



# TWO BELLS

Vol. III

OCTOBER 16, 1922

No. 20

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

## Melrose Substation In Service

### INSTRUCTION DEPARTMENT HAS FOUR NEW MEN

Increase in travel, addition of cars to several lines and the prospect of record-breaking traffic in the Christmas week, is enlarging the personnel of all divisions. The instruction department is busy training the new men and Conductor W. C. Miller of Division One, Motorman E. C. Secrist of Division Two, Mtr. J. D. Messick of Division Three and Condr. Ira Gott of Division Three, have been made temporary instructors.

It is not the policy of the company to employ trainmen to serve temporarily through a period of heavy travel, such as the Christmas holiday season, but men entering the company now will continue in regular service as long as their work measures up to the established standards of efficiency.

The employment and instruction departments plan to have their work for the Christmas season done by December 15, so that no new men will be breaking in during the ten days before Christmas. This plan has been outlined to give a maximum number of men and cars in passenger service and to prevent breaking in new men during the unusually heavy traffic conditions.

A smile is the light in the window of the face by which the heart signifies it is at home.

### Loader Placed At Manual Arts

A loader has been stationed at Manual Arts High School between 2 and 4 p.m. daily to assist in handling traffic at that point. This will enable the students to board at the front end of the car as well as the rear. The loader will collect school tickets and fares and use the portable register like the loaders in the downtown district.

Listen to the other fellow—At least part of the time—if you want to do business with him.

Keep your temper—it's yours.

### L. A. Crowd For N. Y. Ball Game Stumps Grandpa

IN the post mortem that follows every world series there is always one good baseball story and T. Y. Dickey, foreman of Division Two, wins the steam-heated ice cream freezer with this one:

When the annual baseball squabble was on between the Giants and Yanks I was standing in front of a score board, when an old gentleman came elbowing along, and addressing himself to the crowd in general, said, "what's the excitement?"

A polite bystander said "baseball game."

The old gentleman swept the horizon with his specks, and asked "where." Polite party replied, "New York."

The old gentleman pulled a disgusted look and resumed his march with the remark, "A MAN GETS A LOT OF SATISFACTION TALKING TO A FOOL LIKE YOU."

A man may love the country in which he is born, but he must be loyal to the one in which he elects to live.

### OFFICES SHIFTED AT HEADQUARTERS

A rearrangement of some of the transportation department offices has been made on the seventh floor at headquarters.

Room 706, which was formerly the entrance room to the office of Mr. Hill, superintendent of operation and Mr. Smith, assistant superintendent, is now the entrance room to the office of Mr. Anderson, manager of transportation. Men wishing to see Mr. Hill or Mr. Smith will go to room 710. Mr. Collins, supervisor of safety, will retain his present office in room 704, but trainmen to see him will report first to room 710.

Additional space for the work of the employment department in room 725 has been provided, as the clerical work will be done in room 710 hereafter.

It is cheaper to keep well than to get well.

Every man owes some of his time to the upbuilding of the profession to which he belongs.

—Theodore P. Levitt.

### Wrong Reports Of Accidents Affect Scores

INCOMPLETE accident reports and reports made out on the wrong forms are factors in the safety contest scores announced at the mid week by the Safety Bureau. These mistakes score against a division like Class Two accidents and marks have been placed against two of the divisions. In making out reports motormen and conductors should be sure that they have the correct form and then give detailed information.

A report that reads "Automobile and car collided. Step taken off" is of little use. State where the car hit the auto or where the auto hit the car and what step was ripped off. Be definite.

Division Five continued in the lead at the mid week. Although Division Three is in fifth place, improvement has been made over the first few days. The scores were:

Division Five	49.69
Division Four	77.03
Division Two	89.64
Division One	96.39
Division Three	108.54

### PORCH CLIMBER "WINGS" CARMACK

Conductor L. F. Carmack, Division One scribe for Two Bells, is nursing a lame left wing as the result of a sudden encounter with a burglar at his home. Friday morning, October 6, he climbed out of bed and started to prepare breakfast. At the rear of the house he encountered the intruder and grappled with him. The unwelcome one shot Carmack through the left shoulder and escaped in the dark.

Carmack is getting quite a wide acquaintance with hold-up men and burglars, much against his will, as he has been invited to reach for the stars while working a late night run.

