

TWO BELLS

VOL. 1

JANUARY 31, 1921

No. 35

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

EXTEND ROAD SPACE WHEN RAILS ARE SLIPPERY

BY JOHN C. COLLINS

Traveling Supervisor of Safety

When examining motormen with reference to a rear end collision or a collision at a track intersection, their answers are nearly always the same, and they ask:

"What am I going to do when my wheels skid on slippery rails?"

This is a sample of a rear end collision: "I began to stop in plenty of time, but the

wheels locked. I reversed, but the car seemed to go faster, and my car skidded into the rear of the car ahead, breaking fenders."

When two cars collide at an intersection, this is the conversation: Motorman No. 1—"I rang my gong and started, it was my right of way. When almost on the crossing, I saw the other car coming. He did not ring his gong. I put on emergency air. Wheels skidded, my car stopped with front step on his track and he hit me, breaking the step."

Famous as Alibi Ike

Motorman No. 2—same place, same time, different direction: "Car crossed in front of me. I could not see very well as my windows were foggy. When almost to the track crossing I saw the other car coming. He must have started without ringing his gong. I applied my air, wheels skidded. I reversed, was moving slowly, car stopped and other car hit mine, breaking fender."

You notice the other man did the colliding, as each man had his car stopped. It is very easy to tell about how it happened, especially after examining the cars.

Boys, the most of you are cutting too close at up-town intersections. Those on 7th Street, 11th and Broadway, 1st and Spring, and safety cars at 1st and Broadway. Don't do it! It doesn't pay! If you are careful yourself you will seldom have cause to accuse others of carelessness.

Increase Road Space

When the rails are known to be slippery, there is only one way to operate; increase your road space on

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

TRAINMEN TO HAVE TEST ON KNOWLEDGE OF RULES



CONDUCTOR Amos W. Hall of Division Five, and members of his family posed at home being bought through the housing program.

First Baby Born in Home Bought By Housing Plan

The first baby born in a home provided by the Los Angeles Railway housing program has just made her bow to the public. She is the daughter of Conductor Amos W. Hall of Division Five. Old John Stork, the faithful though busy bird, winged his way to 830 West Sixty-first Street the morning of January 14.

Incidentally, the youngest Miss Hall is the thirteenth child in the family. Conductor Hall was one of a family of fifteen.

With the home he is purchasing through the company's housing plan as a background, Conductor Hall had a picture of a goodly part of his family snapped and sent it to Two Bells. Congratulations are now in order.

First Division Two Man in Own Home

The first Division Two man to occupy a home through the housing plan is Conductor R. H. Barnard. After living in an apartment for considerable time he now has a home of his own at 4727 McKinley avenue and is highly pleased with it.

Conductor Barnard is married and has a baby daughter, Beatrice Barnard, who is five months old.

Adobe Electrical Home Attractive

The adobe electrical home located at Larchmont and Second Streets will be open for inspection from January 20 to February 13, inclusive, the hours being from 2:00 to 10:00 p. m.

Condr. Hammond Dies After Long Illness

After an illness of seven months, Conductor H. Hammond of Division Two, died January 20. Heart failure was the cause of his death. He lived at 695 East Fiftieth Street, and is survived by a wife and three children. He had wisely protected them through his membership in the benefit branch of the Employees' Co-Operative Association.

Funeral service was held January 24 at the Garret chapel.

REVIEW TALKS IN TWO BELLS

BY GEORGE BAKER ANDERSON

Manager of Service

Rules are necessary for conducting everything from a poker game to a national government, and conducting a street railway comes in between these two extremes. Therefore we have a rule book.

Now, it is not the intention of the Los Angeles Railway to see how many rules can be made and put in a rule book for employes to follow. It is our aim to make as few rules as possible and make them so they will be protection for employes as well as for the company.

There Are Rules—and Rules

There are rules—and rules. There are laws—and laws. For instance, in Oregon there is a law regulating the length of hotel bed sheets, which was passed at the demand of some lengthy traveling salesmen who disliked having their nude toes project from the bottom of the bed when a good night's sleep was in demand. That law concerns a comparatively few people. But there is a prohibition law which probably interests a great many more.

That example may show you the point I am driving at, namely, that there are some rules of street railway business which stand out as most essential. There is the general rule of "safety first" and courtesy next.

