

# TWO BELLS

Vol. 1

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No. 11

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

## Pay Raise Causes Great Rejoicing

### LIMERICK PRIZES ANNOUNCED

### LAX TEACHING OF NEW MEN CHECKED

By **GEORGE BAKER ANDERSON**  
Manager of Service

Three points of vital importance in street car operation have come to my attention recently and it is about them I shall write this service talk for Two Bells. The first concerns strict attention to duty on the part of line instructors, the second is the necessity of cars waiting for transferring passengers at transfer points and the third is that conductors must call the names of streets so that all passengers can hear.

Experienced trainmen have been selected by the instruction department and assigned by Chief Instructor R. R. Smith to each division. They are picked because they are believed to be thoroughly informed on the rules and are skilled in the operation of a street car from the front end or from the conductor's post. For this work instructors receive extra pay.

**Set Right Example**  
The power of example is recognized today as gigantic. It is what caused soldiers in the World War to accomplish what seemed impossible. So in operating a street car it is of great importance that new trainmen have the proper example set for them. Checks are being made on this.

It has been brought forcibly to my attention that there are some instructors who are derelict in their duties. An example was afforded by a motorman instructor who sat on the front seat smoking with scarcely a word of instruction to his student. When a student conductor gave the wrong bell signal he exclaimed in the face of passengers, "What the — is wrong with that guy?" A thing like that is serious.

**Credits for Good Men**  
Mr. Smith has had occasion now and again to recommend credits for a trainman for specially good work in instructing students. That is good and reward will be given for good work always, but on the other hand discipline, and severe discipline at that, will be given instructors who permit such a situation as that cited above.

The extra pay for instructors is a welcome addition to the regular monthly check, but line instructors who fail to train students thoroughly in their work, who do not set the proper example and trust to the new man "finding out for himself"

### Winning Poets Are Verses In Contest Show Popularity of the Merit System

**HISTORY** records that the ancients put poets, wise men and fortune tellers in a class by themselves. There is nothing new under the sun and the Two Bells Limerick Contest has proved it. Some poets are in a class by themselves—or ought to be put there.

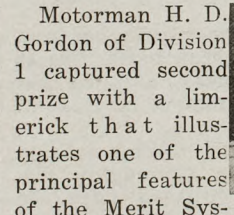


Conductor D. W. Gibbs

The contest has been highly successful. It brought out many contestants and shows a lively interest in the Merit System, which was the theme for verse. Judging was no easy task with the large number of contestants. The prize-winning limericks are presented here and others that were deserving of special mention will be printed from time to time.

First prize went to Conductor David W. Gibbs of Division 4 with this limerick:

*There's a company here in L. A.  
That awards many credits each day.  
To its men that don't shirk,  
That are honest and work,  
It rewards in a financial way.*



Motorman H. D. Gordon

Motorman H. D. Gordon of Division 1 captured second prize with a limerick that illustrates one of the principal features of the Merit System, namely, that a man can restore his efficiency record after he had been checked up for some broken rule. It reads like this:

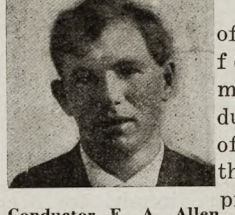
*There was a good motorman by the name  
Of Will Terret  
But his car ran so fast, he hit a demerit;  
So he jumped from his stockade,  
Quickly cleared up a blockade,  
And the Company said "Will killed it by  
Merit."*



Conductor W. T. Russell

A little different style of verse that shows the Merit System has an influence at home as well as on the cars won third prize for Conductor W. T. Russell of Division 3. The thought of that extra money at Christmas proves quite an incentive. Here is the limerick:

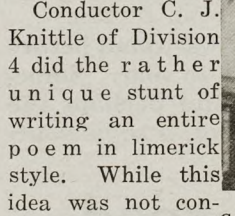
*The earning of Merits is the joy of my life  
I've promised the bonus to Honey, my wife.  
She calls me each morn with this cry in  
my ear,  
"Get up, dearie, I want that money at the  
end of the year."  
She says, she'll accept it as a present New  
Year's;  
For the Merit Bonus System, she gives  
three cheers.  
If others can gain it, she's sure that I can  
As I am a member of the efficiency clan.*



Conductor E. A. Allen

There is a world of truth in the few words submitted by Conductor E. A. Allen of Division 2 and they took fourth prize. The Merit System very apparently has the approval of all trainmen. The limerick is as follows:

*To encourage the car men with credits  
Is politic, wise and it merits  
The approval of each one;  
It is sure to teach one  
That faithfulness wins, I declare it.*



Conductor C. J. Knittle

Conductor C. J. Knittle of Division 4 did the rather unique stunt of writing an entire poem in limerick style. While this idea was not contemplated in the contest Conductor Knittle's verses are of high class and very appropriate to the subject, so he was awarded a special prize of three dollars. Here is his story in verse, entitled "Why He Won Out."

