



# TWO BELLS

VOL. 1

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No. 52

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

## Third Safety Race Opens

### Chief Safety First Rules for Motormen Given by Collins

### NEW RATINGS MADE FOR 10-WEEKS CONTEST

### TEST ARISES IN EMERGENCY

By John C. Collins

Traveling Supervisor of Safety

It is necessary to use trippers if one expects to operate a road economically. To give service when service is needed, we need trippers for the morning rush. We carry people to town for eight hours, and carry them home in about two hours and a half during the evening. This needs the maximum number of trippers.



The crew is on the car about three hours. Take the pull out and pull in time away from that and we have about two hours of actual road work where passengers are handled.

The trippers show up as many accidents as the full runs, but they are necessary. We have tried to do away with them but find it can not be done.

#### Mental Slant Wrong

The same men operate the trippers that operate the regular runs, so the only reason trippers show so many accidents is on account of the frame of mind of the men operating them.

When a man shows up early and only gets a tripper he feels as though he has lost a day, and treats the tripper too lightly, as more of the nature of running an errand than work. If the car does not get in its regular place, it is useless most of the time. Some other car is doing its work, carrying a double headway. If the men on these cars make the effort, they can get out on time and in their regular place. The crew on a tripper reminds me of two small boys going to the grocery store for their mother. They start out, monkeying along, forgetting what they went for, and hurry back. A man ought to take a car from his Division to the first terminal safely, as he handles very few passengers has sufficient time, and few vehicles to interfere with him.

#### Keep Mind on Job

If his mind is on his work he can make one round trip safely. When

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### Queries Made On How To Stop Car

What is the best way to stop a car? In what distance can you stop a car going at 5, 10, 15, 20 and 25 miles per hour?

These are the questions that were put to the motormen last Wednesday by the instruction department. In conjunction with the happy ritual of pay day, the front end men were asked to give their opinions on the matters in a questionnaire without previously discussing the questions between themselves.

The purpose of the question blank was to give the instruction department direct information on the opinions of the trainmen and in some degree to be an off-hand test of general knowledge of car operation.

Opinions were asked on the following means of stopping a car: Emergency air, air and reverse, reverse only and slugging the motor.

### Red Cross Cards Placed In Cars

The company has had the pleasure of helping the American Red Cross by displaying car cards advertising the worthy work of that organization in caring for helpless and friendless children. This is only one phase of the work carried on by the Red Cross with the same energy and success that marked the activities during the war.

#### CHEER UP!

We all have our little ups and downs  
When things go ill and fortune frowns,  
But the sun will shine and the rain will fall,

The rivers run and the trees grow tall;  
And luck will turn as the tide comes back,

When the wheels get on a level track.  
If the road is rough, wear makes it smooth

And—well—who wants to live in a groove?  
It's better to have all the ups and the downs

When fortune smiles and when she frowns.

### Just Imagine a Woman As Chief of Division Two!

A WOMAN passenger boarded a Maple Avenue car at Seventh and Broadway and seemed very much worried about something.

She had ridden a few blocks and seemed to be in deep thought as to whether to get off the car.

Finally she went to the motorman and asked:

"Who is your division superintendent?"

The motorman politely replied, "Mann."

"Stupid, I knew it wasn't a woman, but what is his name?" she exclaimed.

H. H. H.

### LETTER SIGNS IN USE ON 2 LINES

Two lines are now equipped with illuminated letter signs which are calculated to give a marked improvement in service. The lines are the West Jefferson and Huntington Park and the Brooklyn and Hooper line. They carry the letters "J" and "B" respectively. The signs are illuminated at night.

The next line to be equipped with the letter signs is East Fourth and Hoover with the letter "F."

### Employees Thanked For Floral Piece

We wish to thank the employees of Division One for their kind and sympathetic services and beautiful floral offering, during the recent illness and death of our husband and father, Sanford E. Foster.

Mrs. Matilda Foster.  
Royal M. Foster.

The third Safety Race is on, beginning Sunday, May 29, and continuing for ten weeks. This will bring it to a close the week of August 7.

A re-checking of the liability of the different divisions for accidents has been made from the accident figures recorded in the last contest.

In the last safety race Division Two was given credit for having the greatest risk and allowance was made accordingly. In the new contest this continues and Division Four winner of the last race, will be credited with having the second greatest risk. The others in order of risk are Division Five, Division One, Division Three.

