

NEW MILEAGE FORM IN USE JUNE 1

NEW TRANSFER GIVES REAL CHANCE TO USE HEAD

By George Baker Anderson
Manager of Transportation

New things are generally improvements and they show whether we have been in a rut with the old method.

This was true in connection with the change from the old-style transfer to the new coupon type. The result was a marked improvement in service from the standpoint of the public and the company and, on the whole, trainmen adapted themselves to the change without any trouble.

The rules governing the new transfers are comparatively simple, but they are very important. I want to discuss one in particular, and that is the issuance of transfers only at time fare is paid.

Some Rules Are Exact

Now there are some rules that can be interpreted only as they read. For instance, if a rule says a car must stop at a marker 10 feet from a switch or intersection, there is no choice but to stop at exactly that point.

But to return to the rule about issuing transfers. There is room for a slight interpretation of the rule according to the situations that arise, and they require that judgment by conductors which makes the difference between really efficient conductors and those who are just average.

In handling such cases remember that the success of the new transfer depends largely upon the proper enforcement of the rule. So let us see what is proper enforcement under different conditions.

Give Him a Transfer

Here is an example. A young man and a woman enter a car. He is carrying her shopping packages under one arm and helping the woman with the other. He has two nickels in his hand and drops them in the fare box as he passes; helps the woman to a seat, all within the full view of the conductor, and then asks for transfers. He was busy steadying the woman as he passed the conductor and obviously could not have taken the

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Woman Puts Ad In Paper to Thank Honest Conductor

JUST another indication that trainmen are giving the public about the best service that has ever been given in Los Angeles, is contained in a classified advertisement in a local newspaper recently. The advertisement read:

I appreciate the honesty of L. A. City Railway conductor, car No. 766, West Washington car.
MRS. P. J. CHARIS.

Unfortunately the hour and day of the particular service were not given in the ad. published May 10, so it is impossible to locate the conductor entitled to the honor. The car runs out of Division Four.

DIV. 4 TO HOIST SAFETY PENNANT

Special interest is taken in the announcement of the monthly dance for employes of all departments, which will be held Saturday, May 28 at Recreation Hall, as it will mark the transfer of the big Premier Safety Division flag from Division Two winner of the first contest, to Division Four, winner of the second race.

The Division Four boys are in fine spirits over the safety victory and will be out in force Saturday night to welcome the flag to its new home when Supt. L. L. Wimberly formally receives it from Supt. P. V. Mann of Division Two.

Just how long the flag will remain on Georgia street is a question as the third safety contest will start Sunday, May 29, and continue for 10 weeks. The new handicaps will be announced by Two Bells.

Celebrates 30 Years Car Service Here

Conductor G. M. Brassington, "oldest old-timer" of Div. 3, celebrated his thirtieth anniversary as an L. A. Railway conductor on May 10. Cond. Brassington says he can hardly believe that he has been on the cars here that long. He is still feeling young in spirit and we all hope to still find him with us thirty years hence.

Safety Zones At 7th & Bdy. Are Extended

To increase the benefit of the new-type safety zone at Seventh street and Broadway, the space for boarding and alighting from cars is to be increased. The new dimensions will be 100 feet in length and five feet in width. The former figures were 90 by four feet. The width is measured from the clearance line of cars.

To make the markings permanent, strips of white cement are to be inlaid in the pavement. The approval of the city authorities has been given for this change. The permanent white strip will mark the boundaries clearly. More substantial stanchions are to be used and two lines of chains will mark the boundaries.

The safety zone will permit loading and unloading at both ends of two cars and gives room for the front of the third car. It is important that motormen move up as far as possible in the safety zone so that car riders may get the full benefit of the loading station.

Faster loading and movement of cars continues as a result of the creation of the safety zones and a still greater improvement is expected with the extra loading space.

Summer Garb May Be Worn On Hot Day

When provided with regulation Blue Chambray Shirt Waists, trainmen may leave off coat and vest if so desired.

Trainmen will be permitted to wear this Summer uniform at any time when it will contribute to their comfort, but coat or vest must not be left off unless regulation Shirt Waist with collar and tie is worn.

SPECIFICATIONS: Blue Chambray Shirt Waist: pleated front, detachable collar; suspenders must not show.

R. B. HILL,
Supt. of Operation.

GOAT GLANDS IN AUTO

Doors are meant to go through but under certain prescribed regulations. As an authority for this statement see J. R. Brittain, mechanical engineer, who tried to drive into the shops without the formality of opening the door after "Doc" Lindsay of the Sixteenth street shops had put some re-vivifying goat glands in the cylinders of "Brit's" auto.