*There was a conductor named Wilsey,  
Who came from a town that was filthy,  
But he was a fine man,  
When he heard of our plan,  
Said, "I'll win out, by Gawd, if it kills me."  
He worked with a young man named Even,  
Whose percentage had reached one-o-seven,  
When his manners so fine  
Were praised by those on his line,  
His efficiency reached one-eleven.  
And this gave our young Wilsey more pluck  
When he heard of his motorman's luck,  
"No demerits," said he  
"On my records you'll see,  
For I'm proud of this job I have struck."  
And he worked with a zeal that inspired  
From the very first day he'd been hired,  
And he never missed out,  
So without any doubt,  
He got some of those marks he desired.  
But said he, "I want to win more,  
If I don't I will surely get sore."  
And he went on his way,  
To himself he did say,  
"I'll show them I'm game to the core."*

*And he always appeared very neat  
From the top of his head to his feet.  
When a stop sign he spied  
That was not firmly tied  
He reported each danger complete.  
Now that's how he worked every day,  
He said, "Winning credits is play."  
And his record so high,  
Sure delighted our eye,  
And this is what we heard him say,  
"Boys, the system we've got here is fine  
And each Christmas on chicken I'll dine—  
The loan sharks won't own us  
'Cause I'll have my bonus  
To share with that wifey of mine."  
—C. J. Knittle, Division 4.*

### HIGHER RATE SET DESPITE FINANCIAL PROBLEM

Enthusiasm of unlimited dimensions greeted the announcement of increased pay for trainmen and all other departments of the Los Angeles Railway, which becomes effective this week. Impromptu celebrations wherever a few trainmen were together marked reception of the news at division points.

One of the important features of the new scale is the additional pay for operators of the Safety Cars. With the introduction of this type and gradual extension to other lines, more and more men will be enabled to make the extra money.

The new scale is as follows:

	Former Rate, Cents per Hour	New Rate, Cents per Hour
First year . . . . .	44	50
Remainder first year . . . . .	46	51
Second year . . . . .	47	52
After second year . . . . .	49	54

Two cents per hour additional is to be paid Safety Car operators on shuttle lines and four cents per hour more on Safety Car runs through the downtown district. At present the only downtown run of Safety Cars is the Angeleno and Crown Hill.

**Expenses Mounting**  
The Los Angeles Railway realized for some time the necessity of more pay for good trainmen and employees of all other departments. But the financial condition of the company with fares at the old rate of five cents, but with everything from washers to wages advanced, is known to everyone. Greatly increased cost of operation, electrical power and all other items connected with street car service ate up all the revenue that could be produced, despite the most rigid economies.

Nevertheless, the Company realizes that the necessity of the pay raise that has been made will become known to the regulatory bodies and that plans will be devised whereby the resources will show their heads above the operating costs, and that the operating cost will be arranged so that it will not continue to eat up all the resources.

**Power Jump 50 Per Cent.**  
The Company has been running behind seriously. One feature in particular has been the cost of power, which was increased a cool 27 per cent. by the State Railroad Commission. Along with previous surcharges allowed, the power bill is just about 50 per cent. more than it was a year ago.

Yes indeed, the problem of handling the financial side of a public utility

(Continued on Page 2, Col. 3)

(Continued on Page 2, Col. 4)

# Editorial Comment

## Worth That Pay Raise?

A LARGE number of train men, shop men and representatives of every department of the Los Angeles Railway have expressed thanks to the executives of the company for the pay raise, which was announced a short time ago and is effective this week. That shows an excellent attitude among employes and the company returns the compliment.

How the pay raise was welcomed is indicated by the following statements:

Dear Sir:

In response to your request wherein you wish to know the attitude of the men toward the raise in pay:

I have found all the men very well pleased and seem to appreciate the raise very much.

