a clean sheet, not one accident and may the good work continue is my eternal wish.—H. A. RUSSELL.

Two Bells what the other fellow is doing so they look wise and act accordingly.

Joseph Kohn, A. A. Blaubach and W. H. Blanchard are now numbered among those not present and enjoying themselves somewhere in Southern California.

DIVISION 4

Well, gents, the shake-up has come and gone and we are all set to start right in. The choice itself was rather uneventful. Each man chose his run as quickly as ever before. (Each man got the best run in the division.) We note with interest that a good many crews made it a point to stay together which shows that splendid spirit of harmony which Mr. Hayner, Superintendent of Employment, so intelligently wrote about in last issue.

Motorman H. Dejager added a touch of humor to the shake-up when he brought over two full bred Boston bulldogs which he introduced as Motorman Ding and Conductor Ding Ding.

Conductor A. McKenzie of our Division and Motorman C. J. Wycoff of Division Three, who have been working together in the fight-trip contest, won out and they will leave for New York on Sunday, June 26, at 10:00 A. M. We all congratulate these men on their success.

Conductor J. E. Dyer and Motorman J. Wagner are each on a thirty-day leave to build homes for themselves.

Say, fellows, don't forget the safety contest. We have nosed in ahead of Division Two. We just simply must jump ahead of Division Five, and let's not rest until we do. You all know the fable about the race between the rabbit and the turtle.

The "big boys" tell us that there is a fourteen per cent increase in accidents immediately following each shake-up, but we are going to show them that this is one shake-up where Division Four did not make that many "bulls."

Another thing, Johnnie Collins recently intimated that we cannot put the claim department out of business. Well, maybe we cannot, but we are going to cut down their office force considerably.

We have received a dozen first-class pool cues. Please take good care of them, fellows, while you are using them. The games have been installed for the amusement of all trainmen and the best way to show your appreciation is to use common sense and care while playing, especially with the cues and pool tables.

Motorman J. P. Konlan is taking a six-day rest and Conductor J. Howarth is on a ten-day vacation.

Instructor H. T. Scott has finished breaking in the Birney men which we will all agree was quite an undertaking. H. T. o-k'd his forty-fourth man recently.

Conductor P. J. McKenna is on a thirty-day leave visiting some long-lost relatives in Compton, Cal.

Space in our little paper does not permit us to publish the list of names of the boys who transferred from this division, as we promised last week, the list being much larger than we expected. Five boys transferred to Division One, eighteen to Division Two, forty-five to Division Three, and three to Division Five, making a total of seventy-one.

For Conductor C. D. Wheeler, Div. 3
Mr. Geo. D. Wheeler, Div. 3.

Dear Sir:
Herewith enclose six cents in postage to reimburse you for amount of car fare you kindly advanced this morning to party with no money.

I wish to tender my many thanks to you for relieving me of an embarrassing situation.

Yours very truly,
J. M. CROFT.