CARD TO STAY ON CAR WITH REGISTER REPORT

A new mileage report from which duplicates the present paper blank carried by conductors is to be replaced June 1 by a card form which will fit in the holder attached to the fare box. The card will measure 5½ inches by 8½ inches.

Although practically no new information is required on the new form, representatives of the instruction department will be on duty at all five divisions a few days before the end of the month to show trainmen how to fill out the new report form.

A feature of greater convenience to the conductors is that the card will be put on the car by the man in charge of register cards and it will remain on the car like the register card. One thing less for the back end man. The card will have space for the names of four crews.

Separate space is to be used for reporting switchbacks and diversions with room to note by whom the shift was ordered and the cause.

Library Open In the New Building

The engineering department and the library have been moved to the new building at Eleventh street and Broadway and are happily installed in the new home. The engineering department occupies the ninth floor with nice quarters.

The library is on the sixth floor, room 604. All employes are invited to look over the new library room at any time.

The remaining offices hope to take up their new abode this week.

Three's a Crowd

Sailor—"There's a young lady wants to entertain a sailor from this ship every Tuesday night, sir. She says she will serve cake and hot chocolate, and will sing and all that. Shall I go?"

Ensign—"NO, what's her address?"

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Make Safety Continuous

FOR some reason certain types of accidents will run in cycles. Some times it will be step accidents, some times collisions of cars. Just why this should be, is a matter hard to explain but it appears to be a fact.

In the past few months the Los Angeles Railway has exerted particular efforts to reduce accidents to a minimum. Men who are expert in street car operation have been devoting their entire time to safety work and special rewards have been given under the merit system to encourage those trainmen who make an extra effort to promote safety.

The results have been good. The number of accidents has dropped, the percentage of responsibility has dropped and the seriousness of accidents has been lowered. This shows that definite results can be produced in this line when the attention of all trainmen is centered on accident reduction.

If a man can operate carefully for one month he can do it for two months. If a conductor can take precautions to avoid step accidents for one month he can do it for two. If these things can be done for two months they can be done for a season or for a year. They show that safety is chiefly a matter of centering the mind on safety.

It is when carelessness creeps in, almost unnoticed and under some of its numerous disguises, that accidents come. Then comes a cycle of accidents or rather a cycle of carelessness.

Perhaps you have not looked at the matter of safety from just that slant, but if you will exert a continued effort toward careful operation and then continue all the time there will be little to worry about in the way of an accident cycle.

KIDDIES' SAYINGS CONTEST NEAR END

The contest in which cash prizes will be given by Two Bells for cute sayings by employees' children closes this week, Wednesday, May 25. A good number of letters have been sent in so and all proud fathers have a chance to see their progeny take one of the first prizes by submitting the youngster's cutest saying by next Wednesday.

Remember there are two classes and two sets of cash prizes as follows:

Class A is for children up to four years old. Class B is for children who have passed the fourth birthday and have not reached the seventh. In each class prizes will be awarded as follows: First, \$5; second, \$3; third, \$2; and fourth, \$1.

Makes Appeal From Credits—They Stick

Appeals from demerits are frequently made but appeals from credits are more unusual.

Recently a Division Four conductor appealed to R. R. Smith, assistant superintendent of operation, against five demerits imposed for leaving a terminal late. Investigation developed that the trainman was not at fault but while he was in the office the conductor notified Mr. Smith that he had received credits twice for the same act. Only the demerits were cancelled.

LEAVES AUDITING DEPT.

H. T. McCormick of the auditing department, has left after twelve years service and has entered the sales branch of one of the large oil companies.

We are sorry to report that Conductor D. Craig is still laid up with the lumbago.

LOADERS HANDLE BALL GAME CROWD

The use of loaders and collectors who help passengers enter at the front entrance of cars and collect fares and issue transfers, has been extended from the downtown district by A. K. Plummer, director of traffic, to the Sunday ball game crowds.

The loader system has been a great help in the downtown district where it has permitted two or three cars to load while waiting for the traffic signal so that they can proceed over the intersection without delay.

Sunday afternoon the double-headers attract crowds of 10,000 to Washington park and extra service is provided on Main street and Grand avenue. Two loaders and collectors on each street has helped to distribute the crowd without extra congestion.

Prominent Woman Praises Trainmen

Indicating how closely the public watches the conduct and affairs of street car men, the following expression was made recently by prominent clubwoman of Los Angeles:

"I note a greatly improved general attitude of courtesy and consideration on part of practically all conductors and motormen toward the public which indicates to my mind that now that they are beginning to understand the Merit System they like it. A spirit of camaraderie appears to be developing between the trainmen and the public which indicates the value of courtesy."