Yours very truly,

E. C. WILLIAMS,  
Supt. Division 1.

Sir:

In reference to the recent raise in pay to the trainmen, they, almost without exception, appear to be perfectly satisfied. I have heard no expressions of discontent.

Yours truly,

P. V. MANN,  
Supt. Division 2.

Dear Sir:

It is most gratifying to report to you the spirit in which the men received the new wage scale, effective August 16, 1920.

I arrived at 7:45 a. m. at the office and I was hardly through the door when they began telling me what had happened, and asked me to write an acknowledgment to the Management and they would sign it, which I was most happy to do.

I most earnestly believe it will have greater results than any raise

**The will to do a job just a little better than it was done before does not cost more than it did before H. C. L. began to soar. Sometimes an incentive is needed to awaken the will and perhaps the pay raise is the incentive in this case. Are you going to show yourself worthy of the increase?**

## Rules To Be Enforced

IN the midst of a lot of good news such as increased earning of credits by the trainmen and the recent raises in pay, it is too bad to have to refer to anything on the unpleasant side. But we will come to the point without beating about the bush.

It has been reported that gambling is common at one of two divisions. Cards and card tables are provided by the Los Angeles Railway Company for the entertainment of men while off duty, as are the pool tables, athletic equipment and libraries. It is part of a plan to make working conditions as pleasant as possible.

The man who misuses these privileges stands to lose his job, his friends and his reputation. *Gambling is against the law of the city and state as well as the rules of the company.* The information about gambling is not in generalities but in specific cases. Division superintendents have been instructed to strictly and rigorously enforce the rule against gambling to the letter and it will be enforced promptly and relentlessly.

## Supervisor Gragg Is Married in S. F.

Experts on domestic peace declare that if both husband and wife will go half way there need never be an argument. If such is true, Supervisor D. L. Gragg is due for a goodly period of matrimonial happiness. Miss Mabel A. Leonard of Los Angeles was visiting relatives in Tacoma and when she started south Supervisor Gragg started north and they met in San Francisco where the marriage was performed July 19.

After a honeymoon in the bay cities district, they returned to Los Angeles and are living at 125 North Grand avenue. Supervisor Gragg returned to duty last week. He has been with the company nine years.

thus far given the men since I have been with the Company.

Yours truly,

P. C. McNAUGHTON,  
Supt. Division 3.

Dear Sir:

In regard to the raise—will say the men at this Division are well satisfied with same. Hertofores, there have been remarks such as "That is not enough," "Such a small raise does no good," etc. But this time, all the remarks without an exception have been that it is a fine raise, and that they are satisfied.

Yours truly,

L. L. WIMBERLY,  
Supt. Division 4.

Dear Sir:

The trainmen at this division, one and all, wish through you, to thank the General Management of this Company for the substantial raise in pay granted them.

Personally I can already see we are going to get good results from this raise.

Two or three men on the extra-list handed in their resignations, claiming they were dissatisfied with their rate of pay, but canceled resignations as soon as they read the notice.

Yours truly,

C. A. MORRISON,  
Supt. Division 5.

## Efficiency Fails To Halt Rabbits' Midnight Jaunt

MOTORMAN T. A. PRICE of Division 5 is strong on efficiency.

Yea, bo! His slogan was "Do it right and mind your step." His wife will bear witness to the truth of the above. But the other night—thinking of slowing up at switches and curves—he forgot to close the door to his rabbitry and the landscape was dotted with Belgian Bucks, New Zealand Does and Flemish Giants of both sexes.

He heard a noise. He got up. So did his wife and before the riot was over, so did most of the neighbors. Plaintive calls of "Bunny, bunny, come to papa, bunny" interspersed with such remarks as "darn that rake" and "who in thunder left that wheelbarrow in the path" roused everybody from 116th street on the P. E. line to Torrance.

He'll never, never boast again  
'Bout being so efficient,  
He'll nail the rabbits in their pen  
'Till Uncle Eben comes, by hen,  
I guess 'twill be sufficient.

## Airplane Wings Needed to Take Car Over Hill

"Does this car go out North Broadway?" asked a portly lady from the pavement as a north-bound, West Adams car pulled up to a crossing somewhere on Hill street.

"Yes, ma'am," replied the youthful conductor, "please step aboard."

"Broadway next," he announced as the car coasted down First from Hill.

When the motorman proceeded to pilot his car over the crossing without even pretending to turn up North Broadway, and the conductor in a bold voice announced that they were nearing "Spring," the lady started up in alarm and glared back at the retreating crossing.

