CHOICE OF RUNS OPENS

TALKING WITH MOTORMAN INVITES MISHAPS

By George Baker Anderson
MANAGER OF SERVICE

A man getting to work on a new job always finds things to interest him. His surroundings are strange—his work furnishes many curious aspects—things bob up every hour or so that amuse, delight, perplex, annoy, distract him, perhaps.

I think likely a man trying out the work of conductor or motorman for the first time is not very much different from a young minister preaching his first sermon, or a doctor prescribing for his first patient, or a fellow getting married for the first time.

Almost always when a man has this new and interesting experience with his desire to get better acquainted with his surroundings and his companions at work, there is nobody around who is apt to find fault with him and perhaps make a report to his superior that will get him into trouble; but with a conductor or motorman the chances are that somebody is on hand to observe what the trainman is doing, and if he is neglecting his duty or is away from the post of duty perhaps the passenger thinks it is up to him to take a hand and tell the fellows at the main office about it.

They Tell About It

I want to say to you new men on the job that more people come into the office or write or telephone about some apparently slight failure to observe some rule relative to the department of trainmen than you would imagine.

Passengers are made up of all sorts and conditions of men and women. Some are good-natured; some are indifferent. We never hear from the indifferent ones. I am sorry to say that we do not hear often enough from the good-natured ones, but you can depend upon it we are pretty apt to hear from the ill-natured fellows—those who seem to take delight in finding an apparent excuse to raise some poor conductor or motorman over the coals.

Must Be at His Post

It is a rule of the company that a conductor must be at his station in the car. On some types of cars the conductor's station is the rear platform; on other types it is the center. Occasions when a conductor finds it necessary to be away from his station are rare, but there is a rule which permits a conductor to go up to his motormen while the car is in service and laugh and joke and "get some apparently slight failure to observe some rule relative to the department of trainmen over the coals." That is a thing that

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Kicks Drop--Merits Grow

A FEW days ago on a peaceful afternoon, one of the office arithmetic sharks drew a deep breath and plunged into the file of complaint reports. Calm settled down on the office again for a few minutes, then the mathematical expert came up for breath with an adding machine in each hand and a wad of figures in the other.

He separated himself from a lot of talk about fractions, decimals and percentages, which interpreted into every-day language meant that the daily average had been reduced approximately one-half a complaint per day.

The comparison was made from the period of April 10, the date the Merit System was established, to June 1, and from June 1 to July 1. The number of complaints for the first period was 144 and for the second 74. That is a pretty good sign in itself that with more than 500,000 persons riding cars of the Los Angeles Railway daily, only 74 had a protest to make during the entire month of June. In some of these complaints, the passengers were at fault and not the trainmen.

Another viewpoint is given by the Merit System records for the corresponding periods. From April 10 to June 1 awards of credit were made to 165 trainmen. From June 1 to July 1 awards were made to 704 trainmen.

That tells quite an interesting story. It means that trainmen realize good service means actual cash to them in the bonus, which is credited each month, and that bad service imperils their chance of getting this money.

But greater still is something that cannot be measured in terms of dollars and cents. It is the satisfaction of knowing you have done the job to the best of your ability.

**EXPERT HERE FOR YOUR USE**

There is an automatic expert in your Library Room 767 Pacific Electric Building, which knows everything under the sun. It can tell you almost anything you wish to know in from five to ten minutes, whether it concerns work, your hobby, or is just a matter of curiosity like wanting to know where California got its name.

This expert is the new 1920 edition of the American, the encyclopedia for every American, which has been bought for your use. It is bound up in thirty handy small volumes and printed on that delightful rice paper called India. The articles have been written in an interesting manner and there are numerous illustrations.

Now don't say to yourself, "But I don't suppose it will tell that," it will tell that and much more besides. Try it.

**Conductor Marries U. S. C. Farmerette**

Conductor E. L. Tree has just returned from a four-weeks honeymoon in Yosemite and Northern California. The bride was a graduate of the University of Southern California, agricultural department. She lived in the city and is likely to hear at any time that Conductor Tree is to be a regular farmer.

F. E. Dennison, director of traffic, is on vacation.

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*Trouble Swede* Starts Christmas Shopping Early

**MOTOR-MAN M. KNUDSON,** the well known Santa Monica resident, "Trouble Swede" of Division Five, has a bright eye for commerce. One morning last week he was riding into town on the Inglewood line on a car that had been trailing a truck loaded with coal. Suddenly Knuudson called to the motor-man:

"Shorty, slow down the car here, I want to get off."

He did just that, and scooped back along the road toward a big heap of coal that had fallen from the track and hid it behind a sign board for removal to the family coal bin at a later date.

