



# TWO BELLS

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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

## PROPOSE SERVICE BADGES

### FULL REPORT OF ACCIDENT PROTECTS YOU BEST

By C. M. McRoberts  
General Claim Agent

Someone has well said, "We tell our children too much and teach them too little." This same error is probably made by those of us who attempt to tell trainmen and others how to avoid accidents, or in the event of an accident what is the proper method to pursue for their own and the company's protection. I am, therefore, limiting this paper to a discussion of what to do when an accident occurs and have not discussed accident prevention except in a very general way.

#### Reports Protect You

Rule 37 of the Operating Rules of the Los Angeles Railway Corporation provides in part as follows:

"Both conductor and motorman must make full and complete written reports of every accident, however slight, occurring on or near the car. Both the conductor and motorman must obtain the names and addresses in full of all witnesses on or near the car when the accident occurs, including badge numbers of every policeman, fireman, private officer or uniformed employee of the company."

I want to point out that this rule makes it compulsory upon trainmen to make full and complete written reports of every accident and it is not up to trainmen to use their discretion as to whether or not an accident is of sufficient importance to report. For your protection a report should be handed in promptly with all information it is possible to obtain. Accidents which at the time seem trivial often are the most expensive.

#### Beware of Deception

Frequently passengers will later claim to be injured but at the time of the accident will ask the conductor not to report the accident, saying that they were not hurt. Sometimes the request not to report an accident is made with the deliberate intention of misleading the conductor.

Another thing in this connection is that failure to make a report causes a great deal of unnecessary work in the Claim Department and the loss of time on the part of other trainmen. For instance: We have a claim filed in this department and the claimant can only give the approximate time,

### Trainmen Will Vote On Plan

C. M. McRoberts  
General Claim Agent



probably not fixing the time more definitely than within an hour, and it is then necessary to either write letters to all the trainmen passing that point during this one hour period, or else get all the trainmen up to the office to interview them. We have frequently had cases where it would be necessary to call in twenty-five or thirty trainmen before we would find the right man. All this work and trouble could have been avoided if the trainmen involved had made a report as the rules require.

#### Report ALL Accidents

The rule above quoted means just what it says, and that is to report all accidents, however slight, occurring on or near the car.

The most important thing about the work of a trainman is to avoid accidents, and the second most important thing is that in the event of an accident you should get the greatest possible protection for yourself and your company. I want to emphasize here the importance of obtaining witnesses. Remember that the question of your negligence usually depends upon the statements of disinterested witnesses. By witnesses I mean any person or persons who are at or near the scene of the accident, although at the time they may claim that they have no knowledge of it. Although they may not have seen the accident they are able to testify as to the movements of the car, whether it made more than one stop, its speed, whether the bell was rung, and frequently as to what the injured person said after the accident.

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

### First Run of New Transfers Is Delivered

The first consignment of the new transfers has been run off the printing press and complete samples of the new form for all lines are expected soon. A considerable supply will be turned over to the instruction department and R. A. Pierson, chief instructor, has extensive plans outlined for teaching all trainmen the proper use of the coupon transfer, which will be put in use May 1.

The new trip sheet and mileage card will be put into service at the same time. They simplify work considerably but the chief efforts of the instruction department will be to see that every conductor and safety car operator knows the proper use of the new form.

There may be a shortage of the present form of transfers on some lines next month and this will make it necessary to use the emergency form. Conductors should therefore inform themselves thoroughly on the proper use of the present emergency transfers.

### TWO BELLS SENT SICK LEAVE MEN

Efforts are being made to see that every employe gets a copy of Two Bells. Accordingly copies of the paper are mailed each week to all men on the sick lists sent in by division superintendents. For the information of employes a list is printed in Two Bells of men who have gone off on sick leave in the past three weeks.

Indicating that Two Bells is welcomed by boys on the sick list, the following letter has been received from Conductor G. W. Carlisle of Division One, who is at Olive View Sanatorium, San Fernando:

Mr. J. G. Jeffery,  
Director Public Relations.

I am taking this means to thank through your department Mr. McNaughton and also yourself for the copies of Two Bells sent me, and wish to state that they proved to be very interesting, for although not able to be on the job at present, certainly enjoyed seeing what the boys are doing and what is happening in the different departments and divisions.