Principal Rules Outlined

From the experience I have had with trainmen and the relation of rules to the job, I have been able to prepare a list of the rules which I am sure are of first importance in giving patrons of the Los Angeles Railway the safe, courteous and efficient service to which they are entitled.

Through Two Bells I have discussed several of these rules in detail and shown how they are to be applied. It has always been my wish that new trainmen should have the benefit of this information, so, some time ago, complete files of Two Bells were sent each division superintendent with the request that they be kept available in the assembly rooms and the new issues be added to the files as they appeared. This gives every trainman a chance to study the previous "service talks" and understand what we ex-

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

DOUBLE SHUTTLE FOR WEST ADAMS

Additional service on the shuttle line from the terminus of the West Adams line at Mont Clair to Glen Airy has been established. Instead of the single shuttle car throughout the day, two cars will be operated during the heaviest travel. Two cars will be run from 6:30 to 8 a. m. and 4 to 6:30 p. m. Shuttle service for the end of this line was recommended by the Railroad Commission when the rerouting was put in effect last May.

Owing to heavy operating loss and increased service on duplicating lines, the Board of Public Utilities ruled that the Vernon and Vermont Post Office line might be discontinued.

1921 Success!

Whatever you do in life, keep in an ambition-arousing atmosphere. Keep close to those who are dead-in-earnest, who are ambitious to do something and be somebody in the world. Keep close to those who are doing big things along the line of your own aspirations.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Trainmen Are Gentlemen

STREET car men are gentlemen. They are demonstrating it every day in serving the public. It is being proved by the numerous commendations being received at the main office. Street car men as a whole being gentlemen, they naturally resent the actions of a few individuals who at times fail to act as gentlemen.

Recently a few reports have been received by trainmen, carrying girls on their cars free, then sitting in the darkened car at the end of the line spooning with them.

In the first place the crews have no business leaving the cars unlighted, as the trolleys should be changed immediately. Such actions by a few individual trainmen tend to tear down the record for gentlemanly conduct that the majority have established.

It is natural enough for a normal man to be attracted by a nice girl. That is one reason why the company has dances and entertainments at Recreation Hall. Any employe is made welcome and his girl friend is equally welcome to come and meet real, wholesome folks and enjoy wholesome entertainment. The dances and entertainments are affairs at which a fellow is proud to introduce his girl friend. The situation has never arisen when an employe has been ashamed to introduce his girl, because that class of people are not found at company entertainments. If an employe knows a girl he is ashamed to present at one of the dances he should be ashamed to be seen with her anywhere, for she is of the kind that would not attract a gentleman.

Aside from strict discipline that may come from the company for ungentlemanly conduct, every street car man has the duty and responsibility of maintaining the reputation for gentlemanly conduct which we enjoy in Los Angeles today.

Review of Most Important Rules Will Be Held Soon

(Continued from Page 1, Col. 4)

pect. If the file of Two Bells is not in sight, ask your division superintendent for it. As has been stated in the bulletins and through this paper, Two Bells is the official paper of the Los Angeles Railway. Instruction given in signed articles by the manager of service and other operating executives is official, and all such instructions and advice should be followed by trainmen the same as if such instruction appeared in printed rules.

Do You Know the Rules?

Now, as to the principal rules, I am soon going to ask every trainman if he, personally, has read the rules, bulletins and "service talks" in Two Bells I will mention. The means of doing this will be announced shortly.

Here are the rules I want to know whether you have read and understand: 21, switching at terminals; 61, road spacing; 7, running on time; 26, starting signals, also bulletins 493 and 505; 26, starting signals as revised by card issued all trainmen and given new men by the instruction department; 14, leaving car; 15, exchanging duties; 17, conversation; 22, safety gates; 29, passing up passengers; 46, conductor's position; 11, calling streets; 28, full stop; 4, courtesy; 37, accident reports; 62, stop signs; 65, passing fire houses; 75, electric switches; 77, mirrors; 43, ejections; 60, right of way, 87; flagging at railroad crossings; 74, using gong; and bulletins 386, used transfers to be turned in; and 575, on cross-overs.