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**Supervisors to Have Course of Instruction**

A thorough course of instruction for all supervisors in the Los Angeles Railway is now being conducted by A. R. Plummer and John Rose. When this course is finished, every supervisor will be an authority on why street cars fare remains very low for the ordinary traffic and everything else doubles and why the cars are painted yellow. Not that there is anything to be ashamed of in being like those by trainmen or passengers, for it is intended that they shall know how the street cars operate from the ground up.

To carry out this practice, instruction classes have been conducted especially for the supervisors. A session was held to study the various forms of tickets and passes good for transportation so that a supervisor can be called upon to settle a disputed question quickly and correctly.

Proper spacing of cars, relief of a traffic jam, and saving the stenographer the trouble of putting some funny marks at the end of every ticket will be given in the instruction course.

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**Picture Bulletins Attract Interest**

Illustrated news of the day is being shown in a picture bulletin service at the Los Angeles Railway main office. It is the intention of the Los Angeles Railway to give added protection against inferior service to locomotive drivers. The bulletin is on the wall opposite the elevator, on the seventh floor. Look for it next time you are at head quarters.

Boys of Division Three who knew R. C. Potter and bailed him in the recent court case, rejoice that he came through, for R. A. Legal was raised for his case, which was directed by S. S. Hahn.

There are two kinds of cents—one made the dollar, and the other, the man.

Don't be a "buck passer." If you want to get anywhere in this world, don't be afraid to accept responsibility. It may be a matter to "pass the buck," but it doesn't pay in the long run.

Every employee in the company should be a booster. Even the devil despises the "knocker." — Exchange.

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**New Electric Equipment Installed**

Two new 15,000 K. W. transforming machines have been installed at the Plaza sub-station. These transform the over-hauling of the apparatus that has led to 100% capacity for a considerable time. The three machines to be overhaul will take 50 days.

At the Avenue 28 and Huron sub-station equipment is being installed to facilitate the receiving of power. Under the new system the service will be divided so that a fire or accident at one point will not cripple the entire system.

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**Lightning Arresters**

Two new lightning arresters are being installed at the Plaza sub-station to give added protection against the stormy electrical storms.

The biggest extension in many months is to be made this week when new construction on the Western avenue line will be started. This will carry the line from the present terminal at Melrose street to Santa Monica boulevard, Hollywood, and give service to that section, which has long been advocated.

Begin Work Now

The war and consequent difficulty in receiving materials made it impossible to begin, but now sufficient material has been received to make a start, and the time for completing this project will depend on the speed with which tugs, rails and trolley wire can be received. The cap to be here within a half mile. Double tracks will be used and the Western avenue tugs will be routed to Santa Monica boulevard with additional cars to maintain the service.

The electrical department is planning to expend about $15,000 in repairing the overhead on parts of the Western avenue line in the tropic district. A large quantity of necessary trolley wire will be installed.

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**SAFETY ESSENTIAL AT NEW SWITCH POINT**

Special attention is directed to the bulletin concerning new Cheatham switch at Seventh and San Pedro streets in the interests of safety first. The bulletin reads

_A Cheatham switch has been installed at Seventh and San Pedro streets. This switch at Seventh and San Pedro street has been set up July 14, 1920. The switch is operated by means of a cam from switch point. The reason for this is to be made no fault at this point, but since the cam is un

_Cheatham switch at Seventh and San Pedro street has been installed.

_Every employee in the company should protect themselves.

_R. W. HOWELL, Div. 1.

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**NEW Switch Point**

Eastbound cars will stop with their lights on in the event of any manner of accident. When ready to go it will not be necessary for another driver from other car coming up to this point to WOFF." If the car is clear of switch, the eastbound cars will stop with their lights on to wait for an advice. The reason for this is to make no fault at this point, but since the cam is un

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TALKING TO MOTORMAN INVITES AN ACCIDENT

(Continued from Page 1)

must be done between trips—not while the car is in motion.

There is another reason besides the one referred to why this rule is neces-
sary and why we are compelled to enforce it. This is not a "jay town." It is a large city made up of all classes of people, with something like 80,000 automobiles roaming the streets every day. There is a call for taxis to carry children playing on the streets, and with many other conditions that call for the enforcement of either of the two rules of public safety.

Smoking on Front End

There is another thing—the rule about smoking. You must not smoke while the car is in motion. Rule No. 16 says:

"Trainmen on duty may smoke ataremos, on what will be the front open sections of cars when leaving terminals, except Second and Broadway, Temple and North Spring, and Southern Pacific and Santa Fe Stations."

This means that you may smoke on the front end of the car while the car is standing still at any terminal or on the four terminals noted in the rule.

Keep your eye on your job while you are on the job and the job will keep its eye on you.