### DISCUSSION ON SUGGESTION INVITED

As a result of numerous suggestions by employes that some system be established to show the period of service with the Los Angeles Railway, a vote of trainmen on the proposal will be taken.

Samples of the suggested service stripes will be exhibited at the divisions this week. Two styles have been proposed. One is stripes and stars going half way round the cuff and the other is stripes and stars lengthwise on the cuff of uniform coats. These two samples will be shown and trainmen will have an opportunity to discuss the proposals among themselves.

#### Trainmen to Decide

The question of whether service stripes shall be adopted will be in the hands of the trainmen themselves, and they will decide it.

Following this announcement of the proposal, Two Bells wants to get the opinion of trainmen. Let us hear what you think about it on either side. Write your opinion of the plan and of any features in connection with it. We want to get the fullest possible discussion of the idea.

#### Vote on April 12

When these opinions, ideas and suggestions are in, Two Bells will prepare two statements covering the points brought forth on both sides. The statements will be of equal length and will be printed side by side in the April 11 issue of Two Bells. Then the following day, April 12, a vote will be taken at the divisions. Regular ballots will be printed and issued to all trainmen and deposited in a ballot box that day. The result will be announced in Two Bells of April 18.

Now the thing to do is to talk over the idea of service badges and start **RIGHT NOW** to write Two Bells about what you think of the plan.

Conductor E. R. Trefren of Division 4 is going into the farming business as a side line. He has been living in Inglewood for more than a year and recently bought a new plow. Now he is busy exercising the farm implement preparing to raise quantities of vegetables to meet orders of all sizes.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Why Courtesy Helps You

THE following ideas are clipped from "Service Talks," a snappy publication for employes published by the Philadelphia Rapid Transit Company, and set forth as clearly as possible the place of courtesy in street car service. It goes hand in hand with safety as the first essential. The clipping is as follows:

The average passenger doesn't board a car with the fixed intention of razzing the conductor or motorman. There are exceptions, admittedly. But we are considering the average type of passenger—people like ourselves.

If they ask a civil question, they expect a civil answer. And they have a right to it, for do we not expect the same when we enter a shop, restaurant or theatre? If you get a fair shake—you give a fair shake, don't you? Well, most people are built on the same lines.

A few people find it difficult to act decently towards others. They just can't help it. But they're in the big minority. Anyway, what is it to us if their liver is off center? And why should we get all fussed up because they want a chip knocked off their shoulder?

Don't think we don't know how difficult it is to swallow some of the things that are passed our way each day. We do. We actually have swallowed some remarks that singed the soles of our feet. Took a dose of our own medicine each time, kept our mouth shut, and got away with it right well.

None of us have anything to gain from squabbling with a person who conducts himself like a flannel-mouthed fishmonger. Do the wrong thing, and you get us all in dutch. Do the right thing and we'll back you to the limit. Fair enough?

Courteous, civil, accommodating railroad men—now you're talking. Such men command the respect of everybody. We have several thousand who fully measure up to that high standard. Throw your hats in the ring and we'll make it unanimous.

## COURTESY BIG HELP IN GETTING WITNESSES

(Continued from Page 1, Col. 1-2)

I want to emphasize once more the importance of securing witnesses. Let me suggest the following pointers: 1st. Obtain the names and addresses at once. Don't hesitate. 2nd. Secure those who had a good view of the accident and gather all other names and addresses possible. 3rd. Don't be afraid to ask for witnesses. **Have confidence in yourself. Be courteous, yet persistent and firm.** 4th. Be certain to see that all witnesses give an address and that it is plainly and legibly written. Quite often witness cards and reports come to us with the name absolutely illegible.

The motorman and conductor are the two men who have the first opportunity of beginning the preparation of a defense in a personal injury case. For the time being they are the only representatives of the company, perhaps, on the ground. That is the time to pace off distances, to prove the speed of your car, to interview witnesses with reference to the ringing of the bell and to show that the headlight was burning. In other words, prove every detail that later on is going to be necessary to support your defense that you were in no way negligent.

### Note Stopping Point

It is well to compare the point where the car stopped with stationary objects on the street, such as a building, a store, telephone pole, etc. Frequently you can strengthen your case by pointing out to the passengers the physical situation and having them make notes. As a general thing your passengers want to be fair with you; they do not want you or the company blamed unless, as a matter of fact, they think you are at fault.