He expects to be back on the job in about three weeks.

### Reballast and Pave Hoover Street Track

The track on Hoover street between Slauson and Sixty-ninth street, is being reballasted and paved. This track was reconstructed about a year and a half ago when lines were moved to the center of the street.

### FOUR LINES IN NORTH-WEST DISTRICT BENEFIT

The third automatic substation of the Los Angeles Railway system will go into full service this week, following successful tests made during the morning and evening rush hours since last Monday.

Operation of the new sub-station marks the third step in a program of the engineering department for general improvement of power conditions. The first step was construction of the automatic substation in the Vernon yards. The second was operation of the Garvanza automatic station, and the third is made with station near Melrose and Kingsley Drive. The fourth step will be operation of the West Adams station, near West Adams and Hobart, which is now under construction.

The Melrose station was put in temporary service in the morning and evening periods and final work on connections and lighting was done during the midday.

The station improves power conditions on the Temple street, Heliotrope, West Sixth and Western Avenue lines.

It is expected that the installation work at West Adams automatic station will begin about November 1. L. J. Turley, electrical engineer, is aiming to have the station operating by December 15.

The only new leaf which some turn over is in their check book.

### A. K. Plummer Still Improving Slowly

Although still far from his old time form, A. K. Plummer, director of traffic, is reported as making gradual improvement. He has been sick for a month, having been taken ill as he was preparing to start on his vacation.

He went to Murietta Springs but was too weak to take the treatments and had to return to his home.

Laugh a little less at your neighbor's troubles and more at your own.



## Editorial Comment

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

### Merit Records Near Close

THE Merit System records for the year close November 30 and then clerks will compute the amount of Christmas bonus money to be paid to trainmen.

The closing days of the period are the ones a man wishes to keep particularly clean of demerit marks. They are the days when a trainman exerts a particular effort to keep a good record good to the finish or to build up a few credits on a record that has been sprinkled with demerits.

The closing days come in a period when traffic is gradually increasing toward the Christmas holiday season peak. This is true of both pedestrian and automobile travel. It is the time when rain pays its first visit of the season and creates dangerous conditions which call for special effort.

This is a time when every man should be up on his toes, alert every minute.

### Police and Fire Pension

A MUNICIPAL pension plan for policemen and firemen will be on the ballot at the coming election as charter amendment Number 8A.

Policemen, firemen and street car men are engaged in service for the general public which necessitates the closest co-operation. This co-operation exists and helps the public and the individual men in these three branches of public service. Therefore Two Bells is glad to recommend to voters adoption of charter amendment Number 8A for which the firemen and policemen are campaigning.

There is a day-to-day pension plan now in vogue, but it should be impossible to make this a football for politicians. The present pension plan might be wiped out over night by the council, therefore it is proposed to make the pension plan a part of the city charter.

The pension plan deserves support because it expresses public confidence in those who protect property and safeguard law and order. It gives insurance to men who are denied it because of the hazard of their work. It removes the pension from the touch of politics and deals justly with men engaged in hazardous occupations and with their dependents.

Vote "Yes" on Number 8A.

### Out Where The West Begins

*Out where the hand clasp's a little stronger,  
Out where the smile dwells a little longer—  
That's where the West begins.*

*Out where the sun is a little brighter,  
Where the snows that fall are a trifle whiter,  
Where the bonds of home are a wee bit tighter—  
That's where the West begins.*

*Out where the skies are a trifle bluer,  
Out where the friendship's a little truer,  
That's where the West begins.*

*Out where a fresher breeze is blowing,  
Where there's laughter in every streamlet flowing,  
Where there's more of reaping and less of sowing—  
That's where the West begins.*

*Out where the World is in the making,  
Where fewer hearts in despair are aching,  
That's where the West begins.*

*Where there's more of singing and less of sighing,  
Where there's more of giving and less of buying,  
And a man makes friends without half trying—  
That's where the West begins.*

Arthur Chapman

### Grant Batting For Burwick at Div. 5

Clerk A. F. Grant is doing stenographic duties at Division Five, while the stenographer, L. W. Burwick, is away on his vacation in the northern part of the state. Mr. Burwick expects to return completely refreshed and ready for another year's work.

### Breaks Arm Cranking Contrary Automobile

Motorman L. M. Covington, of Division Three, had the misfortune to break his arm last Wednesday morning while cranking his auto. This will put L. M. on the shelf for some time and is pretty hard on him as working is his favorite sport.