Two gentlemen riding on a train were both very much intoxicated.

First Gent—"What time is it?"

Second Gent (after extracting a match-box from his pocket with much exertion and gazing at it intently): "Thursday."

First Gent—"My! I've got to get off here."—Everybody's.

Motorman Enters the Egg Business Now He Cackles

MOTORMAN H. R. Armstrong of Division Three, whose initials are very appropriate to his business of "hen raiser," has blossomed out in the chicken business.

He lately bought a setting of eggs from Gholson and had been worrying lest they be china eggs as the chicks were overdue.

So the other day he laid off to assist Bidy and the result was 15 chicks from 15 eggs and a cackle from H. R.

—H. A. RUSSELL.

Conductor Talks Bandit Out of a Night's Business

You can guess what chance an ordinary street car passenger would have of putting over a bad transfer on Conductor C. C. Mattice when the genial nickel receiver of Division Two can talk a bandit out of his evil intentions.

Monday night at 10:30 o'clock, Mattice and Motorman K. Poppe had their Western Avenue car at the Merrill street terminal ready to start the return trip.

At this stage of the game a tough looking individual with a wicked nickel-plated gat appeared and told the motorman to get on the car.

"Did you see the northern lights the other night?" asks Poppe to change the subject. So the stick-up man tried the conductor with order:

"Put 'em up."

"Aw, go chase yourself," or something equally appropriate was conductor Mattice's answer. "You see running a street car takes most of a man's time and attention and he can not stop for such matters as yours."

And so talking the proverbial blue streak he gave the motorman bells and the car started away from there leaving the would-be bandit standing in open mouthed amazement.

Introducing New Men

The following men have been assigned to divisions during the week ending May 14:

DIVISION No. 1

Motormen—H. E. Phillips, F. H. Fox, V. Glandor.

Conductors—J. M. Hunsaker, W. J. Metteer, Roy Clark, R. T. Priestley, H. T. Metz.

DIVISION No. 2

Conductors—F. Deering, W. L. Mellor, W. B. Mills, G. L. Rosen, E. W. Doosing, W. V. Hebard, Jr., H. O. Potter, J. Har.

DIVISION No. 3

Conductors—W. J. Browne, C. H. Buck, F. R. Sweet.

DIVISION No. 4

Motormen—A. D. Butler, M. A. Grigsby, H. R. Heeb.

Conductors—J. Stewart, W. L. Green, H. L. Baker, H. E. Cubberley, D. F. McNeil, W. R. Stewart, J. A. Kain.

DIVISION No. 5

Conductors—F. F. Fischer, A. J. Doty, R. C. Jones, D. C. Loomis, Fred Massey.

On the Sick List

Following is a list of men who have gone on sick leave the past three weeks:

DIVISION No. 2

Conductor—F. Newell, 1932 E. Vernon. Motormen—E. J. Eden, Palomar Mt. P. O., San Diego Co., Cal.; W. W. Stewart, Pacific Hospital.

DIVISION No. 3

Motorman—H. A. Edes, 527 Hill St., Ocean Park.

DIVISION No. 4

Conductor—F. D. Ware, 1139 W. 7th St.

DIVISION No. 5

Conductor—D. Craig, 5152½ Normandie.

KEEP MIND ON WORK FOR SAFETY

By JOHN C. COLLINS

Traveling Supervisor of Safety

When loaders are doubling cars over an intersection the man on the second or third car must keep his attention on the car ahead, moving slowly, far enough back that a safety

stop can be made if the lead car has to stop quickly when part way across the street. Because the car ahead of you starts it is no indication it is going to continue, several things can happen making it necessary for it to stop unexpectedly.

If the loader is a man of the nervous type, over-anxious to keep his corner clear, making quick motions for motorman to move, his nervousness seems to be transmitted to the trainman, making him over-anxious, also. Don't let this kind of a man bother you. Move in regular order making your moves count, but don't let anyone interfere with your good judgment.

Keep Out of a Rut

If a man has worked on a line where the time was very fast, then the time is changed so you have plenty of running time, the man seldom changes with it, he is all keyed up, over-anxious, just the same as when the time was hard to make. It is hard for a man to adjust himself to changing conditions. The reason for this is the man does not use his head but allows himself to get into a rut.

Treat each day as itself. Each trip as the first one. Avoid the appearance of hurry at all times, be on the alert to take advantage of changed conditions.

