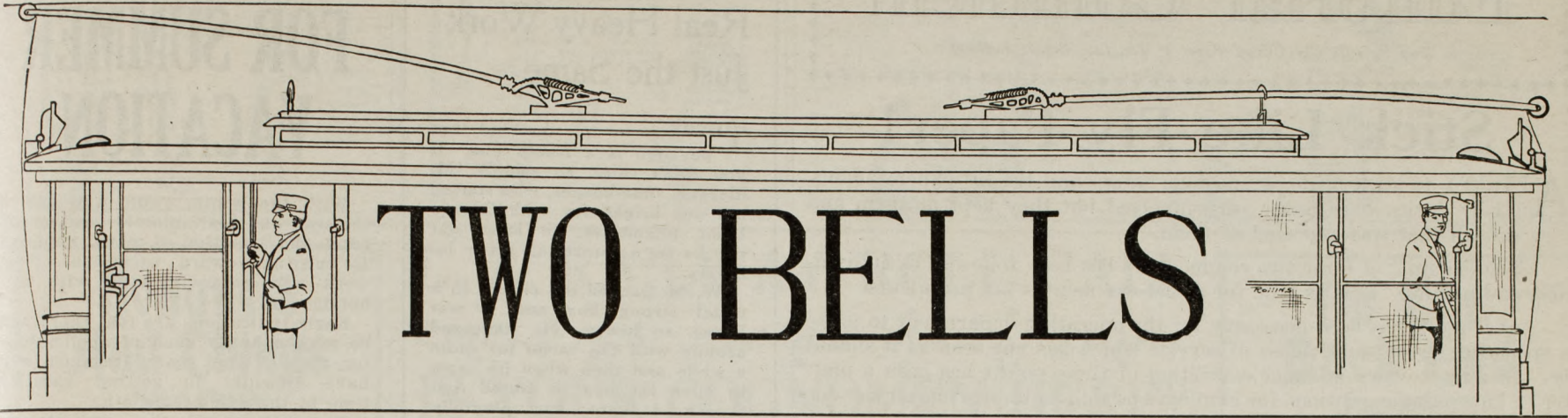


DIV. 3 LEADS SAFETY CONTEST



VOL. 1

MARCH 21, 1921

No. 42

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

Night Instruction To Be Given

Transfer Change Is Postponed

SAFETY RULES MAKE WORK EASIER

BY JOHN C. COLLINS

Traveling Supervisor of Safety

Every trainman should understand that this company, or any other big company is compelled to know as nearly as it can be ascertained how well the men are doing their work and performing their special duties.

If the management expects to render efficient service, they must act on this information, every effort is made for accuracy in checking.

There is no possible reason why the management wants to be unfair. They must be fair to the city as well as to the men who go to make up this organization.

Trained Right Way

On the other hand the management expects the trainmen to be fair to the company. When a man starts to work as a trainman, his contract is to do certain work a certain way. He is instructed in that way by trained men. Then if he does not do the work as he knows he should do it, that man is unfair to the company, the city, and his fellow workmen.

We average about ten step accidents a day, on account of gates being opened too soon, or by conductor neglecting to watch exit gate when they are riding the front end, and after flagging railroads, or near the end of the line after dark when they have just a few passengers on the car. This class of accidents have cost about \$45,000 year after year. That money could have been saved without putting any expensive apparatus on the cars. Every accident of this nature can be prevented by a wide awake trainman.

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

USE OF NEW FORM TO BEGIN MAY 1

To give all the time necessary for thorough instruction of trainmen in the use of the new transfer and to enable the general public to become fully acquainted with the new system, the change in transfers will be made May 1 instead of April 3, as was originally planned.

Carrying through the original plan for April 3 would have meant some pretty fast work for the instruction department, the printers and all concerned, so it is believed the change will permit thorough and efficient preparation.

The instruction articles to be written by R. A. Pierson, chief instructor, will appear in Two Bells in sufficient time to give conductors ample time to study them and have the rules well in mind when the new plan is launched.

SUPERVISORS DON NEAT UNIFORMS

All dressed up and plenty to do. This is the status of the force of supervisors this week following the delivery of the new uniforms. The distinguishing feature is a constellation of three stars on the left cuff, which contrary to a recent rumor, does not stand for faith, hope and charity.

Four Generations Boost Los Angeles

Mrs. P. J. Vinney, grandmother of Harry Tuttle of the dispatcher's office, arrived in Los Angeles last week from Syracuse. Mrs. Vinney is 73 years old, but made the long trip across the continent happily and is greatly in love with Southern California.