## BULLETINS

Issued October 20, 1922

BULLETIN NO. 156  
NOTICE TO TRAINMEN

On account of approaching wet weather, crews will take careful note of the condition of curtains on cars, and in case any curtains are found defective, make report of such condition on the back of motorman's report card.

BULLETIN NO. 157  
Notice to Conductors

Please cancel that part of Bulletin No. 155 regarding lost pass No. 4024 belonging to R. A. Drake, motorman, Division No. 2, as this pass has been found.

BULLETIN NO. 158  
Notice to Conductors

The following passes are reported lost:  
No. 2394—Issued to Mrs. Pearl Ferguson, wife of G. E. Ferguson, personal representative.

No. 2859—Issued to Mrs. Pearl Hawksford, wife of C. O. Hawksford, garage man.

No. 3126—Issued to Mrs. Van Amburg, wife of S. Van Amburg, machinist, mechanical department.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 159  
Notice to Conductors

Please cancel that part of Bulletin No. 147 pertaining to lost pass No. 5655 belonging to D. J. Zigrang, conductor, Division No. Four, as this pass has been found.

*R. B. Hill*  
Supt. of Operation.

### Here's a Bouquet For Line A Men

Los Angeles Railway.

Gentlemen:

*I lived on 31st Avenue, West Adams Place, for over a year and before we moved I certainly meant to drop you a line to tell you of the many courtesies I received while traveling back and forth on the West Adams and Lincoln Park line.*

*I went up town often and it would have been a long tedious trip but for the kindness and courtesy of the trainmen. Some of them grew to be like brothers to me, and it is right in my line to thank them all for their kind and gentlemanly conduct toward me at all times.*

MRS. L. F. SCHEIBE,  
5727 Holmes Avenue.

### STORK DOING BIG DIV. 3 BUSINESS

The old bird stork has been doing double duty and dealing in large quantities around Division Three lately.

Last Wednesday the purveyor of progeny arrived at the home of Conductor J. B. Lovelace with as fine a pair of boys as you ever laid eyes on. J. B. is some proud papa and the brand of cigars supplied was par excellence. This is the first addition to the family and a good start.

Extra Conductor A. C. Kingsbury, son of the veteran motorman, Tom Kingsbury and at all times not very big, felt about a foot higher the other day when he appeared on the scene with a fine line of cigars and reported the visit of the stork with a baby girl of the seven-pound variety. The arrival made October 7 famous.

Mothers and babies are doing fine.

The man that is fired with enthusiasm is seldom fired by the boss.

## FLAGMEN WILL PICK SHIFTS IN GENERAL CHOICE

Veteran employes of the company who are working as flag men at the railroad crossings will have a general choice of their own in the near future.

Arrangements are being made to protect all railroad crossings with flag men from 6 A.M. to 6:30 P.M. daily, including Sunday. This will necessitate a general choice to determine the days off and the shifts favored by the flagmen. The choice will be based on seniority in service of the company, not seniority as flagmen. The "shake-up" will be unique as many of the flagmen have been with the company 15, 20 and 25 years. The date of the choice will be announced later.

Effective Monday, October 16, the crossings at Main and Jefferson and Twenty-Ninth St. and Griffith Avenue (P. E. air line) will be protected by flagmen.

Attention of trainmen is called to the rules governing operation at railroad crossings where flagman is on duty. The motorman must make the regular stop and if he receives signal to go ahead, he must stand up and make observation to the left and right as he proceeds.

## LOCAL CARS ON INGLEWOOD LINE

Following the introduction of "short line" service for the benefit of local passengers on the Eagle Rock line, similar improvement has been made on the Inglewood line.

Last Monday four extra cars were added to the morning rush hour service. Three extra cars start from Arbor Vitae station at 5:37 A. M., 6:51 and 6:58. A fourth car leaves Fifty-fourth and Mesa Drive at 6:42 A. M. These cars run to Second and Broadway.

### Switch To Letter Marker on Car 1151

Car No. 1151, the rebuilt model now running on the Grand and Moneta line, is equipped with a switch to the illuminated letter sign for changing from red to green marker. The switch is near the headlight switch on the inside bulkhead and was installed because the letter marker on the roof is made of material different from that on other M line cars and is to be left undisturbed while it is being tried out. The matter of letter markers on the lines with split terminals is still in the experimental stage.