Division One will have a better percentage rating than in the last contest and it is expected to make a showing well up with the leaders.

The presentation of the Premier Safety Division to Division Four was arranged as a feature of the monthly company dance Saturday night at Recreation Hall with Division Two relinquishing the title of Safety Champion to Division Four.

### IMPROVE SEATS ON SAFETY CARS

Tests are being made to make all the safety cars as comfortable as possible for the operator. On all the American cars, the front seat, to which is attached the operator's seat, is being placed three inches closer to the controller and similar to the St. Louis type. The seat for the operator is being enlarged on one of the American cars and it will be shown to as many safety car operators as possible to set their opinions on the change.

A man's worth is not measured by the amount of brains he has or the greatness of his physical strength. It is measured in proportion to that part of the 100 per cent application of these qualities to the task in hand.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Public Library Bonds

THE Los Angeles Public Library has been a good friend of the Los Angeles Railway Library in many ways. The public library wants funds for its own building and a bond issue for this will be presented at the next election. The following arguments in favor of the proposition are given by the library's publicity bureau.

Do you know—

That the Los Angeles Public Library is the only large library in the United States which has never owned its own building? And that it is now one of the largest libraries in the country?

That the City Council has decided to put a library bond issue of \$2,500,000.00 on the ballot at the June 7th election.

That for seven years the library has rented four floors in the Metropolitan Building at the annual rate of 45 cents per square foot, which amounts to \$22,600.00 per year.

That the library is used three times as much as it was ten years ago. That there are nearly three times as many books in the library as ten years ago.

That under these circumstances a bond issue for a library building is a necessity, in order to save the waste of paying rent.

That Los Angeles has the lowest tax rate comparatively of the ten leading cities of the United States.

That the annual cost to the average tax-payer will be slight if the bonds for a library are voted, only 2 cents on every \$100.00 worth of property. That is if a man owns a place worth \$5,000.00, assessed at \$2,500.00, it will cost him 50 cents a year.

VOTE FOR THE LIBRARY BONDS, PROPOSITION NO. 3.

## Trippers Must Be Considered As Seriously As Main Runs

(Continued from Page 1, Col. 1)

pulling out of service, if late, he gets paid for over-time.

Pulling-in is the same as pulling out, only the time feature does not enter. When signed off, you have plenty of time to think over what you should not be thinking of while on the car.

If the men who get trippers will make up their minds to attend to business for those three hours, the accidents as far as trippers are concerned will be cut out. Any man can do it. They are just caused by the man treating them too lightly, not as a business proposition. Every man knows that as long as he attends to business everything goes along all right. The men that do not attend to business are the ones who are continually getting into trouble.

### Thinking of Something Else

Whenever a motorman has a serious accident there are a few seconds just before and after the crash that the man's mind is blank. He may do the right thing automatically, but he can not tell you just what he did. In a great many cases he did not do the right thing. It takes years of experience for a man to do the right thing under such conditions. Man failure is where the man's mind failed to act. He was thinking of something other than his work, and could not get it out of his mind soon enough to handle the unexpected situation.

A man runs a track crossing, over a switch or into a curve any place when he fails to act. That is man failure. If you allow your car to get so close to a track intersection that you will need all your breaking power to stop ten feet away and no car shows up, you can make the stop, but if just as you apply your air, a loaded car starts across in front of you, you will not be able to stop at the same place, you will over-run the mark every time.

### Unexpected is Real Test

Most any man can do the work when everything is going along all right. The man that counts is the one who can con-

trol himself under conditions out of the ordinary, unexpected situations. The real test for a motorman comes at times when he is confronted for an instant with a situation which calls for some act or operation which he is not in the habit of performing. The instant lost because he has to decide or debate as to the proper move to make, the result is an accident. It may be the first time in his life he has been called upon to perform the act. If he does not do the proper thing at the proper instant, the result is man failure. For this reason, a slow thinker is not a success on the front end of a car. There must be coordination between the mind and muscles so no time is lost deciding what to do.

I have known men to ring the gong violently, not thinking to apply the air or throw the power off.

Others thought they were reversing the car when they never pulled the reverse lever at all, but fed up to nine points ahead. Some men try to stop the car with the power on, others have had the power off, and on the impulse threw it on the nine, or were so confounded they did not know which was the off position.

