



# TWO BELLS

Vol. 1

JANUARY 24, 1921

No. 34

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

# NEW EMERGENCY TRUCK IN SERVICE

## Keep Your Eyes On Turning Automobiles

### QUICK STOP BY AUTO BRINGS DANGER

BY JOHN C. COLLINS

Traveling Supervisor of Safety

If an auto is going to make a hair-pin turn in the middle of the block, there is danger for cars in both directions, especially, if the driver turns from the curb as he gets onto the nearest track so quickly, motorman doesn't get much warning of the move. He may let a car pass and turn back of it, and in front of car going in the opposite direction. Street may

not be wide enough for auto to make the turn. This will necessitate his stopping to back up in the face of an approaching car. If he has to back up, give him wagon room.

Crowding up too close only adds delay, and generally makes things disagreeable for both parties concerned.

As you are going to pass an auto going in the same direction you are, there is very little danger of his turning in the middle of the block, but he may turn into any cross street or garage. Chauffeur may hold out his hand as a signal and again he may not. Let them know you are coming but don't use the gong to clear the way, and forget the air. The gong is used as a warning. The air stops the car. Some men trust to the gong too much, more than they do the air, using air in emergency cases only.

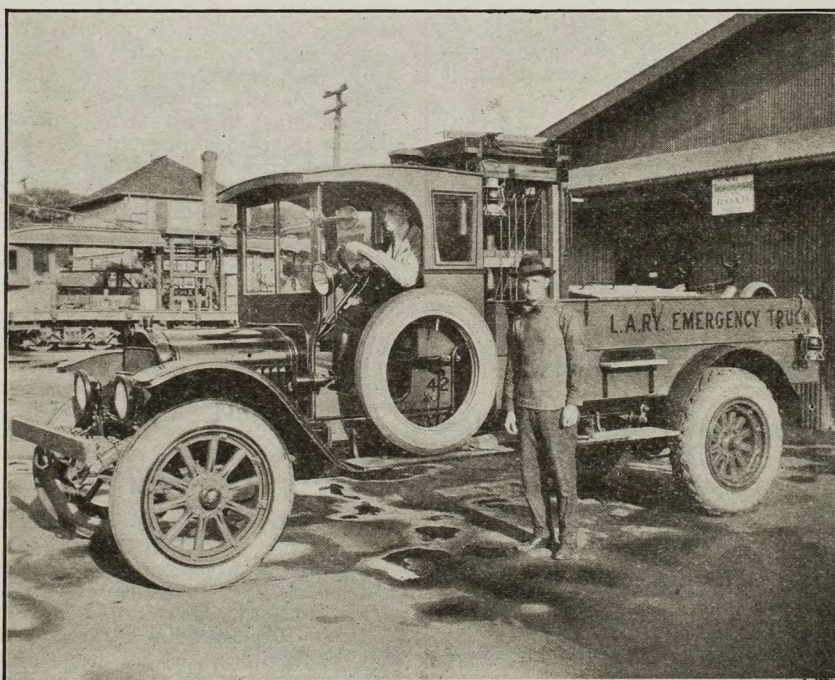
Always consider an auto crossing in front of you as standing on the track until cleared. A great many autos are hit while car is running at slow speed.

#### How They Happen

In crossing uptown streets, there is danger when car starts and an auto

(Continued on Page 3, Cols. 2-3)

"HURRY WAGON" RANKS WITH BEST IN U. S.



G. G. Thomas at wheel and L. Crouse standing beside the new truck

## EQUIPMENT IS BUILT IN L. A. RY. SHOPS

The Los Angeles Railway now boasts of one of the most up-to-date emergency trucks in the country. Particular pride comes from the fact that the entire equipment was made in the shops. The chassis of the White truck was purchased, then the frame and telescoping tower were made by Los Angeles Railway men.

The tower folds like a telescope three times, so that it is not above the height of the driving hood when not in use. The truck carries the fire hose bridges and is equipped to meet any emergency.

Indicating the amount of delay experienced in street car operation from sources entirely outside the railway, the truck carries a strong dolly for lifting and moving trucks and automobiles which break down on the track or stick in the mud, as was the experience last Tuesday with the heavy rains.

The truck is stationed at Sixteenth and San Pedro streets and is already proving its worth in handling emergency work. It is kept ready for calls from 5 A.M. to 9 P.M. The No. 1 crew is composed of Ed Caldares and H. B. Runyon. No. 2 crew is composed of L. Crouse and G. G. Thomas.