Another thing I want to particularly call your attention to is the importance of making no remarks concerning the accident that might later be distorted into a complaint about your equipment, etc. Frequently I have claimants state that the motorman said his brakes would not hold, or that the conductor stated the car was defective and that he had reported it. As a general thing the motorman did not make exactly that remark but it was wholly unnecessary that he should have discussed it at all, except to point out the situation to them and to secure such witnesses as are available.

### Courtesy Wins Friends

Another thing I cannot too strongly emphasize is, in the event of an accident,

courtesy on the part of the train crew. Politeness is a coin that passes current in every country on earth. A smile is the same in any language. In the event of an accident things for the time being are abnormal and unusual and the traveling public is quick to criticize any act of yours which would indicate indifference or a disregard of the person who is injured. First see that the injured person is made comfortable and then immediately set about securing the evidence to show that the fault was not yours nor your company's. One man will secure witnesses where another man will fail.

Again I want to emphasize the importance of reporting all accidents and taking witnesses. Whether on duty or off duty if you see an accident, or if you see a person picking himself up in the street near the car tracks, under such circumstances that a claim might be made that the injured party fell from the car, get busy and get him name and the names of witnesses if you can.

### Names of ALL Passengers

In collisions of cars, try and get the names of all your passengers. This enables the Company to have its investigators call on the passengers immediately and ascertain if they were hurt and if so, make a settlement if possible. It also prevents unscrupulous persons from turning up and claiming to have been on the car when, as a matter of fact, they were not. This is very important and I want to strongly impress this upon you.

It is very important to secure witnesses in all altercation and ejection cases. Shakespeare says, "Beware of entrance to a quarrel," also, "Thrice armed if he whose cause is just." I would like to add this, "If you get into a quarrel, be certain to get witnesses." Always avoid a quarrel where it is at all possible, but in the event it cannot be avoided, then do the only sensible thing, get the names of witnesses on the car who will show that you were in the right.

I am not so optimistic as to believe that everything I have said in this article will be assimilated and acted upon by all employes, but I hope that the thought contained herein is such that you will make it your own and that it will not be necessary to repeat it. Try it out in your daily work.

## Would Triplets Get Your Goat? Three Kids Arrive

THE old bird, Joe Stork, appears to have forsaken Division 3 lately, but we are pleased to report the arrival of triplets at the home of Motorman Billy Pearson. Three brand new bouncing baby kids having been left there all in a bunch by that good old bird.

Nanny, but wouldn't that get your goat! Well, Bill, I suppose goats are better than nothing, but you can't claim exemption on them.

## YOU CAN If You Think You Can

*If you think you are beaten, you are; If you think that you dare not, you don't;*

*If you'd like to win, but think you can't It's almost a "cinch" you won't. If you think you'll lose, you've lost, For out in the world you find Success begins with a fellow's will— It's all in the state of mind.*

*Full many a race is lost Ere even a step is run, And many a coward fails Ere even his work's begun. Think big, and your deeds will grow, Think small, and you'll fall behind, Think that you can, and you will— It's all in the state of mind.*

*If you think you're outclassed, you are; You've got to think high to rise; You've got to be sure of yourself before You can ever win a prize. Life's battles don't always go To the stronger or faster man, But soon or late the man who wins Is the fellow who thinks he can.*

## ORCHESTRA CHIEF BACK FROM HAWAII

Conductor E. B. Valentine has returned from Honolulu. We were all very glad to see him, especially the boys of the orchestra.

E. B. says he never felt so lonesome for an old brick building in all his life as he did for good old Division Four while he was away.

He tells an interesting story of his return to Los Angeles, how he got unexpected passage through the kindness of a man who was coming from Australia to this country.

E. B. had made known to one of the officials of the steamship company that if he did not get passage to the States in the near future he might lose his position. When the boat from Australia stopped at Hoonolulu, the official went on board and stated Valentine's case to the first cabin passengers.

Immediately one of the passengers said he and his wife had been wishing since they left Australia that they had bought passage to Honolulu so they could spend a week or so there. He turned over his accommodations to E. B. who says he was so pleased that he could have kissed the man.

## POOL SHARK OUT WITH CHALLENGE

I'm so well pleased about the pocket billiard tables being repaired at Division 2, that it prompts me to challenge any one connected with the Los Angeles Railway to a game of one hundred points of continuous pool, according to the championship rules.