"I thought you said this car went up North Broadway," she accused.

"Yes, ma'am, it does," answered the trolley boy.

Settling down uneasily in her seat she remained peaceful until "North Main" was announced, and the car bumped over the junction in front of the Post Office.

That was too much. With a hasty movement the then thoroughly disgusted passenger brushed past the gasping conductor, and, as she climbed laboriously to the pavement she murmured something to the effect that, not even the street-car fellows knew where they were going.

G. WILSON,  
No. 576, Div. 3.

## General Rejoicing Greeted Pay Raise

(Continued from Page 1, Col. 4)

corporation is a difficult one. It is not like the sugar or gasoline market. And in the meantime, the cost of living keeps climbing and so the raise is pay was made. The Company believes it is appreciated and will continue apparent in a little more efficiency and a little better service, while in the meantime men who know the financial problem thoroughly will tackle it for a round or two.

## Conductor to Drive Auto to St. Louis

Conductor J. R. Barlow of Division 5 leaves on September 15th for St. Louis, Mo. Mr. Barlow is going to drive his machine back and would like to have some young man who wants to take a trip to St. Louis to go with him. Anyone caring to make the trip see Conductor Barlow at Division 5.

## Committees On Safety To Be Named Soon

The first step in organizing the Safety Bureau, which will include safety committees at each division and in all shops and electrical departments has been made. A record system to keep check on accidents in which employes are involved has been started and it is planned to select members of the division safety committees the latter part of this month.

As announced recently in Two Bells, the object of the Safety Bureau and the safety committees will be to receive suggestions for eliminating accidents that the life and health of employes may be better safeguarded and that the company may be saved money in accident claims. The arrangement for permanent and periodic personnel of these committees will permit as many employes as possible to give their suggestions.

The general safety council, composed of executives of the company, held the initial meeting a few days ago and made a general outline of work that will be attempted. It is intended that an investigation will be made of every accident with a view to determining what was the exact cause so that, where possible, the cause may be corrected to prevent a recurrence. Employes will be paid for their time spent in attending safety committee meetings, according to the plan accepted.

## LAX INSTRUCTION MUST BE HALTED

(Continued From Page 1)

—probably at the expense of a bad accident, will promptly lose the chance of earning the money. Division superintendents have agreed to impose 10 demerits for the first offense, 20 for the second, and a third offense will mean a visit to the manager of service office.

Now, concerning transfer points let me call your attention to Rule 10. It reads as follows:

**"Trainmen will be held equally responsible for leaving a transfer point so quickly as to prevent the transfer of passengers from an approaching car on a connecting car line."**

When a car signals with the gong that it has passengers to transfer, the other car MUST wait. Both motorman and conductor will be held responsible, though the penalty will probably fall hardest on the motorman as he is usually in a better position to hear an outside bell than the conductor.

The only possible excuse there may be is that a car is badly behind time and crowded. In such a case transferring passengers may be left for the next car only when the motorman is sure another car of the same line is immediately following.

The third subject in this article is about calling streets. Let the world know you are alive and on the job. Riding along in the fine Southern California air I think I could get a lot of fun singing out "Main, Spring, Broadway, Hill" or whatever street the car was approaching. I know many of you men can sing better than I can, so lift up the cheerful voice. There is nothing that is more accommodating to passengers with a minimum of exertion.

Now let's all work together on these three things: Proper and thorough instruction by word and example; picking up transferring passengers and calling out streets.

## JOHN STORK, PROGENY PURVEYOR, BRINGS TWO TRAINMEN FOR DIV. 3

The old bird, Stork, has been pretty busy around this Division lately. Sunday night last it visited the home of Conductor G. L. Cairns and left therein a bunch of gladness in the shape of a fine, bouncing baby boy, and believe me, if it is of as good quality as the brand of cigars that G. L. was handing around, it is some boy.

In passing, the old Stork also visited the home of Motorman Charles Aldridge, likewise gladdening the home with a fine boy, and if you would believe Charley, there never was another that could equal it. Charley's hat won't fit and his chest is out and he's grown about a foot. Oh, my; some boy! and two more trainmen in sight for Division 3.

### Bouquets And Things (Hand Picked)

Motormen and traffic officers have much the same task in busy traffic and it is interesting to have this information from one of the policemen, as it shows a spirit of friendly relations we hope is widespread.