Mr. Tuttle's mother lives here and his baby daughter, Miss Marceline Tuttle, lets the world know she is among those present so four generations of the family are at present represented.

A Smile Wins

AS I stand my post on the rear platform
And gather up the fares,
I call my streets as a huckster sings
The merits of his wares.

I greet my patrons with a smile,
And they're right back at me,
Until a patron with a half-grown child
Tries to make me take him free.

A word or two and then a smile
And your little trick is done.
A good explanation is worth your
while,
For another friend you've won.

CON. R. E. CHANDLER,
Division No. 4.

Four Leaders In War On Accidents Within 6 Points

By just one slim point Division Three is holding the lead in the second contest for premier safety honors. Right on the trail of Superintendent Dye's star motormen and conductors is Division Four, just one point behind. The scores for the two are 965 and 964 respectively.

Division Two is just another point behind Division Four, and so Superintendent Mann can boast of 963 points. Then Division Five has 960 to make things more interesting. With the contest well on its way and the leaders so close, a lively race may be expected.

Division One is in last place with 951.

An important point in averting accidents is contained in Bulletin 515, issued November 30, 1920, which reads as follows:

"In every case where a car pulls over a switch AT ANY POINT preparatory to turning back, and another car comes up behind him, the second car is to stop at least fifty feet back of the switch point on the opposite track. This is to avoid the danger of an accident in case the rear trucks of the car taking crossover were to leave the rails."

NEW MEN WILL STUDY BOTH DARK AND DAY RUNS

BY R. A. PIERSON
Chief Instructor

The question of night instruction has been discussed in times past and we have always felt that the new man should have some night work on his lines before he is called upon to work these lines.

In years past we could partially overcome this feature by signing a student out on late swing runs where he could get over the line after dark. At the present time we find ourselves confronted with the fact that a great many of our runs are early runs and early swings, in which cases students never get over the line after dark, and when this man is called to work a night run he finds that things look very different, and he is compelled to operate his car at a very slow rate of speed, thereby disrupting the service. He may try to get a landmark to go by and often times gets in trouble, as he gets so busy with other duties that he overlooks this and finds himself lost.

I wish to say that this department feels very grateful to the men who in the past have given us the very best possible in qualifying these men and the change in method of instruction is in no way any reflection on anyone who has been doing this kind of work. If anyone formerly handling students feels that he would like to continue, we will be more than glad if he will make temporary change for a night run for the few days he will have a student. This experiment is being tried out with only one object in view, that is, acquainting the new man with his line at night as well as by day.

We are always open to suggestions from anyone, and I will be glad to hear from any of the boys at any time. We are seeking all the help we can to make the department more and more efficient each day.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Stick Like Fly Paper!

ABILITY to stick made the postage stamp and the fly paper famous. Their duties were never very involved but they kept at them and did all that was expected of them.

The example of these two commodities has been followed by individuals and armies. It is as true for street car men as for presidents.

At times it has been necessary for the operating department to make a special drive on some phase of service which has not been as it should be. In almost every instance correction of these points has been a matter of improving conditions for employes as well as improving service for the public.

Take the matter of running ahead of time. Special efforts were exerted and this fault was reduced to a minimum. It gave an even operation of cars for the public and it gave a more even flow of traffic for trainmen so that one crew was not hauling its own load and half of that which rightly belonged to the crew running ahead of time.

When any feature of service is improved by concerted action of all employes, then the example of the postage stamp and the fly paper is needed. Don't fall back into the old slipshod ways. Keep up the good work and be on the watch out for ways of even greater improvement.

Get the axles well greased then hitch your wagon to a star.

Custom Not Always Law

ONE of the most frequent statements heard when trainmen come to the main offices on appeal against demerits is this:

"I have done it this way for a long time and nothing has been said about it."

That is proceeding on the theory that custom makes a law when as a matter of fact our laws of all kinds, criminal and civil, state and municipal, in lodge or anywhere else, are made to cover new situations. Because a thing has not been checked before does not mean that it has been right before. If a new situation has arisen or an old one has come to light as being incorrect, the time to regulate it is the present.

Let's look at the other side a minute. One year ago there was no merit system in the Los Angeles Railway under which employes might receive sixty dollars as a Christmas bonus. There was no housing plan which helped employes establish comfortable homes.

Everyone who has the proper spirit toward himself and his employer in his heart strives to improve himself and share improvement with his employer. Scores of suggestions for changes comes from employes themselves and are matters that the executives may have overlooked.