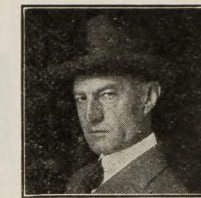
Early Hours Need Caution

Nearly every morning about 7 A. M., some man collides with an auto truck at a cross street. We had two cases lately where cars collided with a load of about thirteen tons. No one was injured, but the cars were badly damaged. Both cars and autos were traveling altogether too fast when there was no real need for it.

Later in the day this accident would not have happened to either man because he would have been more apt to anticipate the danger. It comes right back to the one-way system of working in a regular way all the time. The inconsistent man who varies from day to day, or trip to trip, is sure to get into it. He can hold himself together for about one month then allows himself gradually to get careless. It was no harder to hold himself doing the right thing than to allow himself to become careless. You must put in the time anyway. It is better to put it in working than on a bed in a hospital.

Mind Must Be on Work

Nearly all accidents can be traced to carelessness, or lapse of attention. The latter is probably the worst fault of all trainmen. When you have too much running time or the day is very warm it makes a man lazy and careless. When the time is so a man has to keep going his attention is more on his work. A man's mind should be on his work while operating a car, not day dreaming or looking around. It is not a question of luck that some men do not have accidents, but attending to business. It takes a man about a year and a half to become lucky. That means it takes much time devoted to hard work to develop to such an extent that his success is attributed to luck instead of ability. The lucky man is the one who doesn't allow himself to be distracted but always attends to business. A trainman cannot talk to his passengers and operate his car as safe as he would if devoting his whole attention to the operation. When your attention is divided someone is not getting what they are entitled to.



Bouquets And Things (Hand Picked)

Bouquets Received Last Week

Conductor S. S. Wollam, Div. 2.
Motorman F. Hoff, Div. 2.
Conductor F. H. E. Pierce, Div. 2.
Conductor C. V. Judd, Div. 3.
Conductor G. H. Drinkwater, Div. 4.
Motorman C. A. Durrett, Div. 5.
Conductor C. D. Fisher, Div. 5.

For Motorman O. S. Dutton, Div. 4

Los Angeles Railway,
Gentlemen:
I wish to express my appreciation for the kindness rendered me by O. D. Sutton No. 607.
I am a stranger here, and he was going home and going my way so he took my heavy telescope and going out of his way carried it to my destination.
I am a nurse and I certainly thank him.

Respectfully,
MRS. M. W. MONTRAN,
417 1/2 So. Elena Ave.,
Redondo Beach.

For Motorman J. R. Hollander, Div. 4

Los Angeles Railway,
Gentlemen:
About two weeks ago I had occasion to take an early (5:30 a.m.) car from end of car line on West Washington. It had been raining all night and when I arrived at the car line water between car and curb was so high that I could not cross to the car. Going down the street west for a block, I crossed and came back on the south side where I found water just as high as on the other side. Motorman noticed me and asked if I desired to get over to the car. When I informed him that I did, he waded through the water, secured the seat which was sitting near the curb, carried it across and placed in crosswise near the curb, so that I could, by walking on the seat, cross to the car.

Respectfully,
MRS. MAE L. JOHN,
4727 West 17th Drive.

For Motorman J. E. Edison, Div. 4

Los Angeles Railway,
Gentlemen:
I would like to bring to your notice an incident that occurred on the West 11th Street lines.
I was on a car going west and shortly after passing Figueroa Street a fellow in a Ford, without looking back or giving the slightest warning, pulled out from the curb immediately in front of our car. Only the presence of mind of the motorman, No. 1855, prevented a serious accident as the Ford was broadside on and had he been hit, he in turn would have collided with an ambulance into which the attendants were just putting a woman patient.

Yours truly,
ALBERT GEO. SLY,
1642 Middleton Place, City.

For J. Turvey, Div. 5

Los Angeles Railway Company,
Gentlemen:
Yesterday morning I had quite a long ride on the same car as Conductor No. 1276, and I must say that I have not seen a conductor more courteous than he.

Yours truly,
E. L. CANDLER.

For Conductor G. T. Nunn, Div. 1

Los Angeles Railway Company,
Gentlemen:
Just a word of praise for one of the conductors on the West 6th Street car line. His number is 2448. He is the most clever man in handling the public, so accommodating and the best I have seen on any line to call all the stops. Always pleasant and is one of that kind that no matter how large the crowd—"Step forward, please, plenty of room ahead." It's a real pleasure to ride on his car. I think he deserves a great deal of credit.

Yours respectfully,
MRS. FRANK TRESER,
506 So. Mariposa.