Mr. Geo. B. Anderson.  
Dear Sir—The following incident has come to my attention:

Traffic Officer No. 17 wishes to commend motorman on car No. 22, Angeleno & Crown Hill Line, 3rd and Hill streets, June 29th, at 11:50 a. m.

An old gentleman, Mr. C. W. Bates, was struck by the rear inside step of this car. The motorman knew nothing of it. The traffic officer saw the accident and yelled to the motorman to stop, because the step had thrown Mr. Bates directly under the car. The motorman stopped at once. Mr. Bates was in such a position it was necessary to back the car to get him out—had the car gone a few inches further this man would undoubtedly have been killed. As it was, he was not seriously injured. The officer took him to the Receiving Hospital at the time of the accident, but he was out again the next day.

The conductor in charge of car was T. Miller. Witnesses: R. G. Bennett, 1340 West 45th street, and Ed. Hamilton, 254 South Figueroa street.

Traffic Officer No. 17 is very anxious that this motorman's prompt obedience to orders be brought to the attention of the proper officials of the company.

Yours truly,

G. J. Kuhrts, Genl. Mgr.

□ □ □

#### To All Conductors:

To make it easy and save trouble for ourselves and save money for the company, hold your passengers down to the proper transfer points. As the Stephenson Avenue line, San Pedro and Western, Maple and Heliotrope all run over the same line from Alvarado to Maple avenue, a great many passengers are taking advantage of this and stopping off all along Seventh street and shopping, etc., and get on another line running over the same street and riding on their transfers.

Boys, if you will all hold your passengers down to the right transfer point, we can soon educate the public and save the company almost enough every day to pay our wages and at the same time have no trouble if we will all watch the transfer points.

Conductor J. E. Chitwood.

□ □ □

The possibility of friend wife earning credits under the Merit System loomed when, through a misunderstanding, apparently, credits were entered for Conductor D. D. Deacon of Division 2 for removing a spring leaf from a car track. The good deed was reported but it developed Mrs. Deacon had deserved the credit, hence this letter:

"I will agree with Mr. Geo. B. Anderson (in letter July 16th) as I am not at all entitled to any credits. As it was my wife and not myself that braved the tide of rapidly moving automobiles at Washington and Figueroa to remove a greasy spring leaf from the tracks, that no accident might occur. I am very proud to have a wife like that. Please change my efficiency rating for the month of July accordingly.

Sincerely,

D. D. Deacon,  
Conductor 894, Div. 2.

□ □ □

#### Mr. Anderson:

Dear Sir—A gentleman boarded my car this morning on West 11th street, inquiring for Conductor H. W. Birkner of Division 3. He asked me to thank him for finding his handbag and turning it in for him. He said he left a small check for same. We take pleasure in doing such men a favor. I failed to get to Birkner this morning, so I am sending the notice to Two Bells.

Leo Garrett, Division 3.

## R. C. Lindsey Tells Lively Story of Vacation Trip to Romantic Redwood Land

FAR away from the beaten path, in the picturesque land of northern California is the home of the giant Redwoods. In some of the thinly populated areas game of all kinds is abundant, making it a real sportsman's paradise. Here and there are small settlements of peaceful people living to themselves, with little interest in the outside world.

To this country Motorman R. C. Lindsey of Division 4 went for his vacation. He has just returned and has given Two Bells an interesting word-picture of which the first installment follows: —The Editor.

By R. C. LINDSEY, Division 4.

This is a story of a vacation trip into the mountains of northern California, where I spent a week working and fishing, in a logging camp. What I knew about trout fishing and logging camps before I took this trip, was next to nothing; but I learned a great deal that week.

Up there the chipmunk takes the place of the ground squirrel you find so numerous around these parts. They are quite tame, if hungry, and will come within a few feet to get a bit of food. Bluejays are very common, and although quite pretty, do not sing. The only other bird I noticed to any extent was the woodpecker. These birds are industrious little fellows, keeping a constant rap-rap sounding through the woods, as they dig out the little grubs and worms they find in the dead trees.

#### REDWOODS RULE FORESTS

The trees are nearly all redwoods, with a few pines. The sprouts coming up from the stump of a cut redwood would make a very pretty Christmas tree, but I understand they will wilt a few days after they are cut. In nearly every ravine, surrounded by large ferns, you will find a small spring. Its water is always ice cold, with a taste that is really delicious.