W. F. HOOVER, Cap No. 1595, Div. 2.

# SAFETY SPURT PULLS DIV. 1 FROM LAST PLACE

Keeping up the neck-and-neck race that has marked the second safety contest, Division Three is maintaining the lead but Division Four still holds just one point behind. The scores are Division Three, 945 and Division Four 944.

Division Two is putting up a lively scrap to keep the safety championship flag that now rests at that division and has 943 points on the credit sheet. This one-two-three order is making the race a real thriller.

The feature of the week is the remarkable spurt made by Division One. Supt. Williams' clan has a score of 936½. Then comes Division Five less than one point behind, with 936¼.

Some close race! Special warning is issued this week by the safety bureau in efforts to cut down step accidents. A large number of step accidents are due to women and elderly people stepping from the car when they do not realize it is moving. In another foot or two the car would be stopped, but they believe they are safe and get off. This type of accident can be reduced greatly by a word of warning from the conductor or motorman, as the case may be. Watch your step.

## WIMBERLY SPURS BOYS TO SAFETY

By Supt. L. L. Wimberly, Div. 4 With Div. 3 but one point ahead of us in the Safety Contest at the close of last week let all the trainmen of Div. 4 adopt the slogan of Safety First and always.

If we always play safe there will be no accidents, classified as avoidable. A strict observance of rules and regulations will reduce accidents to a minimum.

Brother conductor, if your motorman starts his car before all passengers are safely aboard then it is your duty to see to it that the starting signal is withheld until you are sure that it is safe to proceed and I would suggest as a special precaution that conductors on Div. 4 adopt, "Watch your step" as their slogan—and you, brother motormen, of Div. 4, don't forget that second glance at the mirror before feeding the controller.

Somewhere in every accident is carelessness, indifference, negligence or over confidence.

•We had two accidents take place in the yard—neither of which resulted in any particular damage. Nevertheless they had to be considered as accidents and reduced our percentage just that much.

Let each one ask himself this question: "In how many accidents did I figure in during the past year that could have been avoided if I had shown more carefulness and less indifference?" and then resolve, "never to permit the same mule to kick you twice on the same spot."

Of course there will come a time when the most careful platform man will have to make out a "yellow" report, in which case we hope that the words "unavoidable on the part of platform men" can be honestly written into the report.

Remember front-end slogan of Safety First" and always "Watch your step," conductors, and the pen-nant is ours.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

## CLOSE STUDY OF HILLS SHOWS HIDDEN DANGER

## On The Back End

(Contributed)

- Bouquets Received Last Week**
- Motorman M. D. Anshutz, Div. 1.
  - Conductor J. M. Boehm, Div. 1.
  - Conductor C. Fisher, Div. 2.
  - Conductor R. W. Fowler, Div. 2.
  - Conductor F. H. E. Pierce, Div. 2.
  - Motorman A. A. Middlecoff, Div. 3.
  - Conductor G. D. Wheeler, Div. 3.
  - Conductor G. C. Watson, Div. 4.
  - Conductor W. G. Jackson, Div. 4.

Here is one of the most interesting and instructive articles that has been written by John C. Collins, traveling supervisor of safety. It deals with the danger on grades and points out the treacherous points on some of the hills. It has many little suggestions that mean the difference between safety and accidents and may mean the difference between life and death. Read it carefully. —The Editor.

Considerable weight and dignity, especially weight, has been added to the police department due to Division Four. Talk about reinforcing the force, listen to this. Conductors E. J. Reavis, I. D. Proctor and Motorman G. E. Farny have each been granted a 80-day leave to try out the police force. Well, I'll say this hold-up business will soon be a thing of the past now that the force has been almost doubled.

C. J. KNITTLE.

By John C. Collins  
Traveling Supervisor of Safety

ON GOING down grades, cars must be run at a speed not exceeding full speed on level track. On East First and Stephenson Avenue there are some grades where you go down one and right up another. At times it looks as though you are trying to get enough speed on the down grade to carry your car up grade at a speed equal to full speed on level track. The streets are fairly clear of traffic, but there is filled ground at the foot of the grade or at the point where you have the greatest speed the rails have the poorest foundation. If you should break an axle or a piece off the flange your car will probably land over on its side some hundred feet from the rails.

that should be on the grade. If you are following another car wait at the foot of grade until your leader is over the top. If you are at the top of grade wait until your leader gets away from the foot of the grade. The same caution should be used at all steep grades. If the rails are slippery, sand ahead of your car.