First impressions are generally longest remembered.

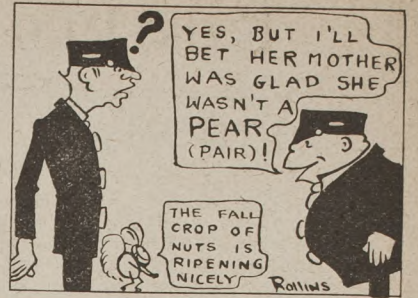
### Paymaster Has New Supply of Changers

A new supply of changers is on hand at the office of the paymaster, room 906 in the main building. The changers sell for \$2.30. A supply of the leather vest protectors also is available. The protectors sell at fifty cents each and are designed to protect a conductor's clothes from the wear of the changer.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. G. L. Musselwhite, Div. 2 Los Angeles Railway.

Gentlemen: I am writing you in regard to conductor No. 1324 on the Manchester and Mo-neta line.

Myself and two other men were riding in to town this afternoon and happened to be in a position to see his deed. While crossing Vernon, a young fellow, about 14, tried to catch the car while it was in motion. No. 1324 noticed the lad's intentions and as he took hold of the hand bar, No. 1324 grabbed him by the nape of the neck and saved the lad an awful fall.

I am glad to say that we people of the Manchester section have at least a few wide awake and alert trainmen, and No. 1324 is one of the best.

Sincerely,  
D. L. EDWARDS,  
9824 Locke Court.

For Mtr. G. H. Slatford, Div. 4. Los Angeles Railway.

Gentlemen:

This morning I saw Motorman No. 2379, who was instructing a new man, make a regular stop and then he told the new man to pull up about one hundred feet farther and stop to let a cripple get aboard.

This may have been an infraction of the rules, but I think he is to be com-mended.

Very truly yours,  
W. F. SWIFT,  
602 Ferguson Bldg.

For Condr. W. J. Millican, Div. 3 Los Angeles Railway.

Gentlemen:

While traveling today on W. 11th car No. 976, I was very much interested in watching the way Conductor No. 2236 conducted himself in getting passengers on and off, and especially do I want to call your attention to the way he would call the streets before he reached them, also telling the different transfer points.

I have traveled on the cars here for a good many years and he is the best conductor I have met. Also, at the same time, he was so polite to everyone.

Yours truly,  
MRS. A. H. HEIMER,  
1720 Mt. Royal Avenue.

For Condr. I. H. Gilbert, Div. 5 Los Angeles Railway.

Gentlemen:

I wish to call to your attention a gen-tleman on the "M" line.

This man's exceptional interest in his work, his interest in his passengers, his ability as a thinker and the satisfaction he gets by doing a real service for others, is most unusual and I cannot com-mend him enough to really do him jus-tice.

I wish you would bear in mind that this conductor, No. 2488, knows nothing of the writer of this letter and this mes-sage is from one who appreciates a char-acter as above mentioned.

Very truly,  
GEORGE M. COMEY,  
Assistant Supt. Globe Ice Cream Co.,  
Hill and Jefferson, City.

For Mtr. R. B. Marquezm, Div. 3 Los Angeles Railway.

For Condr. J. San Marco, Div. 3 Los Angeles Railway.

For Condr. D. O. Kammer, Div. 3 Los Angeles Railway.

Gentlemen:

I would like to call your attention to several of your employes whom I have noticed extending courtesies to patrons of your line.

Conductor 702 of the West Adams line in obtaining a seat for an old gentleman. Also Conductor 2244 of the Hooper Ave-nue line in assisting a blind man to the sidewalk. Then to Motorman 1827, whom I saw gently and carefully carry an old lady from the car to the sidewalk at the Lincoln Park end of the car line.

These are only a few of the kindly acts I noticed performed by street car men who seem to be a kindly and well meaning lot of men.

Sincerely yours,  
A. M. MacASKILL,  
3325 Darwin Ave.

## PROCURING WITNESSES NEEDS ARTFUL WORK

### If You Ask a "Did You See the Accident?" Passenger Usually Will Answer "No."

By JOHN C. COLLINS  
Supervisor of Safety

IN CASE there is an accident on or near the car, the attention of both motorman and conductor should be called to the fact, so that either man may have a chance to defend himself, and the company.