We dropped into Frisco Sunday morning, June 27. The old town was bubbling over

with Democrats, as it was convention week. We spent the day sight-seeing Oakland and Frisco, and found street car fares practically the same, excepting the fare to Oakland, which is now thirty cents for the round trip. The cable cars in Frisco go up and down hills which would make our old Second Street hill look perfectly level; I wonder if those car men hire out as motormen or aviators.

#### PASSES BIG PRISONS

The next morning we left for Cloverdale, 85 miles north on the Northwestern Pacific Railway. We crossed the bay to Sausalito on the ferry, passing very near to Alcatraz prison, which looked much better from the outside, you bet. We also could see San Quentin, passing through the beautiful San Raphael valley.

Following near the Russian river, we saw quite a few small towns; one very pretty place, Santa Rosa. Another town also took my fancy in which I saw more chickens than I knew existed. Sit down folks, they were the feathered variety, it was Petaluma.

At Cloverdale we took the daily stage for Elk, which is about fifty miles across the mountains to the Pacific Coast. The fare is five dollars one way. The feature of this trip was the stops we made at the small burgs along the route, where the population of a dozen or so were always present to get their mail, and give the passengers on the stage the double "O."

#### HOMECOMING RECEPTION

I noticed at one place we stopped, a sign posted up near the postoffice-general store and what not, which read as follows—"There will be a 'receptshun' at Doan's platform next tuesday eve, for to honor the return from the city of John Madoon, and his wife Eller. Come one, come all, dancing and soft drinks furnished by the 'receptshun' committee. Free—Free."

So evidently it is considered quite an honor to visit the city, as you get a blow-out with all the trimmings when you get back. Most of those mountain folk, I believe, are ignorant of the outside world to a certain extent, as they are usually born and raised on the mountain farm, educated in the little one-roomed district school, and either never have the desire to risk a visit to the wicked city, or have the price.

(To be continued)

### The Joy of Life

After leaving Mesa ten minutes late I pushed on the controller And drove the old skate. On time I would get it, if things went well, And was beating it for second Like a bat from (well, well).

I turned south on Spring, And was soon at Ninth. I rang for the crossing The top arm quivered, I looked at the left and it gave me the shivers;

I followed it close for quite a while And soon my blood began to "bile".

I had read in Two Bells Of all the old timers, And knew darn well that they must be slow winders.

I rang my gong but what could I do, That crew started breaking in in 1892. I looked at his sign, it sure gave me a pain For that darned old car was run on SOUTH MAIN.

### It Really Happened

"Fare please", says he.  
"Yes sir", says she.  
"How many, please"?, says he.  
"Only one sir", says she.  
"What about these three"?, says he.  
"Oh, they're too young", says she.  
"They're over '5'", says he.  
"Can't help that sir", says she.  
"Then you'll have to pay", says he.  
"I never did sir", says she.  
"Now's a good time to began", says he.  
"You make me peevd", says she.  
"Tell it to the company, says he,  
The 'credit' will all go to me,  
Yes, I work out of Division 3,  
This 'trinity' stuff don't go with me.  
Sorry, tho, that you got peevd."

Conductor O. G. Thompson,  
Division 3, Badge 642.

## WILL THEY MOVE AHEAD?

BY CONDUCTOR N. S. SARAH,  
DIVISION 5

Conductors all have their little problems to solve. One is to get their passengers in a mood to move from the rear end of cars during rush hours.

Mr. F. V. Van Vranken, our general superintendent's article in Two Bells regarding move up in front, is good and worth studying.

Here is one that works fairly well with me:

Ask your passengers most graciously to kindly step out of the aisle, and whether it has its good results or not, repeat very distinctly, a "Thank you."

Without a doubt, you will have at least one or two in the crowd who will appreciate the "thank you" noise and make a bee-line for either the inside or front section of car.

My students say the thank you stuff works like a charm.

BY CONDUCTOR C. F. WOOD,  
DIVISION 3

The chief cause of conductors troubles in loading passengers is in the people carried. Conductors who have switched around for many shake-ups trying to find the soft spots realize how true is this.

Well, I believe I see the remedy and retribution if I might put it so strong, it is the one-man car. I shall take a half holiday sure so as to be able to take a trip during the busy time on a certain south line which I hear is now threatened with the one-man car innovation. From my experience I think the people who ride the cars with the purpose of getting from one place to another never give trouble.