When a man fails to look in the mirror, keep gates closed, or make the hundred foot stop, or fails to do the proper thing at the proper time and place, something is bound to happen, if not to him, to others.

### Chief Safety Rules

There are just a few cardinal features for a motorman to look out for: road space, safety stop, track crossings, curves, electric switches, and dangerous cross streets. If he watches those few things as he should, he will have no serious trouble.

Men do not like to get demerits. They all know how to keep from getting them. If a man does the work as he should, it makes no difference who rides with him, or observes his work, they can not fasten any on you, that do not belong to you, and the boss that tries to will not last long. If you are guilty, take them, then watch yourself a little closer. If not guilty, fight it, you know if you deserve what you get better than any other man. It is a good thing for most of us that we don't get what we deserve.

Guff—"My coffee is nothing but mud."

Waiter—"Well, it was ground this morning."

Music Clerk—"What can I do for you, Madam?"

Lady (buying music)—"Sing me to Sleep," please.

## Rabbit Raiser Makes Sale; Now Cat Is Missing

OSCAR DUNMAN, the farmer motorman of Division Three, raises a fine lot of rabbits and sells them to the boys at a fair price.

He left one in the office for Harry Beals the other day and we don't want to insinuate anything but the office cat has been missing the last few days.

## With a Grunt and Heave, Desks Go To New Building

With a husky heave on desks, tables and chairs and a supreme effort by the flock of motor trucks, the main offices completed the task of moving from the old quarters in the Pacific Electric Building to the new Los Angeles Railway Building this week-end.

Final touches are being put on the new building but it is ready for occupancy in practically all respects. The elevators were put in service last week.

In addition to the main office moving from the Pacific Electric Building, it should be remembered that the instruction department will move from the quarters at Sixth Street and Central. This is of particular interest to trainmen in view of the fact that the instruction department has charge of equipment such as cap numbers, punches, etc. The new office will be in room 722.

## Keep All Equipment Clean As Possible

Complaints are being received regarding clothing of passengers being soiled by excessive oil or grease on brake fixtures, seat castings, etc.

In all such cases, wipe the oil off, if possible, and if not notify Dispatcher.

Wherever brake valves are noticed leaking oil, make notation of same on motorman's report card.

R. B. HILL,  
Supt. of Operation.

### DIVISION 1 SPEAKS

Referring to an article that appeared in Division 1 news column of April 25th, wherein some gentleman of Division 2 is accused of having made a terrible mistake by accusing Division 1 of having several of Division 2 stools.

The gentleman referred to wishes to explain this affair a little in detail, so that all may judge as to whether a mistake has been made or not.

Some time ago Division 1 traded five cars with Division 2. Division 2 sent to Division 1, five perfectly good cars with two perfectly good new yellow stools on each car.

Division 1 sent to Division 2 five perfectly good cars, but never a stool of any description.

We may be easy, but we know when we have been stung. The gentleman at Division 1 who wrote that article should take warning, knowing as he must, what happened to a couple of Division 5 men.

Fate, malicious people, and other factors can threaten, hurt, and wound you; nothing and nobody can put you down but yourself.

# CHECK ON TRIP SHEETS WILL FORESTALL DEMERITS

By R. R. Smith  
Asst. Supt. of Operation

In checking the number of demerits assessed for different reasons, I find that conductors seem to be coming in for about all of this week's discussion.

In making transfer rules, it is frequently necessary to extend a transfer privilege, which can be abused by an unscrupulous person, in order to protect the patron who will use the transfer in a legitimate manner. Some conductors who are actuated only by a desire to protect the interests of the Company, will refuse to issue transfers in such cases, although the rules provide that the transfer should be issued. It certainly hurts to have to demerit under such circumstances, knowing that the conductor was simply trying to prevent a possible abuse of the transfer, but it must be remembered that these points were given consideration in making the rules and that a conductor is never justified in refusing to issue a transfer when the rules permit.

### Can Avert Errors

Cases of errors and omissions in trip sheets are resulting in a number of demerits as the slips come back from the division with a notation "Forgot," "Oversight," and other reasons which can only be accounted for by the failure of the conductor to give his trip sheet a final looking over before turning it in. It is absolutely impossible for the auditing department to keep accurate check on the traffic handled unless the information on the trip sheet is correctly given. Failure to show correct car numbers and train numbers, whether time worked was A. M. or P. M., failure to sign and punch sheet at bottom, and showing name of line incorrectly are all errors which a final scrutiny of sheet will enable conductor to correct.