There are a great many reports to this effect. "I know nothing about the accident, motorman did not tell me about it until we reached the terminal." This al-

ways sounds as though the man making the statement was not much interested. Another thing, on his witness blank, one usually finds, "No one saw the accident."

The company is represented on the ground by two men, either one may be at fault, but if not, it is up to them to get evidence that the other party is to blame and to clear themselves. The evidence secured holds us respon-sible, or not responsible. Do not say you know nothing about the accident. Find out something about it, even if you have to ask some of your passen-gers how it happened, someone will explain it to you, then secure that party's name and address. We very often secure much valuable evidence on the ground, hours after an accident has happened, one that was over-looked by the crew who were the most involved in the mishap.

### Greatest Diplomacy

To secure witnesses to an accident, the conductor must use more diplo-macy than at probably any other time. Some accidents are easily handled, others, not so easily, but when handled right, the man usually produces re-sults. The personality of the party, as well as his probable frame of mind must be taken into consideration.

The first thing that comes to their mind is, "It is no affair of mine." Then the probable law suit, court, witness stand, lost time, with very little compensation. They may be friendly to the company, or they may not. Very few people care to take sides in a con-troversy, where an individual has been injured by a corporation, especially if the individual is to blame. Very few accidents are thrashed out in court, though all should be protected for such a settlement. The claim department gets a statement from the witnesses, using such statement as evidence of neglect on our part, or on the part of the other fellow. This forms a basis for a settlement which is made out of court.

### Don't Ask "Did You See It?"

Never ask a man or woman if they saw the accident. The scheme for you to keep in mind is what we will call "successful persuasion." You must en-deavor to persuade your passengers that they should be witnesses either for or against us. A word at the right time, as a rule will sway the party in your favor.

Take the man you know to be a grumbler about the cars being late, over-crowded, or the service in general. Call to his attention that this accident was unnecessary, had the other party used a little judgment. Such people make it hard for every one, as all the cars in this mixup will be delayed, dis-accomodating a great many people, re-garding less of the effort made to keep up the service.

### Show Them Briefly

As a motorman asks a person for their name, call to his attention the fact that you had no chance by saying, "You saw how he pulled directly in front of me, then stopped." Do not continue to talk; do not say too much, just the right word. Then there is another man, one who looks as though he nursed a grudge at the world in general, and you in particular. Put it up to him, if he thought you were to blame, he should say so. Then the other fellow would get paid for the damage. Make him think you are as fair as can be, willing to toe the blame if he thinks you are at fault. Make him think you believe he is a man of good judgment, and common-sense, at the same time you know his mind is warped. Everyone of this type is sus-ceptible to flattery.

### Limit Your Talk

If a small machine is hit, or a work-ing man injured, this is a personal matter. You also are a working man, but willing to assume your responsi-bilities if there are any. Show, if possible, where the other fellow was negligent. If a fine, large auto is smashed up by a car, pick your first prospective witness from the rough looking passenger. Those who look as though they did hard work. Call at-tention to the numerous chances taken by drivers of Ford machines. The proper word at the right time is the secret of successful persuasion.

One cannot numerate the differ-ent conditions or types of people you may have on your car. One class does not like another class of people. The un-successful are not overly friendly with the successful, placing the blame for delays on the vehicles, that people readily see delay us every day, causes a man to change his opinion. Make them see that we are doing our ut-most for them, and that we need their help at all times, that they are person-ally interested, and should be as much concerned as ourselves.

Every case is supposed to be judged on its own individual merits, but this is not a fact all the time; great weight is added by people who have had some such disagreeable circum-stance come up with them. A car starting too soon, starting rough, and many other things that happen from time to time, are stored up in the storehouse of memory, almost forgot-ten, until revived by some similar in-stance with some other party.

Do not be afraid of the party who does not seem friendly with you, or

## On The Back End (Contributed)

### THE RUDE AWAKENING

A man across the aisle sat with his head in his hands plaintively whistling "Lonesome" and then "All by Myself." From appearance he was as lonesome for company as the little blonde who was gazing with unusual interest at his handsome head. She wanted to tell him she was lonesome too, when up jumped a little child from the rear of the car calling "Papa, papa, ain't we most home?"