There are passengers who appear to have so little on their minds that they seem to want to get a little kick out of the great big nickel they pay for a ride.

## On The Back End (Contributed)

"Take 'em out, take 'em out," shouted our new inspector down Jack Doyle's way to Conductor Casserley, whose cap was adorned with hair pins, diamond-studded combs, etc., the sayings of three "shake-ups." As 51 went into the gutter his motorman, G. W. Gunner, said, "I told you so, coming on parade with hair ornaments."

\* \* \*

It is a safe bet that a certain motorman on the Maple avenue line has the warmest cushion in the service. It is filled with hair, "red hair, from the head of a lady fair." At least he says it is.

\* \* \*

Sunday morning a woman stepped up to a car in charge of Conductor 652 and asked, "Does this car go to the Methodist church?" Whereupon 652 replied, "No, ma'am, this car is too busy to go to church today, but when it does it goes to the Baptist church."

\* \* \*

If Miss Catalina likes to be kissed I wonder if Miss Hollywood?

Conductor N. S. SARAH,  
Division 5.

\* \* \*

It takes nerve these days to think of matrimony. Richard Jackson and William Bell surely have nerve. Recently Mr. Jackson and Miss Mabelle Howell and Mr. Bell and Miss Aleane Bittee took the plunge into matrimony. Let us all hope they will have a long and happy life together. The boys are with Division 3. They are at the Horne Apartments on Idell street.

D. E. KELLEY.

\* \* \*

A very large lady got on a car and nearly occupied a seat all to herself. A newsboy indulged his friend like this:

"I bet that lady was raised on yeast cakes."

And the lady, hearing this, said to the lad, "Yes, my boy, I am sure if you were raised on yeast cakes you would be better (bred) bread."

### MECHANICAL DEPARTMENT DIVISION 3

Lee Lewis climbed into his auto last week, gave himself two bells and set out for Sequoia National Park where he will enjoy his vacation. He is expected to be back on the job with the old "pep" and a few new fish stories August 23.

The name of Miss Johns, of the car manicuring department, will have to be changed on the pay books as she was recently an interested party in a wedding ceremony.

No. 1 (alias Mechanic Boynton) does not intend to stray very far away on a vacation this summer, although he has been with the company more than a year—nine to be precise. He intends to boss the construction of his new home.

Peter Hansen is expected to be telling the news soon that his wife and daughter have arrived safely in Denmark, after the long trip across the continent and the Atlantic.

#### C. D. CLARK BEGINS VACATION

C. D. Clark, who started to work on the Temple street line at 6:00 a. m. 1887 and is now general pinch hitter in the dispatcher's office, is on his vacation. C. D. intends to make things lively for the fish wherever he drops hook and bait and to boss the building of his new home.

# Looking 'em Over at the Divisions

## DIVISION 4

Well, boys, this past week ended with a few more resignations on the office file, but we are very glad to find a decrease in same from the preceding week. Wm. E. Burns, C. E. Means, and C. C. Dustin resigned to take up other positions. J. H. Huff resigned on account of his wife's health, and J. S. Smith found it necessary to leave the service on account of ill health.

Anyone having an instruction book on "How to Run and Repair 'No-Account' Automobiles" will oblige either Ed Muse, our assistant mechanical foreman, or George Mosier, switchman, by loaning them the same.

Conductor W. B. Snively is off on a thirteen-day leave which started August 6. He is having his tonsils removed.

Motorman R. S. Woodard is on a six-day leave to show his "in-laws" a good time. Did you say you don't understand? Why, his wife's folks are visiting him and he is showing them around our beautiful city.

The boys of this division were very much pleased with the recent advance in wages. There was many a smiling face in the assembly room just after the notice was posted announcing the increase.

Conductor H. A. Poe found it necessary to take a fourteen-day leave, starting August 6, in order that he might pay a visit to his mother, who is very ill in Delano, Cal.

Conductor W. E. Griffis is taking a ten-day leave "just to rest a little."

Conductor A. B. Chambers is taking a fourteen-day leave for the same reason.

Motorman F. A. Contreras is on a fourteen-day leave to recover from ill health. We hope to see him back on the job soon in good shape.

Conductor R. E. L. Carroll is taking a nine-day leave to go on a hunting trip. He didn't say what he was going to hunt for. It might be stools. If so, we hope he meets with splendid luck.