For Motorman G. S. Courtwright, Div. 5

Los Angeles Railway,
Gentlemen:
I was a passenger on Car 632, Hawthorne-Inglewood line, when an incident happened that I think worthy of mention. No. 2357, motorman, was off duty but a passenger on the car aforementioned. He was very courteous to two elderly women. They inquired of him a certain street and he gave the information very cheerfully, going into detail to make sure they had understood him correctly, and a half hour later he informed the same ladies that they had arrived at the desired location, and helped them to alight.
Now, for a Westerner this would probably have passed unnoticed, but I hail from Detroit, Michigan, where surely service as this I have mentioned is entirely unheard of and possibly it impressed me the more.
Very respectfully,
EDWARD VAN OREREN,
223 West Queen Street,
Inglewood, Cal.

LEADING CAUSES FOR DEMERITS DISCUSSED

Records Show That Very Little Caution Will Keep a Trainman's Record Clear of Black Marks

By R. R. SMITH
Assist. Supt. of Operation

AS SHOWN in a recent copy of "Two Bells," the plan of giving credits for clear safety and courtesy record is proving a success and a check of efficiency records shows that as an average, the ratings are going up. This average, however, is not caused entirely by the addition of credits, but is also on account of a number of "Undesirables" having left the service.

When it is understood that fifty fifty men failed to receive credits for clear courtesy records, it would seem strange that there would be more demerits assessed for discourtesy than for any other one charge, but such is the case, due to the fact that a heavier assessment is made under this classification than for any other. It is fully understood, just what a degree of self control it is necessary for a trainman to exercise at times in order to avoid a charge of discourtesy being made, but in our capacity as salesmen of street car rides, it is just as important to gain and hold the good will of our customers as it is in any other line of business.

Late Leaving Terminals

The next number of demerits assessed recently has been for leaving terminals late when there was no apparent reason for so doing. It is peculiar that after leaving a terminal, crews will strain every point in order to be on time at time points, but will lose sight of the fact that the terminal is the first time point. It is not the intention to demerit in case of unavoidable delays, or when a slight delay is caused by waiting for passengers or for shuttle car connections. Nor is it the desire to demerit both members of a crew when only one

man is to blame for the delay, but I find by personal observation that a car will sometimes leave a terminal late simply because due diligence has not been exercised in getting started promptly, and when a crew is demerited under such circumstances, a plea of injustice usually follows.

Allowance Made for Collection

It should not be necessary to assess a single demerit on this charge. Next on the list comes the matter of conductors making hand collections when operating cars equipped with fare boxes. Due allowance is made in case of old people, cripples, and persons who on account of heavy loads, cannot reach the fare box, but the conductor who makes no effort to have fares deposited in box by the passenger under ordinary circumstances, must expect to be demerited for improper operation.

Don't Talk on Duty

Trainmen when riding as passengers, who engage in conversation with the operating motorman, and conductors who ride the front end of car and engage in unnecessary conversation with the motorman, come in for a heavy share of demerits. This is a matter which can so easily be avoided that it is a wonder that discipline has to be administered for such an offense. It is bad enough to have a passenger engage in conversation with a motorman without ourselves setting the example, and yet this engaging a motorman in conversation thereby distracting his attention from his work, has been the cause of many a serious accident. More next week.

NEW TRANSFER SHOWS NEED FOR HEADWORK

(Continued from Page 1, Col. 1)

transfers at that moment but the conductor knows he boarded the car at that point and has just paid a fare. Should the conductor issue the transfers?

My answer in such a case is, most certainly.

Old People Slower

Here is another example. A passenger boards and presents a quarter or half dollar. The conductor makes change and the passenger checks over the change in the palm of his hand before dropping the fare in the box. If the passenger is an elderly man, the actions are likely to be deliberate and rather slow. After dropping a nickel of the change in the fare box and putting the rest of the change in a pocketbook, several other passengers may have boarded and paid their fare promptly and moved ahead. As he is about to take a seat it occurs to the old gentleman to ask for a transfer. He didn't ask for a transfer at the time he paid his fare, according to a strict interpretation of the rule. Should the conductor issue a transfer?

I say unquestionably yes, because the conductor knows that the passenger has but recently boarded the car, has paid a cash fare, and has been almost in front of him all the time.

These two examples will give you an indication of what I have in mind, namely, that a rule can be set and obeyed to the letter when it concerns something like 10 feet or five minutes

but, it is practically impossible to set a definite rule to govern a CONDITION. The situation of a passenger asking for a transfer after the fare has been technically paid can arise in almost as many different ways as we have street car passengers.

Complete Rules Impossible

If we tried to have a rule for every condition, it would take about ten years to compile them and then half a day to find the right rule when a specific situation arose.