It Can Be Done

Somebody said that it couldn't be done,
But he, with a chuckle, replied
That "maybe it couldn't," but he would be one
Who wouldn't say so till he'd tried.
So he buckled right in, with a trace of a grin
On his face. If he worried he hid it.
He started to sing as he tackled the thing
That couldn't be done, AND HE DID IT.

Somebody scoffed: "Oh, you'll never do that;
At least no one ever has done it."
But he took off his coat and he took off his hat,
And the first thing we knew he'd begun it,
With the lift of his chin, and a bit of a grin,
Without any doubting or quibble
He started to sing as he tackled the thing
That couldn't be done, AND HE DID IT.

There are thousands to tell you it can't be done;
There are thousands to prophesy failure;
There are thousands to enumerate, one by one,
The dangers that wait to assail you;
But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done,"

AND YOU'LL DO IT!

Cars Must Never Block Fire House

Under no circumstances must the passageway for fire apparatus be blocked by street cars standing in front of the fire houses.

If, for any reason, a number of cars accumulate in the vicinity of fire houses, there must be a space of at least 100 feet between cars directly in front of the fire house doors.

SUCH IS LOVE

When he first came to see her,
He showed a timid heart,
And when the lights were low
They sat this far apart.
Sphinx!

But as their love grew warmer,
And they learned the joy of a kiss,
They knocked out all the spaces
And sat up close like this!
Sphinx!

"Tell Them to Join The Association" Is Widow's Advice

ONE of the best demonstrations of the value of the Employes Cooperative Association and its benefit branches came when trainmen of Division Four conveyed an expression of their sympathy to Mrs. L. M. Poindexter, whose husband, Motorman L. M. Poindexter, died recently. He was not a member of the association and is survived by Mrs. Poindexter and two babies.

"Tell them," she said, "that they will never know how much I appreciate the sympathy they have shown, and tell those boys who do not belong to the association to profit by the mistakes of others and join at once for the sake of those dear ones at home."

The Association is for all employes. Representatives are: Div. 1, W. D. Hanley, Condr. L. E. Adkins; Div. 2, Switchman C. S. Holderman; Div. 3, J. W. Allen, Condr. F. A. Christy; Condr. Ira Gott; Div. 4, Condr. R. S. Bliss, Mtr. W. R. Boyd; Div. 5, Mtr. W. R. Miller, Foreman John Robinson; Offices, G. M. Link, W. O. Fiske; electrical, J. H. Neel; maintenance of way, J. H. Maag, James McArdle; shops and mechanical, Arthur Orton, Chas. Mullins; electrical repairs, R. E. Ellitorpe.

Who Are You?

Motorman Blank and Motorman Dash
Each have a daylight run;
Blank also has a pleasing grin,
While Dash is as sour as a Hun.

Now Motorman Blank is a pleasant cuss
As he drives his car along;
He never raves and makes a fuss
When some little thing goes wrong.

And everyone who rides with him
And sees his cheery smile,
Forgets how long they had to wait,
And life seems more worth while.

But those who ride with Motorman Dash
Are cross and tired and nervous;
His growling gets upon their nerves—
They curse the "rotten service."

Now Blank and Dash draw the self-same pay,
Have the selfsame work to do—
But which of the two could most truthfully say
That he earned the pay he drew?
—Exchange.

Mtr. J. R. Goff Goes In Dairy Business

Motorman J. R. Goff, who started to work for the Los Angeles Railway in 1904, and one of the best known employes, secured a 90-day leave of absence some time ago, to visit relatives in New Mexico.

Recently a letter, containing Jim's resignation, was received, stating he was now in partnership, with his brother-in-law, in the dairy business, having a 640-acre ranch, about 30 head of cows, etc. J. R. is sending his best regards to all his friends, thanking the officials of the company for past favors shown him, and would be very glad to communicate with any one. His address is Des Moines, New Mexico.

IT'S GRANDPA BRUMET

Motorman A. Brumet of Division Two announces that he is the proud grandfather of an eight-pound baby boy. The equally proud dad is Ben Widner of the carpenter shop.

LAST WEEK OF SAFETY RACE BEGINS

Now is the time for all good trainmen to come to the aid of their division, for this is the last week of the inter-division safety contest. The accident prevention race of three months will close next Saturday, February 5. Then will begin the work of checking up the final accident figures preliminary to awarding the "safety" pennant and three months' possession of the "premier safety division" flag.