It has been a pleasure to observe the courteous dispositions of Conductors 772 and 1461 on the Pico Street line, and Conductor 1438 on the Washington Street line. This letter is prompted by your desire expressed in "A-z-u-r-i-d-e" to learn of such matters.

Be especially careful that you have a clear track ahead of you before starting down the grade from Hill to Broadway on 1st, as it is always dangerous. Have car under control rounding the curve on to 1st. Keep it under control to the bottom on account of autos and cars ahead of you. This is a steep grade likely to have a bad rail. A large number of cars are operated there, making a bad place at the bottom, so don't let your car get started. If you have a rear-end collision it will be a slight one with probably no injury to it.

Take a long look around Division Five office and then see if you can beat it for bald heads.

International complications may arise if that Garvanza motorman almost daily at Fourth and Spring doesn't stop picking up quarters on neutral ground i.e., under my fender.

—Motorman Gunner.

**Stops Harder on Grade**

Never allow your car to gain excessive speed down grades. On some hills a man can feed controller to nine points to get the desired momentum, but throw power off and coast, checking the car with air to the speed you wish to travel. It takes a greater distance to stop on the down grade than on level track at the same speed.

**Apply Air Early**

On long grades like on Eagle Rock city line, or Eagle Rock Ave. Garvanza line, a man leaving the end late is liable to make up the time going down these grades. Use a little judgment with your speed, make up a little if you can, but don't run at excessive speed if there are any rough places in the track, slow down for them. If there is a dangerous combination ahead, slow down far enough away to be in the clear.

To the wife and kiddies who read Two Bells we would say that any time now that the old man tells you he could not get off to take you to the circus, don't believe him, for it is as easy as falling off a log these days.—Div. 3.

A lady asked a gentleman if the car was going through the postoffice. The gentleman said: I believe so, and if you give me your initial I will ask the conductor to be kind enough to stop the car in front of your wicket.

**On West 6th Street, or other lines where there are steep grades with dangerous cross streets, or curves at the bottom, motormen should start down slow, holding car with air as soon as he enters the grade. Always anticipate an auto coming out of the cross street, and have car under control approaching it.**

**Stop When Power Fails**

When men are cautioned for reckless running they nearly all say they have to run that way to make the time. The most reckless runners we have is the man on the pull-in car. He takes more chances at track intersections and curves. He seems to think he has right of way over everything when, in fact, everything has the right of way over him.

Clerk Emerson of Division Two is exhibiting cocoanuts with hair on 'em and telling cannibal yarns to the boys. Don't know whether he was ever in the Fiji islands but we do know that he is a circus in town.—G. W. G.

**Don't Drop Too Fast**

On most hills a man can start down by feeding to nine points for a quick pick up, but should not carry power too long. Allow car to coast, checking with brakes before you get going too fast.

**May Need Hand Brakes**

If power is off for a long time, it might be necessary to set the hand brake as the air will leak out. The car will start on down the hill. This has happened twice that I know of. Both times the crew were on the ground. Car had gained some speed before they noticed it, and had they been stout runners instead of fast runners they would not have caught it.

It is rumored that Conductor J. P. Hayes of Division 2 has entered into a contract with some one for the rest of his (or her) life. Have seen no cigars yet, J. P.

I was passing the dispatcher's office the other day and heard Cash singing, "I hear them calling me."—Conductor 70.

**Always make a test application before starting down a steep grade. If you have less than forty pounds of air, don't start down, wait until it pumps up. On grades of about 4 per cent or over, especially in Number 2 zones, cars must not operate closer than 600 feet of car ahead at any speed.**

**On the lighter safety cars, down grade, check from the start, as small objects, on the rail, or rough track may cause derailment.**

Tony Monnetti, with injured hand. Humane (?) Nurse (anticipating effect of iodine on poor Tony's hand): "Do you dance?"

Tony (suspecting an ulterior motive): "Oh, I'm a married man."

H. N.: "Oh, yes, I know that, but you can dance, can you not?"

Tony: "Oh, no, Miss, I'm a married man with nine children."