It is to meet these situations that conductors are paid. The street car conductor's job is not just turning the fare box crank and signalling the motorman. It is a job of real headwork.

If a passenger has been in your sight and you know he boarded the car just a moment ago and paid cash fare, and he asks for a transfer, your judgment should tell you to issue the transfer, because refusal will most likely bring a controversy and ill will against you and the company.

Stand firmly on the rule if you do not know when and where a passenger boarded. Use your head in refusing to issue transfers as you would in issuing them.

Don't work with the meat and bones in your body. Work with what you have above your eyes.

To do otherwise spells failure for the future.

Don't be a failure. Be a success!

On The Back End

(Contributed)

The following conversation took place on Operator G. W. Bott's car when a colored man presented a coupon only for his fare:

G. W.—"What's this?"
Passenger—"That's ma transfah."
G. W.—"Where is the rest of it?"
Passenger—"Gone."
G. W.—"Gone where?"
Passenger—"The last conducah ripped it off and stock it in his pocket."
G. W.—"Well, you will have to pay a cash fare, mister; you should have kept the larger portion of the transfer."
Colored man digs up a nickel and drops it in box. G. W. absentmindedly sticks coupon in pocket.
Passenger—"Say, Mistah Conductah, give back that ticket. Ah wants to stick it in mah pocketbook and everytime ah looks at it it will say to me, 'keep the big portion, Sambo! I cost you a nickel.'"

A little boy got on a car and asked the conductor if he knew where his mama lived. "Why, I guess so," said the conductor. "What does she look like?"

"Why," said the little fellow, "She looks like me but papa says she looks like _____."

Conductor Brothers of Division Three, while riding north on an Eagle Rock car was explaining to a fellow trainman that his wife always got up in the morning and got his breakfast for him, even at the early hour of four a.m.

A woman passenger who had overheard the conversation spoke up and said, "If I were your wife, I'd make you take a cold shower every morning."

We are wondering if Friend Brothers has taken this advice—ask him.

Foolish Question 12345678

Motorman R. A. Jackson of Division Two says he was holding his West Jefferson and Huntington Park car at Seventh and Broadway, waiting for the automatic signal to drop, when a woman read the front sign then asked "Is this a Huntington Park car?"

Someone standing nearby answered, "No, ma'am, this is an airship doing a merry-go-round act for Barnum and Bailey's circus in mid-sea for the benefit of the boiler-makers at the Hauser Packing plant."

"If you want to smoke, you'll have to go to the front of the car, please," I said to a gentleman who was sitting on the back end of the car with a big cigar in his mouth.

"Well, I'm not smoking," he said.

"But you have your cigar in your mouth," I said.

"I also have my shoes on my feet but I'm not walking," he concluded.

CONDR. LE BLANC, Div. 2.

Motorman J. W. H Barrett (Slim) reported sick on his Owl run. His conductor says, "No wonder, he ate a two-quart can of pork and beans for supper and even the can disappeared."

A news boy at Thirty-ninth and Vermont was shouting, "Five thousand people found dead at one time." A curious school teacher stuck her head out of the window to inquire where and received the reply, "In the graveyard, where do you think?"

Division Five came nearly losing the esteemed janitor recently. One of the boys keeps a cow staked out near the car house and the other day she got loose and the janitor, Ed, went to catch her. The cow turned and made a face at Ed and for a few moments we had a white janitor instead of a colored one. He is now back to normal.

Motorman Drogus of Division Three boarded a car and called out his pass number.

"Let me see it," insisted the conductor.

Then Drogus had to admit he had left the house without it and had to fork over a good jitney, coin of the land.

Somebody said that the new watchmen around Division Four had pretty soft jobs but they probably did not notice how many "ring-up" stations have been installed and they do not know the watchmen's schedule.

Looking 'em Over at the Divisions

DIVISION 1

We have with us two gentlemen, who have recently returned from the work train service; they are Motormen Johnny Wilson and C. A. Payton. It is said that they took their temporary job so seriously that they learned the noble art of swearing in Spanish, and even went so far as to take a lease on a shack on North Alameda street. However, with the entire division taking a hand in the game we ought to have them back to their former standard in a month or two.

Motorman Johnson, who pilots the Pico Owl every night, approached "ye scribe" a few evenings ago and in a voice of very deep mystery informed him that he had a little story for "Two-Bells;" Like all live reporters, the division bull-artist whipped out his trusty note-book, and asked Mr. Johnson to proceed, and he did. But its no use fellows, we can't print the story, but we can tell you when there's nobody around. Its good.