Efforts to enlist the cooperation of the public in accident prevention through the use of posters and cards on the cars, judging by indications up to the time TWO BELLS "went roaring off to press," as they say in the movies, proved successful. The accidents showed a marked decline as a result of the special appeal.

Division standings in the safety contest on January 22 were as follows:

Division 2.....	813½
Division 5.....	802
Division 3.....	783
Division 1.....	774
Division 4.....	759

CARS MUST NEVER BE UNPROTECTED

Rule No. 14 reads as follows:

"Cars in service must not be left unprotected, either conductor or motorman remaining always in charge."

This rule means just what it says: that conductor or motorman must always be in charge of car while car is in service. If, for any reason, one member of the crew should have to leave car while en route or at terminal, the other member of crew must remain in charge of car.

In charge means, on or about the car, so that if car should start, the one in charge could immediately apply the brakes, or if any unauthorized person should attempt to take from or meddle in any way with the car's equipment he could immediately apprehend such person.

In service means, from the time car leaves car house until it is returned to car house.

HAVE YOUR PASS READY

When you are going to board a car it is especially requested that you have your pass ready to show to the conductor or operator. This will help him quite a little in loading his passengers.

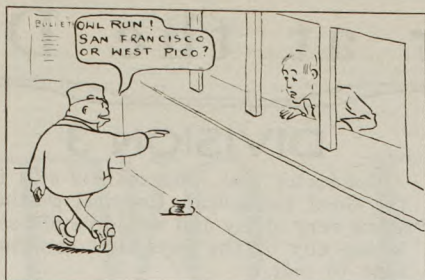
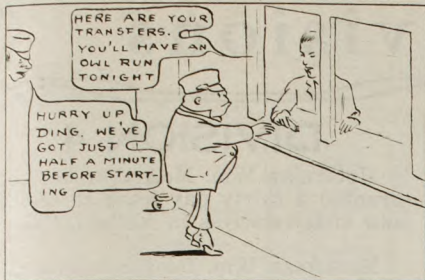
BRANCHES READY TO CASH YOUR PAY CHECK

You do not have to go to the main bank of the Los Angeles Trust and Savings Bank, Sixth and Spring, to cash your pay check. Branches are located in various parts of the city as follows:

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.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Conductor B. L. Porter of Division Four, won this commendation for his good work in calling the names of streets and transfer points in a clear and loud voice:

Los Angeles Railway, Gentlemen:
I am writing to you to compliment you upon having in your employ one man that I have noticed this evening. I am a veteran of the world war and was in Los Angeles before going to France and can remember when street car conductors called every street, and was glad to notice on our Hoover Street car tonight a conductor who was courteous, and called every street, naming all cars at transfer points. I do not know that man's name, but his hat number was 122 and car number 495.

The man is unknown to me, no relation of mine, nor am I under any obligation to him. I am a student at U. S. C. and believe good service should be spoken about as well as the poor service, of which you probably hear the most.

Respectfully yours,
WM. GEO. CLARY,
635 West 53rd Street.

All conductors are supposed to call streets as a part of their duty, but like all other things, the manner in which they do it counts a lot. Conductor W. J. Millican of Division Three, is the best trainman in this particular that the writer has noticed, as the following letter attests:

Los Angeles Railway, Gentlemen:
There is a conductor on the car whom I would like to recommend for your favorable consideration.

In many years in L. A. I have never heard one give the name of the streets, the points of transfer, and the direction in which our own car was going as this Conductor did. He is a rare specimen. His number is 2236.

Respectfully,
(Name confidential)

When a man who has ridden the street cars here for 16 years announces that he has found the most courteous and painstaking trainman, it is certainly a dandy bouquet. This is for Conductor H. L. Raines of Division Five:

Los Angeles Railway, Gentlemen:

Permit me to say a few words of praise of one of your company's conductors, Mr. H. L. Raines, of the University and Central Avenue line. My attention was particularly attracted to him by the painstaking manner in which he instructed new men (new in the company's employ). I have been in the U. S. Postal Service for over sixteen years (continuously), have ridden the street cars at least twice daily, and don't recall meeting a more courteous and gentlemanly conductor, one who thoroughly understands his business and calls the names of streets and all transfer points as his car approaches them.