If we were to make custom a universal law we still would be operating horse cars.

UNIFORM BUTTON SUPPLY RECEIVED

Unless one or two slipped out of the boxes, there were 8640 or 60 gross of brass uniform coat and cap buttons given the division superintendents last week. This supply is expected to meet the present requirements and leave a reserve.

Some trainmen have been wearing uniforms with one or two buttons of other than the uniform brass kind because the stock was exhausted. With the arrival of the new supply, trainmen should make immediate application to their division superintendents for buttons if they need them.

WOULD LIKE TO SEE YOU

Motorman G. Jensen of Division Four, who was injured recently when he was run down by an automobile, is at the Golden State Hospital and would be mighty glad to have any of the boys visit him between 2 and 4 or 7 and 8 o'clock daily.

SEEKS DETAILS OF SAILOR'S DEATH

Motorman A. L. Swasey of Division Two wears a service pin with two blue stars denoting two sons who enlisted in the navy. Now one of the stars is gold, and Motorman Swasey is anxiously awaiting further details of the drowning of his son, Charles Albert Swasey, at Canton, China.

He has been notified that the body will be returned to America, and plans are being made for burial in Ventura, his former home. The American Legion is expected to take charge of the service.

Motorman Swasey's second son in the navy is Edward L. Swasey, who returned recently when the Pacific fleet completed its cruise to the South Atlantic and back. Edward is on the U. S. S. Wyoming.

Boss—"Thomas, I wish you wouldn't whistle at your work."
Office Boy—"I ain't working, sir; I'm only whistling."

Pay Car Job Is Real Heavy Work Just the Same

THERE is no question but that pay job is a heavy one. If you don't think so ask W. M. Morgan, time-keeper, who started out one bright day with George Lane, paymaster, to hand out checks to a bunch of track laborers.

W. M. packed the checks in a metal strong box and it was heavy, so heavy. He staggered around with the cargo for quite a while and then when he came to open the box he found that George Lane had playfully dropped a few tons of lead in for paper weight to keep the checks from blowing away.

Library Now Has Twenty Magazines Coming Regularly

The employes' library in Room 767 of the main offices now has 20 magazines coming weekly or monthly in addition to the varied collection of books. The magazines contain all kinds of subjects and range from fiction to technical. It is a certain bet that every employe could find something suited to his or her particular taste.

Mr. W. B. Rees, popularly known as "Burt" is in charge of the library and will be glad to help you find literature that appeals to you.

CHECKER BATTLE STRAIN TOO GREAT

The Championship Checker Contest of 12 games that is being waged between Conductor M. W. Nelson of Division 2 and Motorman J. W. Spaulding of Division 3 has been held up on account of illness of Mr. Nelson.

So far 3 games have been played, Spaulding winning two and the third was a draw.

The contest consists of a series of 12 games, six to be played at each division, the first half being played at Division 2. As usual, Division 3 is in the lead.

Walker—"Have an accident?"
Rider—"No, thanks; just had one."

Claim Agent To Show Right Way

THE next issue of Two Bells will contain an interesting article by Mr. C. M. McRoberts, general claim agent. He will discuss some of the varied phases of accidents as they appear to him, such as proper action in case of an accident, correct method of handling reports.

Every effort is being made to reduce accidents to a minimum, especially those for which the company may be considered responsible. But apparently there will always be accidents involving somebody's fault. Therefore it is necessary that every employe know what to do and what not to do in such cases, so watch for the general claim agent's story next week.

MANY PLAN FOR SUMMER VACATION

With the winter rains well out of the way and real summer weather on hand, the attention of many employes is turning toward vacations. Next week will usher in April with real holiday days.

Early indications are that there will be such a heavy rush of applications for time off that many trainmen will have difficulty in getting vacation time in the summer months.

For this reason, the suggestion is made that those who take time off early in the summer season, especially April and May, will be winners in the deal, as they will have a better chance of getting the time they ask for, and will not have to make applications so far ahead as others.



Following is a list of men on sick leave:

DIVISION 1

Conductors—J. E. Colby, 947 E. 55th St.; B. Fensky, 4411 Tourmaline; G. W. Carlisle, 413 N. Boyle Ave.; M. A. Joseph, 914 E. Edgeware Rd.; E. Fitzgerald, 780 Gladys Ave.; W. G. Miller, 1161 W. 37th St.; J. A. Cardenas, 154 So. Gless St.; D. B. Kohl, 554 So. Lorena; E. C. Campbell, 1910 Oak St.