Motorman R. P. Farsier and Conduc-tor Jimmy Logue, proved beyond doubt, that they will stick together through thick and thin when Satur-day night the crew they were to re-lieve, through error, pulled the car in. Frasier and Logan stuck out on the corner four solid hours. You can't beat that for stick-to-itiveness.

As this column is not supposed to re-lect editorial opinion, Two Bells has no hesitancy in publishing the following contribution of wisdom:

If I were a young man and wanted a wife, I would try to hook up with one who sent me home early, so that I would be good for something next day. All in favor say I, contrary NO.

Extra Cond. Sleeper of Division Three was perambulating in his Chev-rolet with a lady friend and incidentally teaching her the art of driving. An eagle-eyed cop of the Glendale burg requested inspection of the fair one's license to drive. The license being conspicuous by its absence, she was told to tell it to the judge. Sleeper, the gallant, appeared by proxy, "Oh, well, I was young once myself, but don't let it happen again," said the judge.

Cond. T. L. Rhinehart of Division Four was busy with the usual Pico load. Passenger gave him a ten spot, and T. L. proceeded to get rid of some heavy stuff. Passenger claimed he had been short-changed \$1.00. Rhinehart was sure he had given the right change, and refused to come through with the extra two hours' work, but told the now thoroughly irate passenger that he would send the dollar to the office for him if he was that much over when cashing in that night.

T. L. counted his cash with extreme care, and came out exactly even. Wrote a long miscellaneous explain-ing the transaction in detail. Went home thoroughly satisfied with him-self for refusing to be "gypped," counted his change again, and, GREAT CAESAR! There was an ex-tra dollar! He rushed back to the barn, tore up the carefully-worded miscellaneous, called for another, and sent in the dollar with an humble explanation. So far, so good.

He worked hard all the next day, cheered the while by the happy thoughts of his honesty, and duty well done. Clerk hailed him just as he is responding to the mess call, AND HANDED HIM A SHORT SLIP FOR \$1.00!

D. E. CROUSHORN.

the company. He makes just as good a witness as one known to be friendly. A trainman is not near as good a witness on a case, as a disinterested party. The more diplomatic you are, the more friendly the evidence, the better the settlement.



# Looking 'em Over at the Divisions

## DIVISION 1

L. F. Carmack

This column announced last week the arrival of an eight-pound baby girl at the home of Conductor C. O. Morse. This was a mistake as the new arrival is a son, who weighed in at nine pounds. That's better and more of it.

Word has been received from N. W. Flinn, former motorman of this division, who resigned recently to work for the American Railway Express Company, that he is getting along nicely and wishes to be remembered to his old cronies.

Ruth Clayton, baby daughter of Mr. and Mrs. E. Clayton, who has been ill, is reported progressing nicely.

Conductors Burke and Burke, the heavenly twins of this division, have decided on a little diversion in the form of a trip to the northern part of the state. Pete and Repeat are popular boys and have the wishes of the gang for a good time.

Frances Marsh and Miss Marcella Tooley and a party of friends, spent last week end at Redondo Beach.

## DIVISION 2

C. L. Christensen

Conductor Ed. Lloyd, who has spent the last three months visiting friends and relatives in Canada, has returned to work, reporting a glorious vacation.

Conductor F. Monnier, Motorman M. R. Chamberlin and A. J. Johnson are taking a short vacation.

Our distinguished motorman, K. Poppe, on the "J" line, got married recently, but all details are lacking. However, we congratulate.

It is with regret we announce the death of Mrs. Clark, wife of Motorman E. Clark on October 5th. Mrs. Clark had been sick for some time and was operated on recently. She improved somewhat for a few days, then grew steadily worse until death came.

Also we report with sorrow, the untimely passage of Mrs. Fauver, wife of Conductor Frank Fauver and mother of three little children. Mrs. Fauver took suddenly ill, on October 5th, was taken to a local hospital, where an operation was performed, from which she failed to rally. Division Two extend their sincere sympathy to the bereaved families.

Merit rarely goes unrewarded.

## Introducing New Men

The following men have been assigned to their divisions during the week ending October 7, 1922:

### DIVISION NO. 1

Motormen—B. E. Simmons, C. W. Pons, G. Holman.  
Conductor—E. W. Kessal.