Thanking you in advance for your kindness in reading this note, I remain,

Respectfully,
JOHN F. HAZLIH,
4326 Central Avenue.

Conductor S. S. Wollam of Division Two, receives this bouquet for his kindly service:

Los Angeles Railway, Gentlemen:

I have occasion to be on Vermont and Vernon cars three or four times each week. I have ridden with S. S. Wollam, No. 1728, Division 2. He is unusually kind and courteous, and especially so to old people and children.

I shall feel glad if this will in any way benefit him.

Very truly,
ANITA B. SHATTUCK,
1138 Hillvale Place,
Los Angeles, Calif.

VALENTINE IN HONOLULU PRAISES THEIR TRAFFIC LAWS

CONDUCTOR E. B. VALENTINE of Division Four and his wife are visiting Hawaii, where relatives of Mrs. Valentine reside. Superintendent Wimberly of Division Four has received a letter from him which gives some interesting sidelights on street car service there. Conductor Valentine organized the Los Angeles Railway Orchestra before he left. He will be back in a few weeks.

Mr. Wimberly and the Boys:
After a lovely five days' trip, my wife and I arrived on the enchanted isle at Honolulu. It can never be over-advertised.

We are 20 miles out in the heart of the sugar and pineapple plantations. The town of Honolulu is the busiest imaginable, tremendous shipping going on all day and night. It has some narrow streets, but very clean and strict traffic laws, good new street cars, the open kind with running boards on both sides to enter. Autos stop in both directions when car loads.

The finest roads are built on volcanic foundations and land is so val-

uable sugar cane gardens are growing down the sides of the hills that line the roads as you ride along.

The Rapid Transit Company has a large car barn centrally located and an up-to-date shop. The steam roads have a splendid signal system for crossing the many auto roads.

I miss the bunch at Four so much, even when away for so short a time, and hope Mr. Phillips at Division Three and all the boys have continued with the orchestra.

If any of the boys can find time to write, address me at Wahiawa, Oahu, Territory of Hawaii. Yours,

VALENTINE.

USE MORE ROAD SPACE AND CAUTION IN RAIN

(Continued from Page 1, Col. 1)

everything. Learn to keep a clear space between the front of your car and any object ahead, whether that object is moving or standing still.

Use greater precaution, and foresight. Never put yourself in a position where it is necessary to make a short stop.

Your operation is slowed up. Feed the controller to keep the spin out of the wheels in starting, and use enough air to keep the wheels from locking, causing them to skid, when stopping on slippery rails.

It is necessary for a man to use his controller as a brake by judging the distance you have to travel when you are approaching danger, throwing the power off far enough away that the momentum will carry you to your stop with a gradually decreasing speed, so that a slight application of air is all that is needed to complete the stop. A man should practice to release the air ahead of the skid. The long stop is the one for the new man to make.

Keep Safe Space Back

Take a little air a greater distance from

the place you wish to stop. Most of the collisions of cars happen on days when rails are slippery and in zone number one. When there is a car ahead of you in this zone, there is absolutely no cause for hurry. No reason why you should be close to him.

Stay back.
Going south on Broadway with no cars ahead of you and the street is clear, the track intersection is your next stop. Feed up to nine points, throw the power off after running about one third of the block. Let car coast a short distance, then put on a little air, say about ten pounds. If necessary, take a little more on nearing the stopping place, but not too much. Air is used in proportion to the speed of the car. Have the car under such control that you could stop before reaching regular stopping place if necessary.

You can soon tell by the sound and the way the car seems to shoot out from under you that the wheels are skidding. Release the air until the wheels start turning again, then take a little more air. It is necessary to figure allowances for the possible skid each time you stop, especially in the last twenty-five feet.

Reversing Is Dangerous

Reversing your car on slippery rail is bad. If you are using air, you lock your wheels; just what you should avoid. Reversing without air spins wheels in reverse direction with no holding power on the slippery rail. Depend on your judgment in speed and the use of air when operating on slippery rails.

A little act of kindness to a crippled woman was all in the day's work to Conductor G. W. Gardner of Division Two, but it was observed by another passenger who sent in this commendation:

December 4, 1920.