An unwritten law, older than the pyramids of ancient Egypt, has been ruthlessly shattered and trampled in to the ground. The correspondent for Division No. 4 cast all caution to the winds and deliberately printed some of the most profound secrets. He carefully explained in last week's issue to the world in general and all our wives in particular our pet excuses for missing out. Our feelings are too deep to allow us to say more, but we of Division 1, fervently pray that some day in the near future the traitor in our midst will get married, and that we find out where he lives.

Motorman "Dad" Roberts was heard around the office a few days ago, having several varieties of fits over ten credits, which put his rating at 114%. Daddy said he didn't mind the ten credits at all, but he knew his rating was way over 114. That shows you can't fool the old timers.

DIVISION 2

Conductor E. A. Somerville is on 30 days leave of absence, going to visit relatives in Atascadero, Cal.

Conductor G. E. Whiting, who was instructing conductors on the new transfers, says it was a tiresome job, so he got a month's leave of absence.

Conductor J. E. Charlton also got 30 days, to spend in the country.

Conductor R. L. Tobin said a week's rest would fix him up fine, so he got it.

Motorman M. R. Chamblin took 60 days off going on his ranch in Templeton, Cal.

Conductor J. J. Griffin, who has been in the train service since Jan., 1892, is now watchman at Division Two.

Motorman O. W. Shoop has also joined the watchmen's force at Division 2.

Operator G. L. Musselwhite is back to work again after a week's time spent at home on account of sickness.

Conductor R. H. Barnard is working temporarily as towerman and says he likes it fine.

Motorman L. D. Gordon is breaking in as supervisor.

Motorman W. W. Stewart, one of our old timers, took suddenly ill last Saturday and was removed to the Pacific Hospital, from where we learn that he is slowly improving.

Who's Who



MOTORMAN Carl L. Hanson of Division One is one of the few old timers who has seen service in Los Angeles on three different types of transportation vehicle. He has been in turn driver of a horse car; grip-man on a cable car and is now motorman on a trolley car.

Starting June 11, 1889, eighteen months after he left the east, Carl began work as a driver. He has a picture of the old barn at Twelfth and Olive with a horse car in the foreground and one of the old oil lamp street lights as a decoration.

With several other old timers he went to the present Division One when the trolley cars began to gain sway and has stayed there contentedly. He completed 32 years of service this year.

Carl was married more than 25 years ago in Los Angeles and is hoping to be able to make a trip to New York with his wife. He is anxious to see Brooklyn bridge, which was being built when he was there 34 years ago.

DIVISION 5

Conductor S. S. Dunham, who has been off most of the past month on account of illness, which he claims was caused by being gassed while in France, is back with us again and hopes this time to be able to stay.

The marriage of Conductor E. D. Walker was a pleasant surprise to his many friends at Division Five. The ceremony was performed at Gretna Green, Santa Ana. Only the immediate members of the families of the bride and groom were in attendance. The boys extend to Mr. and Mrs. Walker congratulations and best wishes.

How is this for efficiency? Conductor J. E. DeRosear caught Motorman H. H. Anno out without his pass and made him dig up a perfectly good nickle.

Assistant Foreman G. E. Kleinschmidt is taking his vacation. We understand he is going on a fishing trip to Independence, Cal.

Conductor H. J. Stalter has resigned and will return to his old home in Ohio.

Conductor S. S. Goldsmith has also resigned and will return to his former position in Detroit, Mich.

Conductor H. H. Smith recently resigned to accept a position with the U. S. Government.

Conductor F. C. Hawthorne is now spending his vacation. We understand he is going East as a member of a party of church workers.

DIVISION 3

The old bird Stork was over this way again, and on the morning of May 16 left a fine baby girl weighing 9 pounds at the home of Conductor H. C. Kailey. This makes a pair of 'em. We are pleased to report mother and babe doing well.

Conductor Jarvis Phillips (Baldy) has been bitten by the auto bug and has obtained a old-mobile (Oldsmobile). We are not sure just how he obtained it but he is already an expert at climbing poles, etc., with it and has great expectations of some day becoming an expert chauffeur. We understand his brother-in-law, who works with him at 7th and Spring, helped him get it.

We think that Two Bells owes our friend, Frank Christy, an apology, as in the write-up given him in connection with picture in a late issue of Two Bells, they only missed his length of service by 10 years.

Profuse apologies, Frank, and may you be good for another 25 years.—Editor.

Well, we didn't win the safety Penant, but we tried to. We congratulate Division Four on their success and as lightning never strikes twice in the same place. some day, some how, we may win. Maybe we are up against to stiff a handicap. Anyway, a poor excuse is better than none, but we will be right in the fight in the next race.