In the meantime H. N. applied iodine and now Tony was hopping about holding his hand.

H. N.: "Oh, you do dance, don't you?"

Tony (seeing the joke): "Oh, you Americans."

**Only One Car on Grade**

On such grades as the 1st or 4th Street viaduct one car at a time is all

**New Switch Installed**

A Cheatham Switch has been installed at Temple and Broadway, and will be placed in use on the morning of Saturday, March 19th. All motormen and safety car operators will be governed accordingly.

At 54th and Mesa Drive, a lever switch on curve from south on Mesa Drive to east on 54th Street must always be left set for main lines. Do not leave these switches set for cross-over or curve, depending on another car to set switch properly, but in all cases reset the switch after your car has passed through.

Three bows, front, right and left will be made by Conductor C. H. Haylock, Div. 1; Conductor J. H. Darby, Div. 1, and Conductor T. C. Riffe, Div. 4. The three trainmen are commended in a paragraph of a letter received at the main offices as follows:

It has been a pleasure to observe the courteous dispositions of Conductors 772 and 1461 on the Pico Street line, and Conductor 1438 on the Washington Street line. This letter is prompted by your desire expressed in "A-z-u-r-i-d-e" to learn of such matters.

GEORGE W. McDILL,  
519 Wilcox Bldg.

They take a pleasure in doing their work skilfully! That's one of the finest things that can be said about a car crew. The following letter boosts for Conductor W. F. Johnston and Motorman G. H. Livingston, both of Division 2:

Los Angeles Railway.  
Gentlemen:

As I now understand that you have a merit and demerit system by which your trainmen may receive credits or demerits for honorable or dishonorable acts, I highly recommend that Conductor carrying number 2046 and Motorman carrying number 2209 should receive some praise for their most courteous and kind treatment shown the patrons of your railway, especially on this particular line, when they inconvenienced themselves many times to assist the elderly people in many ways.

I have noticed how these men work together, and they seem to take great pleasure in performing their duties skilfully, and hope that all your men may eventually see that this is the only way to succeed and be respected by their fellow men.

Yours for good service,  
J. L. POPE,  
413 Mariposa Street.

This bouquet praises the act of Conductor M. Bixler of Division 5 for a kindly act in Christmas time. It was not forgotten and some time later this letter was received:

Los Angeles Railway,  
Gentlemen:

Being a regular patron of your lines and enjoying the A-z-u-r-i-d-e as I ride, noticed that you ask for information regarding the conduct of your employes.

During the rush and crush of Christmas time I was the recipient of three special courtesies. A conductor on car 545, South Main Street, whose number is 2242 gave up his own chair because there was no other for me. He looked tired, but insisted upon my having it.

Courtesy No. 2—One morning a conductor on West 11th Street did the same. I could not get the car number, which I sincerely regret. May do so later.

Being a mother of grown children I appreciate the favors shown, and so pass it on to you and hope a merit mark will be given these men.

Yours, for the advancement of our lovely city and its people,  
MRS. E. M. FNDLAY.

A new magazine named "Administration," a journal of business analysis, has been added to the Los Angeles Railway library. It deals with a number of varied topics in interesting manner.

# Looking 'em Over at the Divisions

## DIVISION 1

Our chief night switchman wishes to report that he and his men have a hard time trying to route the pull in cars of a night since the new track and pavement is being laid in front of the barn.

It's all right, Monahan, you don't have to do it all. Wait till its done.

We are pleased to report that Ben Tensky is better and is able to be about on crutches.

It's awful and there's something wrong when a conductor who makes a relief six minutes late and keeps a pad of transfers in his pocket and hands his relief man a half pad and expects him to have enough. Conductor Perl, take notice.

Motorman C. L. Bond says, "A man got off my car at Reno street and said to me that if all conductors were as pleasant and courteous as F. S. Slatery, everybody would be better off."

## DIVISION 2

Conductor A. O. Reynolds recently received word that his mother passed away at a local hospital. The boys at Division 2 extend their sympathy.

Motorman A. T. Munn can talk about nothing else but the opening game April 5th.

L. G. Dahlbrink, A. E. Clark, H. C. Linda, M. H. Hull, O. W. Shoop are all on the sick leave and would appreciate a visit from any of the boys.