Los Angeles Railway, Gentlemen:

After reading in the Evening Herald of the conductors receiving credits for good service, I determined to let you know of the kindness rendered a crippled woman by Conductor No. 69 on the Moneta and Grand Avenue line. He helped her every way. She was alone, on crutches and carried a large bundle. I was an onlooker. He was unusually kind and deserves credit. I got his number from his cap. He was a young man. Hoping he received due credit, I am,

Sincerely,
(Name confidential.)

Two Supervisors Receive Bouquet

We have read the bouquets and things handed out to the boys on the cars. An outsider might never know that there was a supervisor on the job. We picked this bunch especially for Tom Price and Billy Warfield, two of the best liked men in this branch of the service. They are good natured and considerate and are always ready to lend a helping hand to those in "distress." The Temple Street boys are always glad to have either of these men get on and ride with them.

MOTORMAN L. B. DUNDAS,
Division Four.

On The Back End

(Contributed)

Talk about getting Fur-Lined Results, this takes the Prize Cup Custard:

After the Steno. at Div. 2 got so hoarse pleading with trainmen to "Shut the Door," which leads from the train room to his office, he tacked the following notice right near where you look for the door handle:

"IF NOT TOO MUCH TROUBLE, PLEASE SHUT THE DOOR, 'cause I'm behind on my work and I spend one-half of my time worrying about dying of pneumonia and the balance of the time shutting this door. I thank you!"

"STENO."

Conductor H. Reilly of Division Four works a West Pico car and every evening has a woman passenger board at Fifth and Broadway who hands him a transfer rolled up. He has asked her to hand it to him unrolled, but without results. The other night the same performance was enacted and she asked for a transfer on West First. Conductor Reilly punched it and a passenger who had noticed the incident relayed it from the conductor's hand to the woman, but in doing it rolled it for her. To her amazement he explained that he didn't like to see a woman work, so rolled it himself.

Motorman "Fatty" Munn of Division — frequently takes a day or two off to go hunting and hunt is all he does. We have never heard of him shooting anything better than a pair of deuces.

Who is the old gentleman on South Main who looks like Lloyd George? Motorman Gunner, who is a Britisher, says the English leader certainly has a double in Los Angeles.

Another thrilling experience related by Conductor Bemis, of Division 5, came on a Grand avenue car. A woman passenger presented a transfer which would have been more acceptable on a Griffith and Griffin car. To this fact the woman's attention was directed. She heaved a sigh into the air and her parcels into a seat, took out her check book then asked, "Shall I make it to the L. A. Railway or the P. E.?"

Motorman Pearl Gates of Division Three, when in a hurry, says fences have no terrors for him. The other night he wound up his flivver in the yard and took a short cut through the fence, much to the disgust of the headlights and windshield.

Conductor Ira Gott has a flock of chickens and when the hail began to fall the other day, being native sons and daughters, they thought it was a new kind of chicken feed and the way they went after it was a caution. Ever since then they have been laying cold storage eggs.

CONDUCTOR JOSEPH IMPROVED

Conductor M. A. Joseph, who has been confined to his home, 914 East Edgeware Road for some time, is improving and would be glad to see any of the boys.

BOOST

Boost and the world boosts with you, Knock and you're on the shelf. For the world gets sick of the one who'll kick, And wishes he'd kick himself.

Boost for your own achievements, Boost for the things sublime, For the one who is found on the top-most round, Is the booster every time. —Exchange.

Looking 'em Over at the Divisions

DIVISION 1

At a recent talk with some of the boys our good looking assistant foreman, Dan Hadley, said that when he was in the Philippine army as a conductor of the regiment band they played so sweetly that they often had to retreat when they were bombarded with coconuts thrown by monkeys in the trees.

Conductor S. C. Tuffield drags this one: As he was at the Heliotrope terminal and one car ahead of him yet to go in the hole, a lady passenger asked him for a transfer to the car ahead. She wanted to go to the end of the line and didn't want to walk.

Conductor Springstead is back on the job again. We are glad to know that he was not hurt very badly when he was knocked against a standing car while riding a Central avenue car in front of the barn.

Division One extends thanks for the new money trays as we sure needed them.

Motorman W. J. Sequin is back on the job again after being off a week with blood poisoning in his left hand.

DIVISION 2

Motorman E. L. Creans has been a busy man the last two months, building himself a nice six-room house. E. L. says no more rent for him.