Motormen—S. E. Foster, 965 E. 11th St.; E. L. Wright, 1615 Buckingham Rd.; J. E. Slotrem, 1000 Wilde St. (Co. Hospital); H. Cord, R. D. No. 2, Box 701, San Gabriel; E. K. Latta, 4011 Naomi St.; C. J. Griffin, 3047 Guirado St.; C. Roberts, 222 N. Richard.

Division 2

Conductors—O. E. Clark, 1127 Temple St.; J. E. Crawford, 863 E. 55th St.; C. G. Lee, 217 E. 25th St.; A. Underhill, 1906 Merrill Ave.

Division 3

Conductors—W. F. Abernathy, 2032 Dayton Ave.; Joseph Frane, 1530 College St.; F. C. McKibben, 1100 Cypress Ave.; G. L. Cairns, 1622 McCullum St.; R. L. Smith, 600 No. Ave. 27; Leo Garrett, 2208 No. Broadway.

Motormen—H. W. Huber, 3440 Maceo St.; J. A. Rudd, 2617 Jeffries Ave.; A. R. Phillips, R. F. D., Burbank, Route 3, Box 290; W. J. Gibbons, 600 Ave. 27; A. Bauman, 6142 Mesa Drive; M. Wurtz, 430 Crocker St.; J. E. Bolch, 133 W. Ave. 34; E. C. Harmon, 3121 Maniteau Ave.

Division 4

Conductors—S. L. Christ, 821 W. 1st St.; F. A. Edwards, 364 W. 71st St.; D. W. Gibbs, 600 Larchmont Blvd.; C. H. Beckett, 1008 W. 11th St.

Motormen—F. Lehman, 930 Court St.; L. D. Marquette, 1817 Arapahoe St.; G. Jensen, 4708 Fisher St.; K. A. Lick, 831½ S. Olive St.; A. L. Luce, 3723 Nopal St.

Division 5

Conductors—G. A. Baltas, 5403 6th Ave.; J. Malley, Calif. Hospital; J. J. Orton, 1430 Toberman St.; M. Murphy, 829½ W. 34th St.

Motormen—W. L. Hague, 11022 S. Burch St.; H. M. Guthrie, 5488 E. 33rd St.; E. E. Gribble, 5415 2nd Ave.; J. L. Steele, 829 W. 55th St.; W. R. Bland, 1115 W. Jefferson; J. A. Limes, 1143 So. Olive.

Feeling fit to lick twice his weight in wildcats, Conductor D. W. Gibbs, poet and prophet of Division Four, returned to train service last week after a few weeks' lay-off in which he underwent a minor operation.

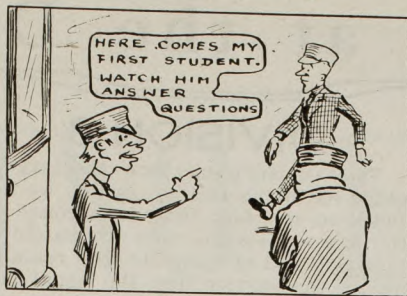
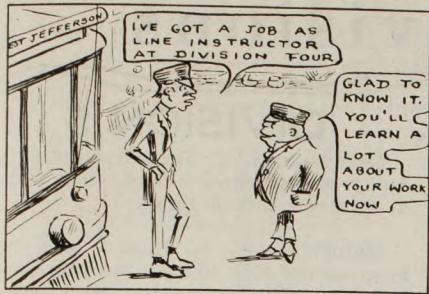
Miss Cecelia Eimers of the office of the manager of transportation, has been away for a week due to la grippe.

30 YEARS IN SERVICE

William Wells, messenger of the treasurer's office celebrated the thirtieth anniversary of his employment with the Los Angeles Railway last week. Congratulations, Bill!

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week

Conductor R. A. Maris, Div. 1.
 Conductor T. N. Willis, Div. 1.

Oh, those Fords! Here is another story about one, but what interests us most is the fine commendation given Motorman J. Turkleson of Division Four for his good work in avoiding an accident:

Los Angeles Railway,
 Gentlemen:

People are very ready to report the mistakes or faults of railway employes, but I fear do not report what is to their credit. I was south-bound on car No. 866, West Adams line, Motorman No. 2603, Turkleson on duty. About half way between Temple and First Sts. in the middle of a block, a Ford motor laundry truck, bright yellow (I failed to get the name of Laundry) which was running north, suddenly whirled and crossed in front of our car to the other side of street. The motorman stopped the car, but by such a narrow margin that there was not two inches between car and truck when the latter cleared the track. No one on the car expected anything but a collision and would have exonerated the motorman if he had wrecked the truck, as its driver richly deserved.