### 50 CREDITS WON BY TAKING PASS

Fifty credits for taking up a pass that had been lost and was being used improperly have been awarded Conductor M. R. Botello of Division One. The car was east bound at Seventh and Central early in the morning when a youth presented the pass, covering the name and part of the number with his thumb. Botello insisted on seeing it and as he had memorized the number of the lost card, 2244, he took it out of the youth's hands. When he saw that his attempt to defraud the railway was blocked the youth leaped from the car before he could be halted.

Conductor Botello makes a practice of memorizing the last numbers of lost passes and the two fours not covered led to the detection.

### Act for Dance Next Saturday

Some good vaudeville from one of the local theaters will provide added entertainment at the monthly employees' dance to be held next Saturday, January 29, in Recreation Hall.

The dance will provide plenty of fun, as it is to be a costume affair. The characters will range from circus clowns to Roman gladiators, but masks will not be worn. The town "constable" has organized an efficient police force to detect any carryings on and will bring offenders before the judge for jitney fines. The funds will provide the prizes for the best costumes.

Conductor Ray Dean is laid up with a bone felon on his finger. Is it painful? I'll say it is. But cheer up, Slim, old boy, they generally run in triplets, so you will soon be over it.

#### EX-SAILOR DESCRIBES CAR CONDITION IN NAVY TERMS

Motorman 1671, R. W. Sampson, of Division Five, on the Hawthorne line, says it is lucky for him he was in the navy for his conductor served a full four years and occasionally makes a sea going remark which might not be thoroughly understood by all other trainmen.

On one occasion he said, "Say, mate, when you turn in your motorman's card, please advise that the rigging (meaning dial adjuster) on this register be oiled, and also that the scuppers (meaning drain tubes from the roof) might be corked up so I won't get a bath when I go forward to pipe (flag) you over a crossing." Of course, it was raining.

SUCCESS COMES IN CANS — FAILURE COMES IN CANT'S



# Editorial Comment

*Two Bells Is The Official Paper of The Los Angeles Railway*

*There is an important message in the following editorial written by A. K. Plummer, director of traffic, as it is based on Mr. Plummer's personal experiences. He has been in the street car game since horse-car days. He has learned from experience the difficulties and the possibilities. He has been progressive and a hard worker. Today he occupies one of the most responsible positions with the Los Angeles Railway. The right man is always in demand. How are you shaping up?*

THE EDITOR.

## Work Is Road to Success

THE only road to success is work.

The man who thinks he can succeed any other way is only fooling himself.

The meaning of work can be interpreted many ways.

One man will work himself to death and not accomplish anything. Another man will go along and not appear to be doing anything, but will produce excellent results.

The first man is not using his brains. The second one is and is studying efficiently, he neither watches the clock nor the paymaster.

With the Los Angeles Railway there is a chance for promotion for any man if he shows he can produce results. These can only be shown by careful, painstaking attention to the work at hand. At times it appears as if you are being overlooked. This is not so, it simply shows your time has not arrived yet.

When one feels that way the thing to do is work and study all the more. A man working for this company once remarked to me, "What is the use of trying? It is not appreciated," but he kept on working just as hard and in less than a year he was in full charge of the department in which he was working.

A. K. PLUMMER, *Director of Traffic.*

## Come In and Say "Hello"

THE man who FILLS the job does not rattle in his position, but if we go round and round, thinking the same thoughts, doing just the same things the same way, just turning round and round in our places, we are going to wear smaller, evaporate, rattle.

That is one of the thoughts contained in a snappy little book entitled, "It's Up to You." The book is a bible of personal pep. It stirs up the initiative to keep on improving. It is very entertaining and gives many a good laugh.

There are a few copies of this little book in the office of Two Bells, Public Relations Department. Drop in room 720-A and say "Hello," then take a look over that little book or take it home if there is one to spare.

## Pay Checks May Be Cashed at Branches

For the convenience of employes, the reminder is given that it is not necessary to cash pay checks at the main bank of the Los Angeles Trust and Savings Bank, Sixth and Spring streets.

The branches of the bank, located at the following points, will be glad to cash your checks, thus saving you a trip downtown: Eighth and Olive, Second and Spring, Pico and Grand (near Division 4), Ambassador Hotel, Seventh and Central (near Division 1), 1835 South Main (nearest for Divisions 2 and 5). The bank also maintains branches at Glendale, Huntington Park and Avalon.

### NO WONDER

"Yes," said the cynical old sea captain, "when I was shipwrecked in South America, I came across a tribe of wild women who have no tongues." "Good gracious!" exclaimed the listener, "how could they talk?" "They couldn't," was the reply; "that was what made them wild."