Motorman F. A. Brewer, who has been compelled to stay at home, on account of rheumatism, is working his Hooper Ave. run again. Glad to have you back, Tom.

Motorman J. E. Crawford, who sometime ago was badly burned in a gasoline explosion, is improving at his home, and expects to be back on the job again, before long.

Motorman W. H. Bailey is working his run again after having spent a week at home, on account of sickness.

Motorman F. V. Dennee is back on his run again, after 2 weeks' vacation spent in building a house.

Motorman M. M. Mandlebaum is enjoying a two weeks' vacation visiting relatives in San Francisco.

Conductor N. E. Olton is enjoying a two weeks' vacation at home, where his boys are visiting.

Conductor C. I. Jones is taking six weeks' vacation. He will visit his parents in Stroud, Oklahoma.

Motorman R. A. Jackson is on two months' leave, visiting his former home at Sioux City, Iowa.

Conductor J. I. Burns is on three weeks' leave to visit his brother.

Conductor R. W. Gay is taking a month off; said something about getting married.

H. J. Cook resigned recently to go to San Diego to take care of his brother's business. His brother was badly injured in an automobile accident.

Conductor H. M. Pearce resigned, returning east.

Motorman L. Neff took time off recently on account of his baby being very low with double pneumonia.

## Who's Who



CONDUCTOR F. C. HAWTHORNE of Division 5 has five children in school and his oldest daughter, Alma, will graduate from Manual Arts high school this summer. Then she plans to enter the southern branch of the University of California in the fall. Conductor Hawthorne has some plans of his own for the fall and they are to win a bonus of \$60 or better.

Back in September, 1904, Conductor Hawthorne broke in on the old University and Santa Fe line operating out of the Georgia street car house. He only intended that it would be a temporary occupation, but after more than 15 years, he has decided it is a good game and is sticking. He went to Division Five when it was opened in 1912 and has been on an Eagle Rock and Hawthorne line for the past eight years.

Conductor Hawthorne earned the full bonus last year. He owns his own home at 1633 West Fifty-first street.

## DIVISION 3

We regret to report that our worthy foreman, Mr. E. E. Smith, has left us, having been assigned to other duties. Ed was well liked by all and especially by those of us that were associated with him in the office for the past 12 years, and we will greatly miss him, and we wish him every success in his new position. Mr. Dan Handley, our new foreman, is digging right in, making several changes in the routine work and everything is going along smoothly. Judging from the remarks of the extra men some of the changes are very pleasing to them, especially the change in show up time and hang around. The old tedious and heart-rending hang around being avoided as much as possible.

Conductor J. J. Daley, having only gone to night school, cannot very well read anything daylight, consequently when he caught a beautiful daylight that pulled out at 3:35 a.m. he reported for same in the p.m. Hard luck, Daley, old boy.

Of course, Division 3 is in the lead in the Safety Contest, and why not? We've got the right kind of men with the right kind of noodles, and we are out to win. Keep up the good work, boys, and see that I don't have to eat my words.

Wanted—A stenog; no objection to red hair and freckles. Come ready for work and for lots of it; must be cheap; principal work, typing miscellaneous reports. Apply 5 a.m. to Conductor Manly Brothers and believe me she'll have so-me job.

Extra Motorman J. H. Chambers decided that grabbing nickels was a cinch so he has changed over to the

## DIVISION 4

It takes a pretty clever conductor to convince an old-time trainman that "S. Tickets" on the latest style Johnson Fare Boxes indicates the number of school tickets dropped in and ground through. That is why we present the gilt-edged rubber ball to Conductor C. R. Reams.

Conductor J. F. Boles was granted a thirty-day leave on account of his nerves being somewhat unstrung.

Several of the boys received demerits recently for turning in cash late, incorrect flagging, and for not making out trip sheets and mileage reports correctly. Many of the boys felt hurt, but to these boys we might suggest this: if you think you are in the right don't forget that it is your privilege to make an appeal. If you know you were in the wrong forget about the marks, but do not forget to do the thing right next time. W. R. Dickinson says: "Don't kick if the company kicks. If you are worth while correcting, you are worth while keeping. The company does not waste time cutting specks out of rotten apples."

Conductor W. J. Scanlon is on a ten-day vacation, during which he will visit friends in Frisco.