Respectfully yours,
 A. E. LYNCH,
 721 1/2 W. 6th St.

The motorman praised in this letter is W. A. Huffman of Division Five. His efficiency and courtesy attracted favorable comment. The conductor has left the service since this letter was received:

Los Angeles Railway,
 Gentlemen:

As a daily rider on car 528, East Fourth Street line, manned by conductor 1670 and motorman 1835, I want to commend this crew for efficiency and courtesy to passengers.

Very respectfully,
 C. G. HEDENBERG.

Conductor A. F. Miller of Division One gets this bouquet for helping a blind man through heavy traffic. It certainly was a good deed and well merits the commendation:

Los Angeles Railway,
 Gentlemen:

I consider it due your conductor No. 2026 to mention that I saw him help a blind man from the car through the traffic clear to the curb.

Sincerely yours,
 WALTER M. THORNTON,
 700 Title Insurance Bldg.

That extra second that means catching or missing a car is a mighty big amount of time and means a lot to the passenger. This letter boosts Motorman H. O. Boutwell and Conductor O. G. Johnston of Division Three:

Los Angeles Railway,
 Gentlemen:

In Motorman 1407, and Conductor 2360, Brooklyn Avenue line, your company employes two men who are always courteous and thoughtful to me, holding their car for me a few seconds when they see me coming.

I desire to acknowledge to you and the company my appreciation of their courtesy to me.

Yours truly,
 F. A. WALLAY,
 3524 Eagle St.

L. A. RAILWAY ROLL CALL

EMPLOYES' NAMES MAKE STORY IS YOUR COGNOMEN HERE?

By CONDUCTOR A. E. SOMERVILLE

IN LOOKING over "Two Bells" I am impressed by the many odd names. May I call your attention to a few of them. "What's in a name?"

A MANN just off a KRAFT—A GUNNER in fact went to the WOODS to stay ALLDAY. He had been to the ENGLISH coast, HAGUE, HOLLAND and WALES. Although he wasn't WELCH. He wanted to go where it was GREENALL around and find a CAVE. His brother rode out on GRIFFIN Avenue, which is a LONG STREET, then walked over the HILL, as they wanted to kill a deer. They were all tired of BACON.

Then intended to BUTCHER the deer if they could KETCHUM, and PACK them down the LANE, if one of the FELLERS back didn't get to AKIN or the other yet a PAYNE.

To make a LONG story a bit shorter, they GOT the deer, also a WOLF after a long CHASE. They found they would have to HALL it over to a GREEN spot under a TREE to dress it. One of them was as strong as SAMPSON (besides being a good HUNTER) and said he would LOVE to pull it up in the CRABTREE near there, with his BARE hands. They felt like they deserved a VALENTINE for their morning's work.

They had no salt for their deer meat and decided to ask the old MILLER that lived just beyond the DALE for some. They had to cross a small creek which was REILLY, otherwise they could LEGGIT across in no time. They saw his wife ANDERSON (and her son) going to church, when they heard the SWEET toned BELL that rang DALY.

So PERL and his brother drew straws to see who would go for the salt. Perl got the long straw and

said that SETTLES it, BILLS going. There was no one there when he arrived, so he thought it would be all WRIGHT to STEELE some, as he was leaving the GARDNER, who was trying to en-GAGE the miller's daughter GRACE in conversation, and had just asked her in a BLAND manner if she had bought a Liberty BOND, which at this time wouldn't KOSTER much (she said she thought they were a LEMMON). He saw Bill and went over the fence in one BOUND and in a KEAN voice said, "HELLMAN stop and if YEUTTER (you utter) one word you DYE."

Bill was so scared he began to WEAVER round and tried to explain why he had been the KING of sinners and that life looked mighty GRAY to him. The gardener said, "LAWSON I'm not the KISER, go FETSCH your BROTHERS and CHASE that CROW and ROBBIN away and we'll cut down the deer and WHEELER over here and forget all about it.

Which they did. They thought it would be sport to BURROW down in the hay and take a KNAPP. They didn't awake until the sun began to PIERCE through the trees. They got ready to go, when their new friend said, "Of course we don't FOSTER thieves around here, but I believe you would be all right, if you wasn't broke. So here's a NICKOLSON, now go straight; to which, with one accord they agreed. The deer skin, which was a beautiful BROWNE, they sold to a LEATHERMAN, who gave them a good PRICE for it, and they all went home happy.