### DIVISION NO. 2

Motormen—C. P. Rutledge, F. M. Doherty, L. Richardson, A. F. Hein.  
Conductors—E. H. Robertson, L. Smith.

### DIVISION NO. 3

Motorman—E. J. Stuart.  
Conductors—C. A. Pence, L. C. Everhart.

### DIVISION NO. 4

Safety Operators—C. B. Smith, H. W. Childress, T. W. Godfrey.  
Conductors—R. E. Smillie, C. B. Blackmon.

### DIVISION NO. 5

Motorman—M. P. Powell.  
Conductors—J. W. Burke, G. A. Ludwig, L. G. Canary, V. E. Lloyd.

## Who's Who



ONE of the biggest events in the life of J. W. Allen, foreman of Division Five, was his decision that he did not want to be a cowpuncher. Another big event was his decision not to be a newspaper reporter all his life. Another momentous decision was that Oregon was a better place to live than his birthplace, West Virginia. The climax came when he decided that Los Angeles was better than West Virginia and Oregon put together and he started as a street car conductor, December 30, 1909, and helped carry home the New Year's eve sports.

Allen started at Division Three and was made an extra transfer clerk there years later. He was made a regular transfer clerk in 1919, and his appointment as foreman of Division Five came June 13 this year. He is famous for his even disposition.

A long chance often means a last chance. Don't gamble with Fate.  
—Safety First.

## DIVISION 5

L. W. Burwick

Conductor A. G. H. Trager is taking a short vacation in the mountains to rest.

Conductor M. Bixler is taking a few day off to rest.

Motorman R. J. Wright is taking 30 days off to prove up on his homestead in Animas, New Mexico.

Conductor H. Dean is off for 20 days to the mountains fishing and building up his health.

Motorman W. J. H. Hewett says, A Vernon Avenue motorman meeting a Hawthorne car about 9:00 A.M., signals by means other than the gong. I would like to know the system.

Motorman W. L. Hague sends in the following note to Two Bells: "Sleeping with your head on a rock for a pillow and climbing mountains, will give you health and sure give you an appetite. Boys, I feel and eat like a prize fighter. Wish you all good luck and above all else, keep a cool head and you will have no accidents."

Switchman O. S. Trabue has returned to work, after being away for the past week on account of sickness in the family. He reports that all are progressing nicely now.

A soft answer is often a stiff argument.

Difficulties are things that show what men are.  
—Epictetus.

## DIVISION 3

H. A. Russell

Well, I guess that we started off on the wrong foot in the present safety contest, at the time of writing we are in fourth place. But it seems that that is our usual way of doing things, just waiting for someone to set a mark for us to shoot at. All credit is due to the Division Five boys, for the grand start they made on the first day with nary an accident. Now they have set the mark, boys, go after 'em." You have done it before—repeat," that's what you have got to do, and can do. Just keep it in your mind that we have got to keep that pennant and it will stay with us, Two Bells. Let's go.

Our esteemed superintendent E. R. Dye, is at present enjoying his belated vacation, and Foreman "Dan" Hanley is officiating.

Cond. Charles Pence, who left us for a few months and returned and worked two days, has again resigned and is now on the fire department.

Cond. C. Bidwell (Biddy), who left us about a year ago, has returned to the fold and declares that he will stick this time, as he has found out that all that glitters is not gold.

A number of the conductors are spoiling a good record by failing to put their punch mark in their mileage cards. This is certainly only a small matter and should not be hard to do, and the omission brings demerits and demerits cost money and that hurts, so get busy and punch the card.

Big Woody McCoy, of the mechanical department, better known as the deacon, took a trip downtown, intending to get off at 7th street, but came to himself about 9th and in the same breath the old boy told us of his first glimpse of an up-to-date flapper that rolled her own below the knees and wore pink rosettes on her blue garters. This same chicken sitting opposite to him in the car. Evidently the old boy's mind was not on his business, and we fear that he is slipping.

Mot. Slim Barrett, he of the Adams Owl, laid off his money car trip the other morning and dared his conductor, George Chapman, to do likewise, but George shook his head and said, "nothing doing, old top. You can't make any money that way."

## On the Sick List

The following is a list of men who have gone on sick leave recently:

### DIVISION NO. 1

Conductor—C. L. Wiley, 211 N. Hollenbeck; C. E. Anderson, 3544½ E. 7th St.