### Give Sheet Final Check

Failure to fill out required information regarding transfers issued correctly is the cause of the transfer bureau being unable to properly proportion the number of transfers required by each train run, and results in numerous cases of shortage of transfers.

Entering different forms of transportation in wrong column, and failing to show totals at foot of column affects the records in the auditor's office, and is the cause of much extra work in that department.

Don't forget to give the sheet the final "Once Over."

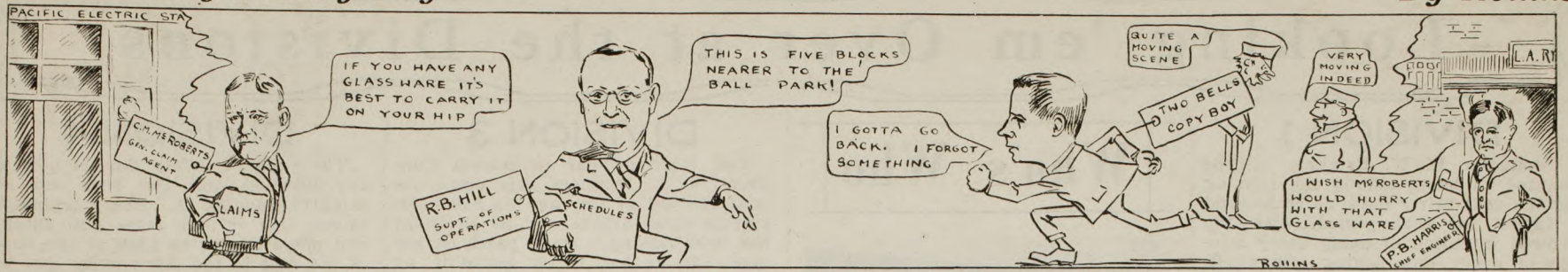
Failure to have register or fare box statements correct on card brings demerits, and verification of tell-tale out of place, is considered so important that failure in this respect carries one of the heaviest penalties assessed. It is on this account that the rule requiring a conductor to board car before car arrives at relief point, is carried, as this gives him an opportunity to compare statements with the man being relieved.

### Keep Cash Receipts

Carelessness in figuring up cash properly, results in conductors turning short, and it is worthy of note that while some of the best conductors in the service will make such mistakes occasionally, there are some who actually seem to be unable to make a turn-in without making an error. Failing to turn cash in promptly is an offense for which there is so little excuse that such failure sometimes merits discharge. There is more detail and trouble connected with the making of adjustments in connection with errors in cash than is caused by any other mistake a conductor can make in his clerical work.

# L. A. Railway Moving Day

By Rollins



## Bouquets And Things (Hand Picked)

**Bouquets Received Last Week**

Conductor G. M. Smith, Div. 2.  
 Conductor S. E. Merriweather, Div. 2.  
 Conductor J. Crane, Div. 2.  
 Conductor F. W. Fox, Div. 2.  
 Conductor H. Coligny, Div. 3.  
 Conductor R. T. Maguire, Div. 4.  
 Conductor C. F. Howe, Div. 4.  
 Motorman F. T. Ruelas, Div. 4.

**For Motorman M. Scherer, Div. 1.**

Los Angeles Railway,  
 Gentlemen:  
 I understand the motormen and conductors are receiving merit marks for courtesy to passengers and I wish to call to your attention Motorman 2453.  
 I surely appreciate his willing courtesy and I also wish to mention the smooth and easy way he stops and starts his car.

Very respectfully,  
 Florence Hadler,  
 554 N. Larchmont Blvd.

**Motorman F. F. Long, Div. 1.**

Los Angeles Railway,  
 Gentlemen:  
 Once again it is a pleasure to be able to compliment a trainman for courtesy. This time it is a motorman, No. 1277, on a West Pico car—let's have more like him.

E. D. Miller,  
 614 Laughlin Bldg.

**For Motorman E. J. Marceau, Div. 2**

Los Angeles Railway,  
 Gentlemen:  
 We wish to call your attention to the fact that Conductor No. 1298 is very polite and accommodating to passengers, and always appears to be attending strictly to business for which we think he deserves due credit.  
 We have noticed that he is especially nice to old people and those who are infirm, helping them on and off of the car, etc.  
 I have heard several of the folks here in school speak of the same thing but they will probably never take the trouble to write and tell you about it.