SAFETY WAY IS EASIEST

(Continued from Page 1, Col. 1)

He could foresee the possibilities and not let them happen.

Extra Stops Costly

For years the City Council has tried to get us to make a full stop at all fire station houses. This means that at all fire station houses all the cars in any direction, all the time will have to make a full stop, get bells, sound the gong, look in the mirror and feed up. This is not doing away with danger because you must pass in front of the house. If firemen do not use judgment they can hit you just the same.

The full stop will cost the Company about \$68,000 every year. The rule, when passing standing cars or fire station houses, is to run so you can stop within ten feet. At other signs denoting slow speed, to slow down and do whatever is necessary for the protection of the company as well as yourselves.

Every place that is marked with a special marker should remind you of special duties at that special point. So you have to use more special care at these places than that used at other places not marked for your special notice.

Stop in 10 Feet

Ten feet is a very short distance and you must be running very slow in order to stop within that distance. But remember, it is easier and cheaper to slow down every time than it is to make a full stop every time. Most of the men slow down properly for fire station. Some do not, however. These are the ones that cause all the trouble.

If the men will not protect themselves it becomes necessary for us to protect them against themselves. Realizes it becomes necessary for us to izize the pressure comes from both sides. It is hard for any one to take in the whole situation, it is the point of view that counts. See how differently you would describe the front of your hand from the back of it. Still it is the same hand.

So it is up to the trainman to realize what this means to him. There are a great many men who have a clean record card. If one man can do this, another can, which means all of them can if they make the effort. There is only one way to get a good clean record and that is, make it.

Effort improves, and that counts. Persistency wins.

Just stepped into the lobby and found all the Division Three men over in one corner trying to get a look at something. When I succeeded in getting through the crowd, what do you suppose I found? The Hon. R. W. Reid with a demerit slip in his hand calling for ten demerits. Something wrong, Ed. Do you suppose that little girl up on the hill is getting the best of him?

(It's nice to get thanks whether they are coming to you or not.)

Editor Two Bells:
 On behalf of myself and the rest of the extra bunch, thanks are tendered for the new covering on the pool tables.
 Conductor Hewett, Div. 5.

A conductor said to a motorman, "Did you hear about the daring holdup in my back yard last night?"

Motorman: "No, what about it?"
 Conductor: "Well, two clothes pins held up a shirt."

(Don't tell 'em suspenders, they'll hang you for it.)

"When Greek meets Greek" isn't what we want to say but rather "when Ford meets Ford." Conductor A. A. Greger of Division Five was driving the family flivver on Sunday when it tried conclusions with a Ford truck. The truck was made to look like a throw back to the original and Mr. Greger suffered a bruised knee.

Conductor Jarvis Phillip was almost the victim of a near bomb outrage recently. He was walking down 6th absent mindedly thinking it was raining. He had his umbrella up. Some miscreant dropped a miniature bomb on his umbrella in the shape of a cigarette butt. The said umbrella being one of the cheap kind, burst into flames. We shudder to think of what the results would have been had it landed on his naked ivory dome. He has a strong suspicion that Johnny Corson did it.

When it comes to shooting off a lot of hot air, Motorman "Shorty" Ginrich of Division Four wins the leather bladed pocket knife. Recently the boys passed around the hat and collected forty-four cents to buy "Shorty" a pair of garters. As a motorman he would make a good tractor driver.

Street Car Drama
 (Scenes West First St., 2:15 P. M.)

Dear, kind, smiling old lady, after boarding car says to conductor:

"I am so pleased and proud to see that at least one conductor is not ashamed to wear the Salvation Army colors."

After Conductor W. H. Snow had explained that the colors were war medal ribbons of the Canadian army, the dear kind, smiling old lady was quite sad and disappointed.

Street Car Drama—Act 2
 (Scene: Manchester and Vermont 7:15 A. M.)

Man is running toward Central Avenue car, is within 300 feet of it when it starts, leaving him behind. Man sits down panting.

Bystander: "Did you miss your car."
 Disappointed Man: "No, you darn fool, I was chasing it away from the terminal."

IT'S A BOY!—CIGARS
 Several cigar salesmen were reported on the trail of Leland Dye of the drafting department last week following the arrival of a baby boy at his home.