Motormen—R. N. Jones, 715 Merchant St.; M. M. Spence, 1774 W. 37th St.

### DIVISION NO. 2

Conductors—W. S. Culver, R. F. D. No. 1, Redondo Beach; B. E. Allen, 303 E. 52nd St.; A. L. Johnson, 158 E. 55th St.  
Motormen—P. C. Pederson, 6930 Parmelee Ave.; E. Clark, San Luis and Lincoln Blvd.; F. Irvine, 227 W. 74th St.; J. C. Piester, 5519 Moneta Ave.

### DIVISION NO. 3

Conductors—F. Oliver, 3267 Arroyo Seco; W. E. Smith, 3231 Granada St.; A. Valenzano, 1061 Yale St.; O. A. Dixon, 464 W. Ave. 51; L. J. Hinson, 1619 Champlain Ter.; A. F. Eckenwiler, 3304 Granada St.; J. W. Reynolds, 3304 Pepper Ave.; D. W. Beatty, 2612 Idell St.; Motormen—C. R. Meador, 2613 Jeffries; E. E. Davidson, 600 N. Ave. 27; E. Gardner, 516 San Julian St.; H. N. McConaha, 2930 Jeffries.

### DIVISION NO. 4

Conductors—W. L. Price, 1130 Trenton

## DIVISION 4

C. J. Knittle

Hello, friends. "Ye scribe" reports an enjoyable vacation spent in the mountains and at the beaches. Much credit is due Stenographer E. H. Ellis for so ably taking care of this column.

Lan' sakes! Now who'da think that Janitor Herb was keeping something dark? He just returned from his vacation and joyfully informs us that one day during his leave—somewhere in these United States—he married—a woman. (Of course.) And we have received our smokes, and we congratulate you, Herb. Good luck.

We are still wondering how Conductor Harry Burke will get to the ball games next season, now that he has given up his owl run. Maybe he considers himself an alibi artist, but you know, Harry, you have only got two grandmothers and a few aunts.

"Good night. Pleasant dreams." That is the parting wish Motorman Wisdom expressed when relieved by the Temple Owl crew a few nights ago. However, it seems that Wisdom's slumber that night was not blessed by those same sweet dreams. He crawled out next morning feeling as though he didn't have his proper amount of sleep, caught his owl and found no trainmen to talk to except the crew, and when he reached the division, the clerk jovially informed him he had better hurry, because he only had an hour and a half to pull out. He had rolled out an hour too soon.

Motorman O. D. Sutton is on a thirty-day leave to go back east.

Conductor Memmers, visiting in Akron, O., on a sixty-day leave, has received a thirty-day extension.

Conductor D. J. Vanderlinden has been granted a thirty-day leave to remodel his home.

Supt. Wimberly is elated over the fact that we have jumped to second place in the safety contest, and "ye scribe" believes the Division Fourites are going to shine just like we did in the last series of contests. At least we are going to try real hard, what do you say, fellows? We are putting safety ahead of speed and safety ahead of keeping-on-time. There are two reasons why we are hot on the tail of the pennant. One—we want that flag. Two—we must keep up our "rep."

Conductor A. MacKenzie, Utility Man, T. H. Speed, Operator Douglas and Motorman Elfrank spent last Saturday fishing at Redondo and returned with three gunny sacks of mackerel, herring and barracuda. The party reports sharks numerous and annoying, but after catching one, killing it and throwing it back in, the school departed.

When you play, play hard, when you work, don't play at all.  
—Roosevelt.

"Whatever a man soweth that shall he also reap."

St.; T. W. Laughlin, 917½ W. 11th St.; W. R. Greenland, 1155 El Molino St.

Motormen—J. E. Hauff, 1005½ E. 7th St.

Operators—T. M. Fitzgerald, 1217½ West Pico St.; J. D. Maynard, 1248 Georgia St.

### DIVISION NO. 5

Conductors—J. H. Jackson, 143 W. 57th St.; E. F. Page, 11854 Venetia Ave.; H. Dean, 160 E. 67th St.

Motormen—C. G. E. Hoffmeister, 817 W. 61st St.; R. T. Todd, 5723 3rd Ave.; A. J. Eaton, 929 W. 66th St.; A. E. Neff, Hawthorne, Cal.; W. Atchison, 5403 6th Ave.