ROLL CALL AT DIVISION FOUR

A MONG the boys there was one who was "AKIN" to leave his WIFE. After the quarrel mentioned below he took his clothes from the "WARD-ROBE" and bid his wife "GOODBYE" he was a glad (or "FARE-WELL". You can imagine "HOWE" he felt. A while later he had made him feel "ROFFEY". His name was "BROWN," Her maiden name was "GREEN." They had run things like a trolley car. He was the con. She was the motorman. He got his clothes from the "WARD-ROBE" and told his wife "GOODBYE" she was a glad (or "FARE-WELL") You can imagine "HOWE" she felt. A while later she had made him feel "ROFFEY." His name was "BROWN," her maiden name was "GREEN," They had run things like a trolley car.

INSTRUCTION DEPARTMENT

L. F. Crandell, instructor at Div. 2, is taking a short vacation. Lately he has been doing a great deal of "yard work" with Frank Men-nerich, who is relinquishing claims that a division instructor has a con-
tinuous connection, compared to his reg-ular duties.

Instructor Welsey Bailey states that he is in the market for a job. He would like the name and address of any wealthy widow who has a moderate fortune he can get in touch with. W. S. Williams wishes to withdraw his advertisement for a wife. Ralph R. Buer, of Rochester, N. Y., were married July 6, and are now living at home at the si-

aistments. They expect to leave for a short honeymoon trip August 1.

Superintendent Morrison is the champion safety car operator, as he took a car out without an instructor to help him and claims that he only "dynamited" the car 36 times in 41 minutes. Mechanical Foreman I. C. Gordon will put 22 pounds of sand in the boxes after "Shorty" got back with the car.

"Hackelberry" Pierson is willing to admit that he is grooved old, and he is no longer able to outrun the breakers at Santa Monica. He says that he did not mind taking an innumerable bath, as his annual was about due, anyway, but the salt water spoiled his only pair of shoes.

"Andy" Anderson is watching reports from the "third party" convention in Chicago, to see if "Shorty" can get into a wet blanket. He says that he cannot support either of the other candidates because "they accepted the nominations without insisting on having such a plank in their platforms."

Danny Healy tried the use of dis-
tillate in his "fliver," to relieve the shortage of gasoline, and developed a B01B and as much muscle in cranking up that he has now discontinued the use of either of these means to an attachment by which he can turn the crank from the driver's seat and is now running the machine by hand.

On the Back End

K. C. Weeks is much obliged for that article in last week's Two Bells. In fact I feel privileged and honored to have so elevated a passenger as the conductor or motorman who so "kindly" submitted the same.—Signed, K. C. Weeks, No. 672.

I wonder if the Los Angeles Rail-
way will be kind enough to let Motor-
man Uphwegrow of Division 3 pick out and hire a conductor who will meet his requirements.
DIVISION 4

Motorman M. Zoll has left for Colorado on a sixty-day leave to pay a visit to his father and other relatives and to transact some business in that state.

Conductor J. M. Lassar volunteers to draw cartoons. We appreciate Brother Lassar’s willingness, but we know he will agree that a house cannot be built without the materials. So let us have some cartoons, Lassar, "Two Bells" has come to stay.

Motorman F. X. Finzelberg, who has been with us only a short time, has resigned to become a member of the fire department.

Say boys, our cash receiver, Doug- las, is a very fine fellow. He never kicks about the "chicken feed." You don’t want to abuse him, because he is a mighty good-natured young man.

Mr. B. B. Boyd, our assistant superintendent, was off last week on his annual vacation. He said he had a nice quiet time. We were pretty sure he had a good time because his vacation period started just about a week before the gasoline shortage became serious.

Conductor R. Henniger resigned July 8 to journey to some other town and take a twenty-day leave to rest up and is breaking in for another position.

Motorman D. E. Stewart has transferred to the mechanical department here. If he becomes as good a mechanic as he was a motorman then we hope his foreman will be well satisfied.

E. E. Roffe, night clerk here, is certainly a fine fellow in every way. He is a jolly fellow, too. The other men are always telling me about him and the excellent job that he is doing.

Motorman A. L. McRoberts resigned July 7 to leave for Winfield, Kansas, where his mother is in ill health.

Motorman H. H. Smith is taking a twenty-day leave to rest up and "sorta" tone up his health. We hope he will spend a month on the job and that his time is up with his same old smile and lots of pep.

Conductor D. W. Gibbs, who works the Temple Owl, has taken a ten-day leave to rest up and tone up his health. We will soon be looking for him again.

Conductor R. H. Thomas has been on a two-weeks rest and is ready for occupancy this week.

Conductor W. E. Thomas, takes down the 60-day lay off and has gone to the desert region.

Switchman Arthur Walker, the man who makes the cars run, almost lost a lot of faith in his new automobile when it quit with a snot and a couple of groans, but it was only the gaso-line shortage making itself more apparent.

Guess the answer! Why don’t they make the new one-safety cars any longer?