Looking 'em Over at the Divisions

DIVISION 1

Congratulations Dan Hanley. Division One's popular head clerk has been appointed foreman of Division Three under Superintendent Dye. He succeeds E. E. Smith, who is assigned to other duties.

Another line shake-up on West 6th street. But show me what run I want to work, says Motorman Robesa.

Conductor Daniels chose a good day run on West 6th in the general choice, but it looks like if there's any night runs left he will get one of those. Tough luck, Daniels.

Motorman Miner is laid up with a severe summer cold.

Conductor W. Gurrie chose an early night run on San Pedro. Says he misses his daylight choice. We hope this won't be a six months shake up Wallace.

Motorman L. Burnett says he left West 6th St. line for Stephenson Ave. to get rid of some of his fatness. Ledford worked West 6th till he got to look almost like one of those "sow-bellies" cars.

Conductor A. L. Sherman is all smiles and a chest expanding beyond normal since the stork presented his home with a 10-pound boy. Mother and baby are doing fine. Congratulations!

DIVISION 2

The following men are taking leave for reasons stated, after which they will be back ready for business:

"Tex" Bourland, who wants to practice up on Pinochle.

J. G. Fakes, who wants to see the doctor about his B. O. Nose.

M. M. Mandelbaum, to go to San Francisco, though why he wants to go there is more than any one who has been there can tell.

N. E. Olton, who wants to rest.

R. A. Jackson to Sioux City, Iowa, and W. A. Hulse, who told on the quiet that he was going to Tia Juana, wherever that is.

Who spilt the milk at Vernon and South Park. No way to treat a truck load of milk, boys—no way at all.

Motorman H. C. Linda stepped where there was no plank, while walking through the car house the other day. Skinned shin, first aid, never again!

A few more days like the last couple and an epidemic of spring fever is expected. Quite a number of the boys look droopy and are taking on that vacation look.

IMPROVE WEST WASHINGTON ST.

Improvement of the track on West Washington from Arlington to the city limits is to be made by the engineering department. The present 72-pound rail will remain.

Introducing: New Men of The Week

The following men have been assigned to division during the week ending March 12, 1921:

Division 1

Conductor—T. J. Loder.

Division 2

Conductors—S. J. Bacon, A. C. Wal-

linder.

Division 5

Conductor—P. G. A. Carmagnolle.

Who's Who



INTRODUCING Conductor Ed Lloyd of Division 2, who went to work November 7, 1895, on Grand and Downey cable cars. Seventy cars were in operation at that time. There was a 7 minute headway on the "G. and D." line and on heavy A. M. trips he carried a trailer, dropping it at Elysian Park on a siding, and picking it up again on heavy P. M. trip.

Ed has kept his sunny disposition in spite of the fact that he has made the acquaintance of several hold-up cranks during these many years, which is quite a recommendation in the eyes of those who know.

DIVISION 4

Divisions 3 and 4 ended the first week of the Safety Contest in a tie. Now, boys, let's knuckle down and show our Division 3 brothers that they will have to go some to beat us to it. It is only a matter of being real careful. That is all. We have got to win that pennant, boys, and we have got to show those boys over in Three that they do not always lead in everything.

Motorman W. S. Kilgore is on a twenty-day leave to visit relatives and friends in Frisco.

Conductor W. G. Brown is a lover of the great outdoors. He is on a thirty-day leave during which he will build a cabin in Tejunga where he expects to spend his vacation periods.

Someone dropped a stink-bomb on the floor in the rest room last Tuesday morning. It may have seemed funny to the perpetrator of the deed but none of the boys thought so.

Conductor H. E. Mitchell has left for Eveleth, Minn., on a twenty-seven day leave to settle an estate.

Did you ever get hit and wonder what hit you? Last Monday evening when Conductor J. D. Randolph's car stopped at 3rd and Main, a man got on and paid his fare. The next thing J. D. knew was that he and the passenger were lying on the floor. They still have no idea what knocked them out. They had not been robbed. They both received scalp lacerations.

Conductor S. C. Cox has been granted a thirty-day leave and has gone to Kellogg, Idaho, on business.

Yardmaster Barden calls our attention to the fact that the tracks in the yard from the pit down to the fence are oftentimes very slippery, especially on rainy days, due to grease, and great care should be used when pulling in. Some of the boys wind the controllers up on nine to pull down to the end of the track. Last Monday

DIVISION 3

This Division has now the largest extra list of its history, owing, we believe, to the fact that on account of the new system the men are watching their P's and Q's and thereby remaining in the service and the usual per cent of turnover in new men is not taking place. So now is the time for any of you regular men that want to build a house or any little thing like that to get off, but don't all ask at once.