## Globe Trotter and Writer Passes Away

The funeral of Cecil W. Watson, who was a well known stenographer of the main offices, was held last Tuesday following his sudden death January 13. He suffered a serious illness at his office and was removed to a hospital, but he failed to rally.

Mr. Watson was born in Australia and had traveled through America, England and Africa. In his journeys about the globe, he worked his way aboard ship in various capacities. He wrote several magazine articles on philosophy, on his experience in tramping through Australia, and on teaching in the South Sea islands.

Park—"I'll bet a cookie that tall girl is a telephone operator."

Wood—"Why?"

"I was at a fishing party with her the other day."

"I don't gettcha."

"The first time she got a bite she yelled, 'Line's busy.'"—Youngstown Telegram.

## Home Building Plan Now First Aid to Dan Cupid

THE housing program of the Los Angeles Railway appeared as first aid to Cupid last week when the application of Motorman Caton E. Fraetis of Division Two for participation in the home-building plan was followed by announcement of his marriage to Miss Edythe Mabel Pitts.

The wedding ceremony was performed at Santa Ana January 14 and the newlyweds will be at home this week at 200 East 53rd street.

## SAFETY SIGNS TO BE PUT ON CARS

To help the public help the trainmen in promoting safety.

This is the purpose of signs and cards to be posted in the cars this week. The Pacific Electric Railway is making January 23 to 29 a special "safety week," but this plan is not being followed with the Los Angeles Railway, as it is aimed to make every week a safety week as far as possible rather than emphasizing accident prevention for any limited time.

In an effort to prevent auto drivers piloting their machines into the back of street cars, big posters reading, "Autos turn out, we can't," are to be pasted on the dashes at both ends of the cars.

Cards to be hung in the cars for the guidance of passengers read as follows:

**THINK** and there will be no Accidents.

**Haste** may mean HOSPITAL.

**Face forward** when you get off.

**WAIT** until the car stops.

## Div. 5 Creeping Up In Safety Contest

Division Five continues to creep up on Division Two in the inter-division safety contest, which is now nearing a close. The standings January 15 were as follows:

Division Two, 827; Division Five, 817; Division Three, 803; Division One, 791, and Division Four, 779.

## QUESTION BOX

The gradual extension of the use of the Johnson Fare Box is resulting in a number of conductors finding fare boxes on their cars and being obliged to operate them without having paid much attention to the instructions which have been issued from time to time regarding the operation of these boxes.

One point to which I wish to call particular attention, is the fact that at the completion of the work on a certain car and fare box, a good many conductors are failing to put the difference in fare box reading at the bottom of cash column, which shows in dollars and cents the amount collected, and also are failing to divide the amount by five and put the result in the bottom of the fares registered column showing the number of cash passengers carried. This must be done in all cases, and failure to do so will be made the basis of discipline in the future. Line instructors have, in some cases, been instructing their students that this need not be done, and in the future, where we find that such faulty instruction has been given, time will not be allowed the line instructor for such work.

"Many a gloomy cuss won't ever see the sunny side of anything because he has his back to the sun and brown spectacles draping his nose. We can all be happy if we want to be, but some people you meet just delight in being miserable and enjoying the misery they make for others."—Exchange.

## MONTH'S REPAIRS COST \$5474 BUT SHOW DECLINE

Repairing street cars last month cost \$5,474.43.

This figure for December gives some idea of what accidents cost in the shops alone and does not touch on the expenses the claims department could report. Car steps head the December casualty list, 337 of them having been replaced at an average cost of \$2.14 each. Fenders came next with a total of 297, at an average cost of \$3.28. Damage to the body of cars was the most expensive item, costing \$2,735.10.

But the December report is not without a cheerful side, because it shows the lowest cost of the last three months of 1920. The totals were: October, \$6,041.08; November, \$5,769.20; December, \$5,474.43.

## MAIN SHOPS HAVE SPRING CLEANING

A general housecleaning and rearrangement of some of the offices has been made at the main shops, 54th street and South Park. The engine room, which has been commented on as one of the neatest in the city, has been given a new coat of paint and other parts of the buildings have been brightened up.

The storeroom has been changed somewhat. The offices have been rearranged to give more room for the filing cabinets and J. R. Brittain, mechanical engineer, now has the dignity of an office to himself.

## Motormen! Stand Up At R. R. Crossings

Steam and electric line crossings are always dangerous. That is why it is necessary to flag cars across following an observation by the conductor. At points where the conductor goes ahead of the car, after it has stopped not less than 10 feet from the intersecting track, the motorman must stand as he operates the car over the crossing.