Conductor C. E. Foster has just returned from a 60-day leave of absence, most of which was spent visiting relatives in Kansas City and St. Louis. C. E. reports a fine time.

Conductor E. C. Dougherty is taking a 60-day leave of absence, most of which he will spend in San Francisco, visiting his mother.

Motorman J. T. Gibbons is on his West Jefferson run again, after being on sick list for about six weeks. Glad to see you back.

Conductor M. Ohner returned from a week's leave, spent mostly at home, resting up.

Motorman A. R. Allen built himself a house on his 30-day leave. A. R. says he was tired of paying rent.

Motorman T. A. Bell, who was injured about Christmas time, is working his run again. Glad to see you back, T. A.

Conductor P. J. Boyer just returned from his vacation, which he spent at home resting.

Motorman M. H. Hull, who has been on sick leave for about two months, is working his San Pedro Street run again. All are glad to see you, M. H., including your conductor, F. R. Howard, who says it is no fun to have a new man every day.

We learn that Conductor F. E. Hamilton, who about four weeks ago underwent an operation at a local hospital, is improving at his home, and expects to be back at work in the near future.

Motorman F. V. Dennee is taking a two weeks' vacation, fixing up around his home.

The trainmen seem to have had a premonition that bad weather was about to come our way, as one rainy morning no less than ten men reported sick just before the storm. (No names mentioned.)

Motorman R. Van Soest, who owns his own home near Division 2, is building a bungalow on Fourth Avenue, near Division 5. Van likes to do a little real estate business on the side.

Who's Who



THIS week we have as the headliner one of these "father and son" teams.

Leaving you to guess which is which, we introduce C. E. Tuttle, former motorman at Division One and now flagman at Third and Alameda, and his handsome though smiling son, Harry T. Tuttle, of the schedule office.

Both men were in street car service in Syracuse, N. Y., before coming to Los Angeles, and Harry has been in steam railroad service. It was in June, 1907, that Mr. Tuttle, Sr., began as a motorman in Los Angeles and he continued in active service up to May last year.

Harry started on the back end of a street car as a conductor out of Division One February 7, 1910, and continued there until December 4, 1911, when he entered the dispatcher's office. He has been in the schedule department just a year.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending January 22, 1921:

DIVISION 1

Motormen: J. M. Lawson, A. I. Gage, Jr., C. E. McCrory.
Conductors: H. O. Brann, A. L. Sherman, W. R. White, Jno. Harris, C. C. Townsend.

DIVISION 2

Motormen: L. H. Adams, W. D. McCollum.
Conductors: C. T. Hanson, F. L. Gehring.

DIVISION 3

Motormen: G. T. Kennedy, R. Romani, H. H. Lamb, E. A. Jacobson, R. H. Kerr.
Conductors: L. E. Bailey, E. Arnold, W. M. Clarry, O. W. Trautman.

DIVISION 4

Motormen: G. B. Hubbard, W. O. Burnett, R. D. Eberts.
Conductors: B. B. Case, L. Babcock, S. C. Cox, P. E. O'Bannan, J. Christopher, W. C. Clayton.

DIVISION 5

Motormen: B. F. Butts, G. W. Babcock, J. Morton, E. R. Blackwell, J. H. Atkinson.
Conductors: G. W. Grimes, W. Drukman, L. Sopher.

Motorman F. Byers is now breaking in as switchman.

Conductor H. S. Crawford is on a 30-day leave of absence, visiting relatives in Winters, Texas.

Conductor S. F. Sutherland, who collided with an auto while flagging a railroad crossing, is back on his run again. S. F. says it is awfully lonesome to be sick.

DIVISION 3

Conductor Geo. Chapman is still in the Good Samaritan Hospital getting along very nicely and would be pleased to see any of the boys that can find time to call.

Conductor Jarvis Phillips kind of put one over on Johnny Corsen and grabbed the Alameda crossing flagging job, but Johnny says, "Hold on a bit." We are now awaiting developments of the struggle.

Motorman W. C. Volkins has taken thirty days off on account of poor health. We hope that the rest will benefit him and that he will be back on the job again soon.