Very respectfully,  
 Mrs. D. Campbell,  
 Commercial Experts Training Inst.  
 Grosse Bldg.

**For Motorman R. Gholson, Div. 3.**

Los Angeles Railway,  
 Gentlemen:  
 Knowing of the merit system would like to call your attention to Motorman No. 575 of the Brooklyn Avenue line. This motorman is unknown to me.  
 I took the car at 7th and Main after having let a couple of cars go by because of the number of people who pushed on ahead of me. I went to the front of the car thinking there might be a seat. I first noticed this motorman's number when he called the names of the streets so plainly, and then again when he very kindly offered me his stool for which I was very grateful.

Yours very truly,  
 Mrs. F. B. MacPherson,  
 853 N. Alma Street.

**For Conductor J. C. Cave, Div. 4.**

Los Angeles Railway,  
 Gentlemen:  
 I have lived at the above address for over 17 years, and have used the West 1st Street line as my transportation line. During that time I have seen a good many splendid men in your service on that line, but now, especially, you have one man on that line who is a jewel. It is Conductor 2568.  
 He is a true gentleman, courteous to all. He has a smile and a pleasant word for everyone, young or old, but still does not stop it over by being too garrulous. He has a rare tact with the public to make them respect him and treat them with due respect.

Yours truly,  
 N. L. Ridderhoff,  
 122 Witmer St.

## Woman Expert In Schedule Office Work

WORKING in an office usually monopolized by men with experience on the cars and as dispatchers, Mrs. Lottie Parks holds a unique position in the schedule department.



The big schedule sheets which are consulted daily by hundreds of trainmen at the divisions are turned out from her typewriter.

Mrs. Parks entered the department a short time before the rerouting in May last year and did some of the hard work connected with the big change on all lines and schedules. She has been with the department continually and is a valued member of the schedule office.

## ANSWERS QUERY ON RIGHT OF WAY

**Question:** A car standing east bound and another west bound on Twenty-fourth street sound gong at same time. Both start, and if they get to center of Vermont at same time, they will pass, but if either does not get in center of Vermont, corners of cars will collide. Is it right for both to start and keep going or should one car wait for another to get in the clear, and which one has the right of way?—Motorman H. R. Armstrong, Div. 3.

**Answer:** In this case the west bound car has the right of way, and the east bound car should wait at the original stopping point until this car has passed, this right of way being governed by the rule at the top of Page 16 of Operating Rules, which states that a car moving against the switch point has the first right as against car moving in the opposite direction on the other track.—R. R. Smith, Asst. Supt. of Operations.

**For Motorman H. E. Crooks, Div. 3.**

Los Angeles Railway,  
 Gentlemen:  
 I understand you have a Merit System among your employes and if carefulness, thoughtfulness and efficiency count for anything I want to call your attention to Motorman No. 531 who operates a car on the West 11th Street line.  
 He is always careful at the crossings and when passengers are loading and unloading. He is thoughtful because of the fact that he is always able to wait for a person who is hurrying to catch the car and is efficient because he is always on time.

Sincerely yours,  
 Gordon B. Findlay  
 1634 1/2 Winfield St.

All history resolves itself very easily into the biography of a few brave and earnest persons.

## Train New Men For Work As Supervisors

To prepare for the summer traffic and particularly the national convention of Elks in July, A. K. Plummer, director of traffic and his assistants are training eleven trainmen for duty as supervisors.

With this addition to the supervisors' force, a considerable improvement is expected although hundreds of trainmen and operating department officers will testify to the high efficiency being shown by the present staff. The arrangement of having three district supervisors has proved particularly beneficial.

In the training, new men are put through a thorough course in operation of the safety cars and magnetic cars then they are given instruction on the conductor's work including transfers, trip sheets and various forms of reports. Then complete training on the front end is given irregardless of whether the man was a motorman or conductor previously. The course takes from two to five days.

## THIRD SHIFT FOR CASH RECEIVERS

A system of three shifts for cash receivers which will speed up the work of turning in cash and eliminate inconvenience for conductors and division clerks is to be established June 1.