The conductor is required to look for trains coming and then see that the entrance of the car is safe before signaling the motorman to proceed. While standing, the motorman must look through the car to be sure that no one is getting off and look at the steps by using the mirror, then check the conductor's observation of the track by his own.

## MOTORMAN POINDEXTER DIES, LEAVING WIFE AND TWO BABIES

L. M. Poindexter, who was one of the most popular young motormen of Division Four, died last week following a sudden attack of appendicitis. He is survived by a wife and two babies. The L. A. Railway boys extend deepest sympathy to Mrs. Poindexter.

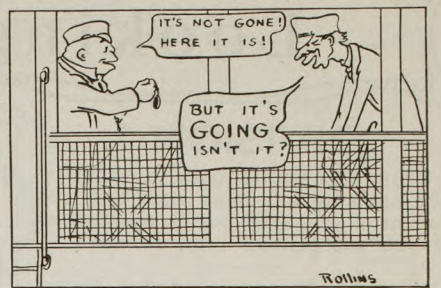
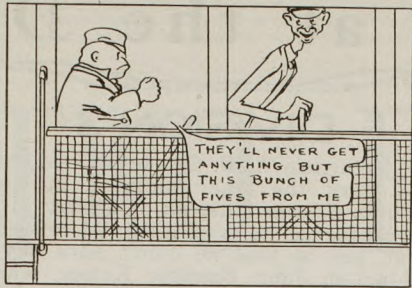
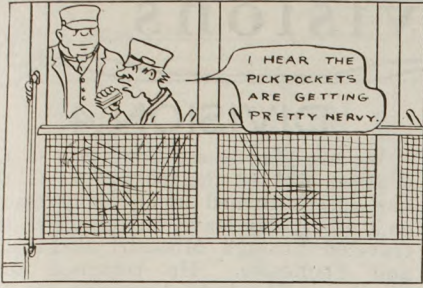
Unfortunately, Motorman Poindexter was not a member of the cooperative association or any of the benefit branches.

C. D. Clark of the dispatcher's office got real busy last week and signed up 16 new members of the cooperative association among employes of the main offices. If you are a member you realize the advantage. If you are not, investigate and it will be to your advantage.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

Here is another example of efficient and courteous service with a crowded car. The commendation is for Conductor W. R. Price of Division 4:

Los Angeles Railway  
Gentlemen:  
Conductor 904, car No. 757, on in trip at 11 a.m., Monday, December 6th, East 1st Street, at Santa Fe Station, registered eighty-six passengers.  
I wish to especially commend this conductor for his courtesy and tactful handling of passengers under such crowded conditions.

MAUD A. COLLORAN, M.D.  
1015 Story Building.

He makes courtesy particularly noticeable in the late afternoon rush hour when travel is at the peak and the conductor's job is the hardest. This is a mighty fine bouquet and goes to Conductor J. Turvey of Division 5:

Los Angeles Railway  
Gentlemen:  
This is to commend the conduct of conductor bearing cap number 1236, operating on the Grand Avenue line.

I wish to state that I am a patron of your corporation and have noticed the very courteous treatment afforded to passengers by the above-mentioned conductor, and particularly at the 5 p.m. rush hour.

Respectfully,  
E. R. SMITH,  
852 West 51st Place.

Motorman W. L. Cole and Conductor C. V. Stewart of Division 2 are commended in the following letter:

Los Angeles Railway  
Gentlemen:  
The Nick Harris Police Patrolmen and Operatives who ride the Western and Maple Avenue "Owl" wish to express, through you, their appreciation of the treatment accorded them by Conductor No. 2182 and Motorman No. 915.

The above named crew is one of the most courteous, accommodating and efficient crews you have ever had on this line.

Thanking you in advance for conveying this message to the gentlemen named, I am, on behalf of the employees,

Yours very respectfully,  
R. G. BOYD,  
President and Manager,  
Nick Harris Police, Inc.,  
4015 West Third Street.

The writer of this bouquet praises the gentlemanly act of Conductor A. B. Morse of Division 1. You bet the trainmen are gentlemen! and it's fine to see such recognition by car riders:

L. A. Railway  
Gentlemen:

When I was coming home on the Stephen Avenue car, I noticed an act of kindness on the part of Conductor No. 10. An elderly man was standing in the aisle of the car and there were no seats to be had. The conductor, seeing how feeble the old gentleman was, called him and gave him a seat on his stool. This, in my estimation, being a gentleman's act. I am writing to you to let you know I am aware of the interest your men are taking in the public. I am,

Respectfully,  
C. R. WOERNER,  
2258 Inez Street.