Conductor Jaquish has been appointed judge by the Royal Kennel Association, as he is perfectly capable of picking a Spitz out of a whole flock of St. Bernards.

Mrs. Allen, wife of Clerk W. J. Allen, received a wire that her father was dangerously ill at their old home at Dallas, Oregon. She left immediately for home but the old gentleman passed out before she arrived. The interment took place Friday, the 13th. We extend to the family our sincere sympathies in their bereavement.

Conductor R. L. Smith, who is recuperating from his long illness, has been given work as flagman for a few days, then he expects to be on his run again as chirp as ever.

Conductor W. O. Bailey has been appointed one of the watchmen at this Division and appears to be right on the job. Instead of a portable register he carries a clock.

The conductors at this Division are doing grand just now in regard to overs and shorts. Two different days this month we have had a clean sheet, not one over or short. Believe me, this is some record and will make some of the other divisions sit up and take notice.

Conductor Brothers says it may be true that Ted Harrison's goat ate his straw hat, but you couldn't blame the goat as all Ted has been feeding him is tin cans and as they have run out he now has him cleaning up the rocks on his newly acquired quarter-acre in the valley.

Motorman Wycoff of this Division is making a big fight to win the trip to the prize fight and it is up to all of us to give him a boost, so get busy, grab every vote you can and get your friends to save theirs for you and turn them in for Wycoff.

We have quite a large sick list at present. The prevailing disease is undoubtedly Aurora Borealisitis, affecting the motormen as the conductors are too busy with the "ins" and "outs" and "a.m.'s" and "p.m.'s" to be bothered with any such animal.

Three of our old boys have returned to this Division the past week. They are Conductors F. R. Sweet, W. J.

DIVISION 4

Mr. Wimberly is laid up with la-grippe at this writing. He was taken in on the 16th and although our foreman, Mr. Boyd is filling his place in fine shape; still we hope to see our "super" back again in the very near future.

Conductor Larry Smith learned a whole lot about electrical power the other day on the West Adams shuttle. There was so much sand on the track at a certain place that the car lost its connection with the rail. So Larry learned that the rails were not only for the car to run on. The next thing he learned was that he would have to get the sand off the rail before he would be able to go. So he took his little switch hook and started to scoop the sand away from one of the wheels when — boom! — crash! — bang! and Larry came to and found himself sitting away out in the road, looking at his own feet and wondering who they belonged to. So Larry also learned that electricity was nothing to fool with.

Night Clerk Roffe is on a six weeks vacation is touring the canyons and mountains of Colorado. In a recent letter he said he had reached Grand Canyon and that everything had gone fine so far. He is making the trip in his "flivver."

Motorman-Conductor-Supervisor-Operator J. L. Cates, who persuades a safety car on Crown Hill was seen wearing a bright smile of unusual dimensions one evening recently, so we went over to him to see if it was a boy or a girl and how much it weighed, but our presumption was all wrong. He explained that he had had such an easy day that day that he felt real good. Only eight people had tried to slip over bad transfers, only two brass slugs had been thrown into the fare box, only one woman had threatened to beat him up, four had said they would commend his courtesy and three had threatened to turn him in. Some easy day, "Catesy."

No one could figure out why Conductor H. E. Ketchum took a run without Sunday time when he had always seemed to be so "money-mad," but we find out that up in his back yard there is a shanty and in that shanty is a carpet weaving machine and every Sunday H. E. weaves from eight to ten dollars worth of carpet which he finds no trouble in selling. "HE" Ketchum? Yes, "HE" Ketchum, catch'em heap much wampum.

Our stenographer, handsome Mr. Hansen, is on his two weeks' vacation and is spending it in L. A., sometimes spending a day at one of the beaches, sometimes hiking up the mountains and sometimes staying at home. Mr. Haskell, a relief stenographer, is taking his place.

Conductors A. A. Goldsmith and F. Reynolds seem to be getting knocked around quite a bit these days. First we found them instructing the boys on the new transfers. Then they rode the cars and watched the conductors to see if they were working them right. Now we find them back on the cars again. It's a great life, gents.

Browne and C. H. Buck, all having decided that a job with the L. A. is a pretty good thing after all.

Our shoe shine stand continues to do a rushing business and Motorman W. R. Miller presented the boys with a nice clothes brush and all we need now is a safety razor and everything will be jake. Bill Millican even comes over on Sunday to shine 'em up, and occasionally a trainman will bring one of his kids in to get a shine. Oh, heavens!