The first shift will be from 2 P. M. to 9:30 P. M. every day except Sunday when there will be only two shifts. The second will be from 6 P. M. to 12:30 P. M. and the third will be from 12:30 P. M. to 6:30 A. M. for receiving conductors' cash.

This plan puts a cash receiver on duty earlier than at present as the first man now goes on duty at 5 P. M. The new plan will also give two men on duty between 6 P. M. and 9:30 P. M. ready to receive the cash as cars pull in from the late afternoon rush hour service.

The cash receivers will check over the transfers conductors have left. Conductors can get through with this work promptly and be able to start home sooner if they will have the transfers secured by a rubber band and marked with their train number.

The new cash receivers for this work are Division one, H. F. Powell; Division Two, W. A. Pilcher; Division Three, R. W. Marvin and E. R. Cully; Division Four, F. W. Goss; Division Five, G. R. Daniel. C. E. Kelly will be relief man.

## GOOD MEDICINE

A fellow who had the spring fever Took pills to shake up his liver, But the bloomin' old pills Didn't fix up his ills, So he took a ride in his fliwver.

## On The Back End (Contributed)

It is reported that Conductor R. W. Gay of Division Two got the idea of real service to the extent of greeting passengers with a burst of poetry and that the following resulted when three girls got on his car after a desperate chase.

*On, on came the Seventh street car  
 And you three girls were away so far,  
 Because you started a little late  
 You had to make a three-minute gait.  
 It even made me puff and blow  
 To see you three girls running so.*

Conductor Frank Clark, another of those fishing experts of Division Three, took a trip to Redondo recently after the elusive halibut, and to prove he is a genuine fisherman, he sprang this one:  
 "A brother fisherman hooked a 275-pound Jew fish. Asked how he knew it was a Jew fish he answered that it was because it was so hard to skin."  
 This one ought to keep Ira Gott and Louis Parker sit up and take notice.

The son of ex-Motorman Houghton of Division Four was riding on a street car. It was quite an occasion as the lad usually rides in the family fliwver. The air pump was working and the car standing still. When the pump stopped the three-year-old said, "Now, daddy, they tilled the engine. Who is going to trank it on dis big car."

Conductor Impusene, of Division 1, was doing a good cash business on his car when a dusky female passenger came to him and in a whispered shout asked if he had a safety pin. As luck would have it the conductor was able to fill the request and got this grateful expression: "Mr. Conductor, you shuah is a life saver."

On Maple and Heliotrope a young lady asked me, "Why didn't you stop at Oakwood when I pressed the button?" I explained there were no push buttons on car 339, and she got off without telling me which button she pressed.

CONDUCTOR A. E. BARTLETT.

R. W. Reid, high efficiency man of Division Three, and extra office clerk, is now breaking in as an extra supervisor and we believe he will make good on the job, but feel that he will miss the pleasant reflections of the mirror.

**APPLIED ANATOMY**  
 Where can a man buy a cap for his knee,  
 Or a key for a lock of his hair  
 Or can his eyes be an academy,  
 Because there are pupils there?

In the crown of his head, what germs are found?  
 Who travels the bridge of his nose?  
 Does the calf of his leg become hungry at times  
 And devour the corn on his toes?

Can the crook of his elbow be sent to jail?  
 Where's the shade from the palm of his hand?  
 How does he sharpen his shoulder blades?  
 I'll be hanged if I understand.—  
 The Hts. News.

# Looking 'em Over at the Divisions

## DIVISION 1

Conductor R. W. Brigham can be counted as being among the missing for the next thirty days, as he secured a lay-off for that period, with the avowed intention of using every minute of every day fishing somewhere up in the hills. Of course, we were all promised the usual mess of fish but we know these fishy promises.

Dan Hanley, the gent who helps make the fellows at Div. 3 behave, paid us a visit last Sunday, and we were all mighty glad to see him. He spent the entire afternoon in telling us how far superior Div. 3 was to this one, and, of course, we all agreed with him, because the book on etiquette says we must be polite to visitors, but some day we hope to visit Division Three, and tell Danny a few things.

To our great surprise we found the "Two-Bell" mail box almost full, and we had great and glorious visions of enough MSS to enable us to get by, but upon further investigation we got a bad jolt. Instead of being something good for our column, everything was pertaining to the coming baby birthday competition.