Here is a commendation for our good-natured Irish friend, Conductor K. Mazurkewitz of Division 3. Good work:

L. A. Railway  
Gentlemen:

We wish to express our gratitude for the courteous treatment served us by Conductor No. 980 of the 11th Street line. Indeed, we are very grateful.

MR. AND MRS. E. EMBRITT,  
1421 W. 10th St., Apt. No. 3.

## Cash Receiver Gives Tips

TELLS HOW TO GET HOME FAST

A TIP to the new conductors; yes, and to a few of the old ones, too:

### DO

1. Trays are provided for the money.
2. Stack each denomination in its individual rack.
3. Assort your bills and place them all facing one way.
4. Look at your trip sheet before you hand it in and see that it's all down in black and white.

### DON'T

1. Don't talk to the cashier while he is counting.
2. Don't throw in your bills looking like a bale of alfalfa.
3. Don't forget the cashier is responsible for shorts just as much as

you are, and believe me, he handles a few nickels during the night.

4. Don't cuss the cashier.
5. Don't say you haven't the time to arrange your money systematically.
6. Don't come around afterwards saying you have forgotten something or other on your trip sheets. You'll be S. O. L. (simply out of luck) if you do.

Do you know you are holding up the man behind you by neglecting to do these things? Perhaps you think these little details don't help. While you are waiting your turn, check up on yourself and you'll be out of there and on your way home rejoicing, or, as our good natured cashier, V. B. McAdams, says, "Everybody's happy." Let's get together and do it right. Let's go!

JOE RUTLAND,  
Cash Receiver, Div. 3.

## Watch the Turning Auto; It May Make Sudden Stop

(Continued from Page 1, Col. 1)

crosses ahead of the car. If auto continues at same speed he is going, it will clear at the speed your car is going. But if auto has to slow down when almost in the clear, the motorman may hit the auto. But if he doesn't he will have to slow down also. Not quite to a stop. Auto starts again; motorman going to put a notch on the controller, but speed is so slow that he takes a glance in the mirror to see that no one is about to board car. While he is doing this, the chauffeur either kills his engine or has to stop again. As motorman looks ahead, he is too close to stop in time. He took too much for granted.

If you are about to pass a car moving in the opposite direction at a cross street that you approach as the rear end of his car clears, an auto may be right back of this first car and turn in that cross street right in front of your car. The back of that car shutting off the view from one another. A head-on collision results.

### Careful Doubling

When two cars are doubling up at downtown intersections, one following the other, the man on the second car must use great caution and slow speed; guard against possible rear-end collisions, as car ahead may not be able to get across the street. It may have to stop at farthest cross walk. Also the people who waited for that car to clear will start, not expecting another car to be following so close.

Don't start across an intersection unless you have room for your car on the other side, clear of cross-walk.

You may have to do this some time, if blocked by autos on the far side. But then you can blame them for holding you. This will reflect on the traffic officer, if there is one, on the crossing.

When you are ready to go at an intersection, and see autos milling around, don't run into them and block up everything.

You may have to wait a second or two to let one auto clear which would give you a clear path through. While if you tied him up, you would tie yourself up also, causing from one to five minutes delay, because you did not use good judgment. It is just a question of losing a second or two to gain a minute.

### Another Bad Corner

Third and Broadway is a very dangerous place for autos, on account of the left

turn. It is a good thing we have only two hands. This makes it very dangerous for two cars to follow one another across the street.

Chauffeur does not expect the second car, and will cut back of another going in the opposite direction into front or side of second car crossing.

Every place has its own combinations, which should be studied by train-men. Junction of Broadway and Main, North of 9th at junction of Main and Spring, at Temple Block, Plaza, 1st and Los Angeles, and garage east of that point, auto combinations are different from other places, but they use the same regular path of travel so it is up to the motorman to be careful how he approaches or crosses that path.

### Unfailing Attention

There are so many different combinations of autos every trip that it is impossible to describe all of them in an article like this, but same general scheme holds good, road space, and unfailing attention to business.

A good habit for motormen to cultivate is when cars going in opposite directions are approaching each other, to give two taps on the gong when you are close enough to see the whites of the other fellow's eyes, just as a greeting. It not only shows a friendly feeling between men, but it acts as a warning which protects you from the fellow that does not protect himself.