Motorman N. M. McEwan always held us under the impression that he was a confirmed woman hater, but after we saw him assisting four two-hundred-pound colored women onto the front end of his "go-get-'em-if-you-can" car we decided that he is either a real gentleman or a prevaricator.

Conductor C. H. Cavanaugh is up-to-date in every way, right on the job every day, reads the Two Bells through every week and knows all the rules of "street-carring." But the other day he got so interested in the Bulletin Book that when he got through looking it over he found that he had missed out and his run was already running somewhere out near W. Jefferson and New Africa.

rear end and he will henceforth meet the public.

Our enterprising Extra Conductor E. V. Comstock, who operates an oil station between time on San Fernando Road, received a midnight visit from a burglar last week, who was mean enough to clean him out of his stock of tires, etc., and incidentally forgot to leave his address. E. V. says if he will call again he was a brand new 44 that he would like him to meet. This is another case of hard luck.

Nothing further to report on the checker contest. We understand the Div. 2 expert is laying off for practice and Spalding says "Well, he'll need it."

Four crews on the West 11th St. line came near getting a week's vacation on account of holiday schedule on that line the past week, but instead they had the pleasure of bucking the list instead. Fine practice for them; by the time next general choice comes they will be in a position to know on which line to choose a run.

Conductor C. A. Pence was stewing around here the other day with a boil on his hand, but by the time he has had the regulation nine the one will be but a passing incident. We know, we've had 'em.

A pool table surgeon paid the Division a visit lately, but all he did was to sew up some severe lacerations in the cloth and put in new pockets, but we believe he was from the wrong school. What we need is a chiropractor to treat 'em rough and straighten out the kinks, etc. Anyway the fore-said surgeon only about half completed his job.

## DIVISION 5

Mr. Ed Sanford, our congenial janitor, has been laid up with a fractured bone in his foot. We are at a loss to know how it happened, however, Ed is getting along nicely and will be back on the job in a few days.

Motorman H. M. Bush has bought himself a new Buick roadster and is now kicking up the dust around Inglewood, where he recently built a new home.

Motorman R. J. Rector has taken 30 days off to spend a vacation with friends at Santa Ana. Let's hope he went alone.

Motorman C. D. Rupprecht, who has been on the sick list these past two weeks, was around to see us and expects to be on his run in a few days.

Motorman A. O. Donald has taken a week off and will go to Murreitta Hot Springs.

Motorman J. F. Beswam has been granted a lay off to build himself a home.

Conductor F. G. Nash has taken a week off to rest up.

It has been rumored that Motorman J. I. Mullins recently got married. If this be true, Div. 5 wishes him a long and happy married life.



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

### DIVISION 1

Conductors—J. A. Cardenas, 154 So. Gless St.; H. F. Kinser, 1318 E. 16th St.; C. D. Millorn, 821 Hillvale Pl.  
Motormen—H. M. Swant, 726 Towne Ave.; C. M. Horsford, 218 N. Ditman; F. E. Ulmer, 205 N. Flower St.

### DIVISION 2

Motormen—W. G. Ferguson, 349 West 69th St.; O. W. Shoop, 1109 S. Ardmore; L. Neff, 1116 E. 48th St.

### DIVISION 3

Motormen—W. W. Strong, 934 Beatrice St.; H. W. Huber, 3440 Maceo St.; J. A. Rudd, 2617 Jeffries Ave.; W. J. Gibbons, 600 Ave. 27; H. C. Trabue, 3410 Merced St.; J. D. Messick, 2612 Jeffries Ave.; J. E. Bolch, 133 W. Ave. 34 (wife sick).  
Conductors—J. J. M. Wilson, 2612 Idell St.; C. H. Wilkinshaw, 6411 Ruby St.

### DIVISION 4

Conductors—F. W. Reynolds, 1418 W. 12th St.; J. D. Randolph, 1320 Georgia St.  
Motorman—G. Jensen, 4708 Fisher St.

### DIVISION 5

Conductor—S. Dunham, 1112 W. Florence.  
Motorman—C. D. Rupprecht, 430 So. Olive St., Inglewood, Calif.

**Introducing:**  
New Men  
of The Week

The following men have been assigned to their divisions during the week ending March 19, 1921:

### DIVISION 4

Motorman—F. L. Woodson.  
Conductor—M. W. Healy.

### DIVISION 5

Conductor—B. A. Lea.