G. W. Sanders, one of our most popular conductors, came in and broke the news to us that he is leaving the service to go back east. "Well, we all wish you luck old boy, and when the little old blizzards get to blowing next winter, don't forget your ticket back!"

## DIVISION 2

Motorman D. S. Pagliassotle, is taking a 90-day leave of absence, going to his old home in Italy.

Motorman K. Pappé is taking 10 days off, to rest up.

Motormen L. G. Lowry and B. R. Davis are working temporary as supervisors.

Motorman A. L. Swasey, is working his West Jefferson run again, having had some time off to attend the burial of his son, who drowned about two months ago near China. Young Swasey was a sailor in the U. S. Navy. Division Two extends sympathy.

Motorman J. K. Adams, who had a 90-day leave, decided he couldn't use so much time, so after spending a couple of weeks in Denver, Col., returned to L. A., and is now working his run again.

## Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending May 21, 1921:

### DIVISION 1

Motorman—W. Herrmann.  
Conductors—L. B. Cravens, J. D. Allen.

### DIVISION 2

Conductors—A. W. Dennis, L. S. Phillips, A. E. Cooper, A. W. Gilgert, J. W. Parker, E. H. Rosebrock, L. H. Wilson.

### DIVISION 4

Motormen—J. C. Clark, M. B. Boyd.  
Conductors—L. M. Keas, E. M. Cady, C. G. Bailey, E. A. Thomas, A. Gils-trap.

### DIVISION 5

Conductor—L. C. Ford.

### Speeds Back to Work

Fred Gregory, the speed demon of the inter-department mail delivery system, is back on the job after a recent illness.

## Who's Who



INTRODUCING John Robinson, foreman of Division Five.

It is quite a long jump from farmer in England to foreman of a street car division in Los Angeles, but such is the record of Mr. Robinson. He was born in Cliburn, England, a certain number of years ago and perhaps he will tell you just how many if you ask him.

Coming to California, he entered street car service in 1907 at Division One as a conductor. As the system expanded and Division Five was established, he became extra transfer clerk. In 1917 he was appointed a regular transfer clerk and was made foreman May 26, 1920, just about a year ago.

He has a nice little home, a wife, two children and a flivver to keep in shoes. He is fond of fishing whether he catches anything or not, and is an all-around good fellow.

Next month he is leaving for a visit with relatives in the old country.



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

### DIVISION NO. 1.

Conductor D. R. Greenfield, 1104 Delphi St.  
Motorman S. H. McGary, 3602 Central Ave.

### DIVISION NO. 2.

Conductors—A. Hill, 200 E. 53rd St.; M. Ohrner, 5623 South Main St.; L. C. Welch, 348 E. 52nd St.  
Motormen—W. W. Stewart, Pacific Hospital; T. A. Brewer, 5125 South San Pedro.

### DIVISION NO. 3.

Conductors—D. R. Jaynes, 2833 Jeffries Ave.; Glen Wilson, 113 East Ave. 26.  
Motormen—M. L. Edes, 527 Hill St.; G. R. Redenbach, 941 East 43rd St.

### DIVISION NO. 4.

Conductors—W. B. Huddy, 1044½ Georgia St.; H. J. Burke, 1327 Georgia St.  
Motormen—J. Turkleson, 1343 Flower St.; J. B. Keller, 918 W. 16th St.

### DIVISION NO. 5.

Conductors—A. W. Hall, 830 W. 16th St.; K. W. Kiersey, 2345 1st Ave.; A. Borman, 4811 1st Ave.

### SALESMANSHIP

"I'm getting our ice from a new man now, dear."

"What was wrong with the other man?"

"The new dealer says he'll give us colder ice for the same money."—Exchange.

## DIVISION 3

Ted Harriso begs to inform Conductor B. S. Brothers that since his goat ran out of tin cans he has been getting some alfalfa and as Brothers has been raising a small patch on his upper lip he had better guard it, as Billy is sure fond of it.

I saw our old friend Ed. Smith, our late foreman, the other day, he says he is keeping busy these days in the Transfer Bureau. He was looking and feeling fine, and said to say "Hello" to all the boys for him.

Our janitor, Mr. Angel, has just received a stock of trip sheet books, changers, straps, pencil, etc., any of the boys wanting anything in this line can save money by doing business with him.

Mr. Wycoff, candidate for the trip to the prize fight, is doing fine, he is second on the list and gradually pulling to the front, don't forget him boys.