By his efficient handling of his car during a fog, Motorman T. A. Chamber of Division Three, probably saved the lives of a party of apparently reckless autoists, according to the writer of this commendation:

Los Angeles Railway Co.  
Gentlemen:

I am a regular patron of the West Washington Street line and I have also heard of your merit system and I want to send in a few words for motorman 1233. I ride his car quite often and have always took notice of the very efficient way he handles his car and last night it was very foggy and he was running slow and carefully, when suddenly a speeding auto came at a high rate of speed up the wrong side of the street and straight for the car, and by that motorman having his car fully under control and being able to stop in a very few feet, he undoubtedly saved the lives of every person in that auto, and I surely think he is entitled to quite a few merits.

Sincerely yours,  
H. J. JONES,  
Antlers Hotel, 4th and Hill.

## On The Back End

(Contributed)

Among the articles returned to Division 3 from the lost and found bureau were several sheets of stereotype impressions. They came back listed as "blind man's reading book." Oh, well.

\* \* \*

The other day I was on West Pico line, and somewhere on west bound trip a fighting looking parson boarded my car, who seemed to be very much interested in the handling of my duties as a motorman.

Previous to my coming to a stop at a transfer point, a young looking scamp came forward and after giving the parson the once over, shouted at him, "Where in hell did I see you before?"

Bingo! and the car came to a dead stop, and we all got ready for a battle or a great embarrassment. But it seems we got stung. As it was, the parson just smiled, and the response was:

"Well, young man, what part of hell do you come from?"  
"Can you beat that, old egg-beater!"

\* \* \*

Foreman T. Y. Dickey of Division 2 showed up the other day a minute late, escorting a brand new alibi. He says he started from the house on time; jumped on a car and then discovered he had left his pass behind. Worse still, he did not have a jitney and had to go back to the house.

\* \* \*

They say a pessimist is the fellow who wears a belt and suspenders, too. Well, look at Motorman Gunner. On one of the rainy mornings when he reported for work he said, "Give me an accident report." At the end of the day he handed it in, filled out. "I knew some machine would skid into us," he commented.

\* \* \*

### COURTESY PAYS AGAIN

Conductor W. F. Johnson was given a box of chocolates by a lady passenger in appreciation of his good service.

\* \* \*

Motorman C. L. Bond of Division 1 laid off four days and visited around San Bernardino, Colton and Riverside. He says the orchards were not damaged by the frost and the grain in Perris Valley looks fine. Plenty of rain is all that is needed.

\* \* \*

A lady boarded my car and deposited a dime in the fare box and said, "Change, please." I gave her the nickel myself and gave her a card requesting her to sign it so that I could get the five cents back. She said, "I can't do that." I assured her that she need not be alarmed as I was an honest married man. Then she said, "I could not trust you. I gave my name and address to a street car conductor once before and now I am a poor married woman."

CONDUCTOR KRAFT, Div. 3.

\* \* \*

First Lady: "I don't know what's the matter with that little man over there. He was so attentive a moment ago, but now he won't even look at me."

Second Lady: "Perhaps he saw me come in. He is my husband."

Everybody's doing it now. That is, turning in their disks. Motormen's Report Cards and Conductor Money-box Cranks and Mileage Reports—everything seems to be working first class along those lines, but there are still quite a lot of conductors that are falling down on the Register Cards, that is, they either leave off the car number or car run or forget to put the ending number down, and in some cases fail to leave card on car. Better get busy, boys, or it will mean demerits, and they cost money.



# Looking 'em Over at the Divisions

## DIVISION 1

John Menzer is back on the job and says he will play and beat any one at a game of bottle pool, so all of you pool sharks come forward.

On a bright and rainy day Motorman N. Robesa was seen on Stephenson Avenue with a student, apparently lost, and it is understood that if it wasn't for his student he would have been, only for the fact that said student lived in that direction.

Motorman Forrester wants a shake-up soon for he is anxious to choose the short run on the Mateo Street Shuttle.

It isn't always that we can write up our chief night switchman, C. C. Monahan. C. C. laid off the other night to attend and to speak at the Hollywood High School meeting. We understand from good authority that C. C. had to keep his hat under his arm to keep from taking it off so often, and that most of his speech was to the little children.

## DIVISION 2

Motorman M. R. Chamblin is back at work again, after an absence of two weeks on account of earache. Glad to see you back, M. R.

Conductor M. E. Shain spent nearly three months under doctor's care, having a bad attack of appendicitis, for which he successfully underwent an operation at a Boyle Heights hospital. Pleased to have M. E. with us again.

Conductor S. F. Sutherland, who some time ago was run over by an auto while at work, is improving at his home in Boyle Heights. Hope to see you back on the job again soon, S. F.