For sure your sins will find you out. On Wednesday before New Years a certain motorman, we will call him Ananias for short, reported sick on his run. He was relieved, and did not report for duty until Monday after New Years. And this is what he said, "Gee, but I was a sick man when I got relieved the other day. I went right home and to bed and never got up until Sunday morning." Well, of course, that was very sad, but considering the fact that he was seen at the Tournament of Roses with his family on New Year's Day. It wasn't so sad after all, he no doubt thinks he slipped it over, but if he reads this he should know where he stands.

Motorman A. E. McGilliard has moved into his new home, purchased through the company on Avenue 38.

An extra man was seen emptying his pockets on the table in the office. Someone thought he was turning in, but "No," he said, "not that exactly," but Harry Beals, our instructor, had invited him into the back room for examination and it was safety first with him.

Frank Leon, our jovial law student-conductor, had the pleasure of being requested the other night to reach for the sky by three bold bad bandits at the end of the Eagle Rock Valley line, and believe me he stood on his toes to get his hands as high as possible and all the arguments he has been studying the past year were of no avail; they frisked him clean, and the muzzle of the gun he looked into looked like the entrance to the Broadway tunnel.

We understand that our friend Motorman W. R. Reid has a friendly interest in the Malabar ranch on Brooklyn Heights. The other day he took his Mann on a visit to Long Beach, and Higginbotham his conductor says that his Mann is some peach.

Division Four scribe says that it appears that Division Three cannot get along without Four-dyce. It appears not, but about that game that he speaks of shooting called craps, what does he mean anyway, never heard of it around Division Three.

Motorman Lantz has resigned to accept a position as manager of the wholesale grocery firm of Ralph Cerf Company. We wish him every success, but at the same time will be glad to welcome him back when he decides to return.

DIVISION 5

Motorman A. O'Donald has just returned from a thirty day vacation and is back on the cars "with a smile."

G. E. Kleinschmidt, acting foreman, took a couple of days off, putting in the time gardening and farming otherwise.

DIVISION 4

Motorman Wm. McArthur has been granted a thirty day leave to rest up and visit relatives in Vallejo, Cal.

Motorman Wm. Doovas is on a nine day leave "just to rest a bit."

Extra Motorman G. W. Bott, who has been working on the Birneys quite a bit of late, was sent out on the La Salle shuttle. He had carried several passengers, but didn't know what to do with the money. Finally one of them asked him if he didn't register his fares. "I can't. They forgot to put the fare box on," replied G. W. The passenger called his attention to the dial register. G. W. came to and rang up the fares he had collected. When the night man came to relieve him he found G. W. in a studious mood. "What's the matter, old man?" queried the night man. "Why," answered G. W., "that register says forty-five, but I'm sure I took in over two dollars."

Motorman Joseph Swartz has been granted a thirty day leave to try out the mail carrier position.

Greek legend claims that Achilles' heels were the only parts of his body that could be harmed by the warfare implements of his day. His enemies found it out and killed him by a blow in the heel. The same principle applies to our clerk, C. E. Robinson. "Robbie's" office work was faultless. He was allowed to break in on the Birneys so he could work a tripper. One day he missed out and got "rats." Next day he failed to make out his car report card and so he was made the recipient of ten brownies.

Motorman C. J. Steinbuck is on a ten day leave, during which he is going to Frisco to visit his son-in-law, whom we understand is a naval officer and stationed in that city.

Motorman M. J. Mesquit was presented with a cat by one of his regular passengers on Temple Street. It was a very pretty cat and M. J. thought a great deal of it till he took it over to the Koffee Kup Kafe for supper. It wouldn't eat pork or drink milk. He probably will have to feed it hot tea and Jewish motzel. Remember, M. J., you got it on Temple Street.

Motorman L. J. Cyr has left for San Diego on a thirty day leave. He expects to be quite busy down there. He is going to remodel his property.

Conductor J. A. McDonald missed out about a week ago. But he was not charged up because he was delayed by a strange man who made him turn over his valuables.

Motorman M. M. Michaels has been granted a fourteen day leave to try out another position.

Motorman W. F. Hembd has returned from an eight day leave of absence and is back on the cars.

Conductor A. O'Donnell is on a 30-day leave of absence, having gone to Hatch, New Mexico, to attend to some important business.

Conductor A. O'Donnell is on a thirty-day leave of absence.

Conductor G. C. Bemis says that tip of Motorman Reed's about mirrors and steps and ankles, etc., is all O. K., unless the conductor is good looking, too.