Mr. A. H. Wheeler has returned from a 30-day visit to the east. He says he is glad to be back to old L. A. as there are lots of worse places and none better.

Conductor W. S. Rice and Motorman H. D. Ramer are breaking in as extra supervisors and should both make good.

Conductor Bill Bailey, one of our faithful motormen, has been all "het" up over the fact that there was something wrong with his register record. It seems that the genius who placed the keys at the different register points got the 6 and the 9 upside down making it appear that Bill was soldiering a little, but it has all been fixed now and Bill is happy again.

Motorman E. M. Frayer was heard to remark the other day that ever since he purchased an indelible pencil he had not had an accident. If there is anything to this boys, for the love of Pete buy an indelible and get ready for the next safety pennant race.

Conductor O. A. Discon sprung this one: A lady boarded his car and asked if the car went to a certain point. He replied, "Yes, madam, please drop your fare in the box." Which she kindly proceeded to do, by dropping it in the A-Z-U-R-I-D-E box. We have not heard what became of the jitney.

With the new system of taking care of the conductors' mileage reports about to go into operation, it would be well for the conductors to take stock of themselves and reflect on how they have been behaving themselves in regard to making out and turning in same. As I happen to be the gent that has been checking them in of late, must say that a small percentage of them have been very lose in the matter. Some forget to sign their names, others fail to fill in car numbers and without these they are practically useless. As things are now, there attention is drawn to it and they correct it, but with the new order of things, there will be no correcting for, after you leave your car, the card goes down to schedule office and the next thing, bang! ten demerits or more and as they are expensive it will be well to be careful. You have only a short time now to practice so take advantage of it and avoid demerits.

### To the Land of Chili Beans

W. F. Marth of the auditing department has resigned to accept the position of paymaster for the Doheny Oil interests at Tampico, Mexico.

## DIVISION 4

The premier safety flag is now at our division and the boys are all mighty proud of it. Every trainman knows that it took some real energy and perseverance to keep at the head of the race in the last contest and we all know that the next contest will be closer yet. Mr. Wimberly thanks the boys of this division most heartily for the determination and interest they displayed in the contest and congratulates them on their victory. He also gives credit to the boys at the other divisions for the fine attempt they made to win. We hope that the boys of this division will go after the flag again right at the beginning of the coming contest. The new handicaps are going to make it a real struggle to stay on top.

The happiest trainman in our division right now is Motorman J. R. Deenean. J. R. received a visit from Old John Stork last Saturday who left him a nine pound future motorman. Mother and baby are doing splendidly. J. R. did not forget to pass around "real" cigars.

Conductor O. Leissy is enjoying a seven day rest.

Motorman C. H. Lewis (who used to be a supervisor) was coming east on his Pico run last Saturday afternoon when he noticed a lady and young girl attempting to catch his car at St. Andrews Place. He got out in the rain which was coming down very hard and carried both of them over the deep water that was running in the gutter. We must hand it to C. H. for real chivalry. At the same time we might say that Supervisor "Bill" Flannery who witnessed the above act was very jealous of C. H. "Bill" wanted to do the "Sir Walter Raleigh" act himself.

The writer apparently stirred up a lot of criticism in the issue of May 16, by publishing the definition of the word "overslept." We notice that the Div. 1 reporter has shown considerable irritation over the aforesaid article, even calls the writer a "traitor." Well, I'm backed up by the boys who never miss out and the wives of those who do, but that word "traitor"—goodness, what a horrid expression!

Rumor has it that Motorman H. Beals is about to get married but owing to the fact that we are awfully busy investigating some other rumors we cannot confirm the rumor about Motorman Beals.

## DIVISION 5

Motorman S. A. Johnson is taking a short vacation traveling around to the towns adjacent to Los Angeles.

Motorman B. H. Held handed in his resignation, effective May 25. He is joining the gallant fire fighters of the city of Los Angeles.

Conductor W. L. Pettit has resigned and intends to go back to contract work as a painter and paper hanger.

Our office clerk, W. E. DeMuth, is wearing a broad smile due to the fact that he was the lucky one in a drawing contest for meal tickets, having won a meal ticket twice in succession.

Our foreman, J. Robinson, was discovered the other day standing by one of the windows balancing himself to and fro. Some one ask him why, and he said he was getting in practice for the big ship Corona on July 2nd.