The following men, now on sick leave, would appreciate a visit from any of the boys: A. J. Underhill, A. M. Jones, J. T. Gibbons, Wm. Schack, W. H. Spear, J. B. Savage, F. E. Hamilton and H. Hammond, all of whom have been sick for several weeks.

Conductor M. Ohrner is taking a week off to rest up.

Motorman E. F. Logsdon got a 7-day leave of absence. He is enjoying the visit of some relatives recently arrived from the East.

Conductor C. M. Garrison is so used to getting "shortage" so now when reporting for his run, he always says, "My shortage, please."

Dan Healy of the Instruction Department is kept busy this week instructing E. A. Sommerville and A. C. Smith for Birney car operators.

Conductor R. H. Barnard is working extra in tower; likes the work fine for a change.

Conductor Guy E. Whiting is back on his South Main Street run again after putting in about two months at the various divisions, assorting transfers.

Motorman A. W. Atchley is now breaking in for conductor.

F. G. Nichols, who resigned about a year ago, is back with us again. Says he is going to stay this time.

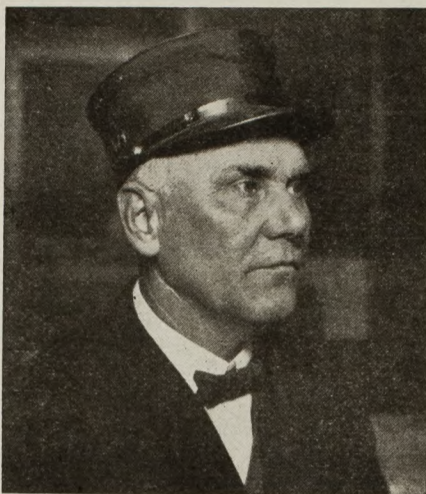
### POLITE HINT

Customer: "I say, do you ever play anything by request?"

Delighted Musician: "Certainly, sir."

Customer: "Then I wonder if you'd be so good as to play a game of dominoes until I've finished my lunch."—Punch (London).

## Who's Who



WHEN Motorman W. E. Hancock of Division Two started in the street car game he was skipper on a cable car that spent the night at the now busy corner of Seventh and Grand. Also in those days that was a good sized orange orchard at Fifth and Main.

But that was back in 1891, thirty years in all, and quite a while when you come to think about it. But Motorman Hancock agrees that the street car game is a great life and he is good for lots more.

On the cable cars, he had a run known as the Boyle Heights and Downey. Some time later he transferred to a carhouse, which some of the old timers will remember at First and Chicago streets.

He went to Division One in the electric car service in 1896 and moved to Division Two when it was opened. He has a daylight run on Maple and Heliotrope.

## Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending January 15, 1921:

### DIVISION 1

Motormen: C. D. Barber, C. Roberts, T. W. Hartford, J. H. Alexander.  
Conductors: M. Mitchell, W. H. Kuhne Jr., R. D. Stanton.

### DIVISION 2

Motormen: J. Haynes, W. Meier, F. M. Leavitt, R. W. Yeager, C. H. Byers, T. E. Boudstun.

Conductors: F. G. Nichols, M. W. Chadwick.

### DIVISION 3

Motormen: L. Edwards, W. P. Morris, F. D. Smith, A. R. Nimocks.  
Conductors: L. W. Murdock, L. E. Roe, R. R. Hollingsworth.

### DIVISION 4

Motormen: P. F. Atha, W. Dehl, F. L. Ervin.  
Conductors: C. H. Love, C. H. Bateman, F. M. Van Anda, G. C. Weatherford.

### DIVISION 5

Motormen: A. J. Udall, G. A. Erwin.  
Conductors: W. K. Davison, J. E. Coons, J. A. Mattox, F. J. Morrill, N. E. Wood.

### "TAKE MY SEAT, MA'AM"

Attention of trainmen is directed to the Company rule that employes in uniform riding on passes must not occupy seats when cash-paying passengers have to stand. Some reports have been received of failure to observe this rule and violation will be a cause for demerits.

## DIVISION 3

Motorman A. B. Cooper started out to work the other morning in his White Steamer instead of a boat. In consequence he was late and missed out, and at that he didn't have anything on John Baptiste Kaiser, who started out on his Red Inidan rip-snorting motorcycle of the vintage of 1900, whereas he should have used a plane and thereby avoided the bottomless pits in the road. An expensive luxury. Yea, verily.

Operator Charlie Wike, of whom you have heard before, is now busily engaged in absorbing the intricate details of the innermost workings of the duties of supervisor, and we believe that Charles will make good. We wish him success.