Extra Conductor F. Coyle will take 30 days off commencing March 25th, for the purpose of going to Denver to move his family here.

Motorman J. R. Taylor has 90 days' leave of absence and has left for Omaha, Nebraska, where his wife is very ill.

Motorman Pack (Quack Quack) has left on a 30 day visit to Edgerton, Mo.

Motorman H. Huber, who was badly injured in an auto accident, is getting along nicely, but still is in pretty bad shape.

Motorman J. A. Rudd was taken suddenly ill in the waiting room last week when calling for his run. He was taken to the Golden State Hospital, where it was found he was suffering from ulcer of the stomach. He was operated on immediately and is now getting along fine. If you have time go and see him. J. A. is running in hard luck. It is only about a month since he left the Hospital after having been there with a broken leg.

Motorman A. Baum, who has lately undergone an operation for appendicitis, has been around to see us and expects to be on his run again in a couple of weeks.

Operator Charlie Wike has been appointed as regular Supervisor. Good luck to you, Charlie, we believe you'll make good.

Well, we tied for first place in the safety contest last week; wonder where we will be this week? Don't forget about it, boys, and hit the ball, but nothing else—remember that a white one counts as much as a yellow boy against us. This is not to encourage you to neglect reports, but don't have any to make out.

Conductor Harry Beals is anxiously waiting for the new form of coupon transfer to go into effect as he is quite at home clipping coupons. He learned it with Liberty Bonds and, oh yes, we entirely forgot to make the announcement that the Beal family have moved into their handsome new bungalow on Jeffries Ave., and believe me, it is a dandy, second to none in the district.

Motorman D. E. Greaves (Boston) is building a bungalow on Jeffries Ave. and Boston says he is building himself a good one this time.

Conductor G. D. Wheeler has bought a lot in Washington Park, Eagle Rock Valley, and will build himself a home immediately.

two motormen did this and ran into the bank because they could not stop. That meant two accident reports. Let us bear in mind this matter. Remember, boys, we have just got to win the safety pennant this time.

Conductor T. B. Foote found his health failing and has received a thirty-day leave to go to Warren, Tenn., to recuperate.

DIVISION 5

Motorman V. C. Demairria was the lucky one to draw a free meal ticket at Carter's Lunch Room.

Motorman W. L. Hague, who has been on the sick list for the past week is back on his run again. W. L. spent most of his time fixing up his running time. He now has it in book fashion, leather bound.

The office has been swamped with inquiries about Conductor Ed Link—some say he is "canned," others say on a vacation—for your information Mr. Link is working the daylight shift on Vermont shuttle car.

Conductor F. W. Buxton took a day off last Saturday to celebrate his birthday. No age given.

"Two Bells" says we were in the fourth place last week in the Safety Contest—watch us climb.

The speed king who drove into Division 5 garage on nine points might take a hammer and nail down the boards again. (He is known.)

How is this for a chicken story? The other night Conductor L. K. White and Motorman W. E. Snell arrived at Manchester with a white leghorn chicken perched on top of the car. Ask them about it?

Some of the motormen are getting careless about making the daily report cards out properly. Also not turning the disc in on proper time. Look out for demerits!

Motorman R. H. Thompson has resigned and will return East to help his aged father in his business.

Conductor V. T. Prat has resigned and will take up his new duties as an attendant in one of the local theatres.

Cashier J. O. Longstreet has been appointed Supervisor. Conductor C. C. Carrigan will fill the vacancy left by Mr. Longstreet. We wish them both success in their new positions.

Conductor J. T. Burns was heard to say the other day that his little baby girl can say, "s'matter, pop, s'matter."

Switchman W. E. Stoll has taken to country life, having recently moved to Hawthorne. Bill took a day off last Sunday. We understand he spent most of the day fixing up his fishing tackle.

Conductor L. T. Von Hagn was off for a few days, having gone to Ventura Hot Springs to boil out.

The pool tables have just been recovered. We hope the boys will help take care of them by using them properly.

Prompt Notice of Injury Important

In order that employes may comply with the law, and that the company may be prepared to take care of cases as provided for by the working men's compensation law, it is necessary that all cases of injury while on duty requiring medical care and attention, be not only reported promptly on regular form provided for that purpose, but also the company doctors should be promptly notified, in order that proper medical attention may be furnished, as provided for by the law.

Outside physicians should not be called.

R. B. HILL,
Supt. of Operation.