Conductor Harry Tupper has been putting in several days directing traffic at the new stop at Temple Block, and believe me, Harry was there.

Operator Lester Strain has finished breaking in as extra towerman and he will at least at times be able to look down on the rest of us.

Conductor Geo. Chapman is confined in the Good Samaritan Hospital, having undergone an operation for rupture. He is getting along very nicely and we hope to see him back on his run again shortly.

Conductor McElfresh, who has been troubled for some time with asthma, has obtained 90 days' leave of absence and will visit at El Paso, Texas. We hope the change will benefit him.

Operator S. E. Gordon has taken a layoff for 60 days on account of the ill health of his wife, who is in a sanitarium in Bakersfield.

Operator C. Smisloff is very much peeved over the fact that Efficiency Operator Baxter's friend, Nurse Mary, did not mention his number in her letter, but he suggested that Baxter 919 adopt Sweet Marie as a mascot, as she claims he avoided three accidents while she was on his car.

We have not heard anything of the old bird stork this week. It may be possible that Charlie Wike, Jimmy Reynolds, Johnny Corsen or some of the other childless ginks might have shot the old bird out of revenge.

## DIVISION 5

We are sorry to report the following trainmen on the sick list this week: Conductors J. J. Orton, E. A. Hanuschek and F. P. Walker and Motormen Lockwood, J. H. Dillard and M. E. Phalen.

Our foreman, John Robinson, who has been ill at home for some time, is improving and expects to be back on the job within a day or so.

Division 5 is proud to report that new company stools have been placed on several cars within the past week or so.

We wish to announce to you that we are in the running for that pennant for the least number of accidents, and if the other divisions don't watch their step we are going to walk away with the honors.

Our superintendent, Mr. Morrison, says, "Come on, boys, let's show 'em—least number of accidents, least number of demerits and the most credits for good work."

## DIVISION 4

We are glad to see Conductor G. C. Watson back on the job again. G. C. has just returned after being away on a ninety-day leave, during which he traveled through Missouri, Arkansas and Tennessee. He returned last Monday. We decided to give him a chance to get his breath before we pressed him for a "yarn." He says he sure had a most wonderful time.

Motorman Jack Wayne was granted a seven-day leave. Jack claimed he was all out of sorts and wanted a rest.

We understand Division Three cannot get along without Fordyce. That is where we got one on them. We can shoot craps with two.

Conductor D. E. Hickman spilt this one: "A lady got on my car and handed me a transfer. Then she said to me, 'Mr. Conductor, I was talking to the conductor on that car I just got off of and I dropped a dime in the fare box without thinking. I meant to ask him for it before I got off, but I forgot. It was a University car, No. 157. I know you can fix it up all-right afterwards, so I wish you would refund my nickel.' I told her that I could not fix it up for her, and say, if there ever was a mad woman she sure was one."

Motorman F. C. Snyder decided he would like to try the police force so he was granted a ninety-day leave.

A couple extra men were on show-up the other day and decided to play a little pool. They looked around for some chalk and were just about to abandon the thought of shooting pool when one of them discovered the little blue cube lying under one of the numerous V-shaped rips.

The new yellow stools are coming pretty fast to our division, and they sure are welcome, too. It may seem odd after so many warnings have been posted concerning the use of these new stools that a conductor should be caught already using a stool that didn't belong to the car, but it's a fact. And he received twenty-five brownies on account of it.

Conductor P. G. Haverstick is on a twenty-one-day leave, during which time he is going to rest and study. Study what? I'm sure I couldn't tell you, brother.

Conductor G. B. Graham, who some time ago received an order from a disguised passenger to "stick-'em-up," had another thrill a few nights ago. Another fellow got on his car disguised in somewhat the same manner. Graham stuck up his hands and yelled, "Never mind the gun, the money is yours." But the man laughed and said, "Why, my dear man, I'm not a robber. I broke my nose two days ago and the doctor dressed it up with this black court plaster."

Night Clerk E. H. Ellis sure felt bad last Monday and Tuesday nights. He strained his back somehow and though he worked both nights, he was obliged to walk around all humped up and unable to bend over at all.

### GET OUT THE FIELD GLASSES!

She reached below her dimpled knee  
Into her rolled down stocking  
And there she found a roll of bills,  
Ah, me! 'Twas sweetly shocking!  
"Why don't you keep it in a bank?"  
Inquired a nosey prier;  
"The principal is the same," she said,  
"But the interest here is higher."  
—Stowaway.