## DIVISION 5

Motorman T. A. Price leaves this week for North Dakota on a combined business and vacation trip. He will be gone a month.

Motorman A. J. Udall has ten days' leave to try his hand with the oil business. Perhaps the recent funny things that happened in the gasoline market made him think it would be a good idea to get in with the big money. At any rate, he is trying a job with the Standard Oil Company.

Conductor C. H. Newman has gone to San Jose for his health.

Assistant Yard Master O. S. Trabue decided life was long enough to waste one day so he went fishing Monday last week.

The wife of Motorman K. W. Shoemaker is ill at their home in Hawthorne. Motorman Shoemaker will be off duty until August 24.

Motorman L. J. Lareau has gone to Glendale for his vacation and will be away until September 5.

Motorman N. F. Nelson is taking a lay-off of a few days to pile up some sleep and rest.

Conductor G. R. Richmond is in Las Vegas, Nevada, in search of a little better health.

Conductor J. W. Le Fevre is resting August 11 to 21.

## Who's Who



**TAKING** a picture of Motorman R. W. Reed of Division Three was pretty easy because he stood still and looked pleasant, but to get his ideas about trainmen making high efficiency records was another thing. The latter, however, seemed to be the interesting side because Motorman Reed's name led all the rest for quite a while. Now with his rating 148 per cent he is in a neck-and-neck race with Motorman I. F. Phillips, also of Division Three.

But without Motorman Reed saying much about his ideas on efficiency, it is pretty easy to guess at his key to success. Neatness and alertness.

He wears a clean collar and shows up for work without a day's growth of beard. His uniform and cap are neat. His is the neatness that makes a fellow feel good and feel like doing the job well. There is a spring to his step that bespeaks alertness. Both eyes open for opportunities to do his job a little better. Eyes open for avenues of incorrect methods that need closing and for the avenues of opportunity, for new and better methods, that should be opened.

## Introducing: New Men of The Week

The following men qualified for work in the week ending August 7, 1920:

### DIVISION 1

Conductors—R. E. Jones, H. Kushner, D. E. Ulrich, J. W. Harris, G. E. Golden, R. E. Wilcut.

Motormen—R. M. Steel, Jr., G. L. Ker.

### DIVISION 2

Conductors—H. C. Peck, F. D. Clark, R. A. Didier, K. S. Baker, R. M. Wilkins, E. C. Langworthy, J. W. Chase, B. I. Berry, D. R. Sargent, H. Tucker, E. Lewis, A. L. Martin, P. H. LaBarber, G. Quarve, C. E. Finney.

Motormen—S. Wilken, W. J. Horsley, C. J. Fray, F. R. Oakley, F. J. Deeley, W. D. Smiley, J. E. May.

### DIVISION 3

Conductors—H. Breakenridge, J. E. Ragsdale, H. O. Wilmore, C. M. Smith, R. J. Beigler.

Motormen—S. E. Gordon, G. A. Rapp, J. J. Garney.

### DIVISION 4

Conductors—F. J. Egan, U. C. Merrington, N. F. O'Donnell, W. C. Taylor, F. D. Stapp, U. S. Connell, J. H. Maitland, J. G. Scott, C. R. Wilson, H. Eshoff, F. Ross, A. E. Harrold.

Motormen—W. H. Armer, G. S. Mattern, V. T. Sanders, G. W. Beals, L. L. Lovell.

### DIVISION 5

Conductors—T. M. Endsley, L. R. Chamberlain, H. L. Gayle, F. C. Bridcott, R. M. Proctor, R. E. Drummond, J. A. Darling, J. S. Jones, S. P. Hutchinson.

Motormen—R. O. Yarger, W. O. Seaberry.

## DIVISION 2

Switchman Ed Forsythe at Division 2 will endeavor, with the assistance of Carl Gordon of Division 5 and Ed Yonken of Division 1, to furnish the game warden, who oversees the district around and about Mt. Whitney, plenty of excitement, seeing that above named trio do not exceed the limit placed upon deer (not dear).

Translation of above—Ed is going to spend his two weeks in the neighborhood of Mt. Whitney with Gordon and Yonken, searching for stray venison and all other choice morsels of digestible value.

During the absence of Supt. Mann, who is spending a well earned two weeks' vacation, Foreman Dickey will be in charge of all that pertains to the duties of the superintendent's office. "Dickey" is second to none but Mr. Mann for his fairness and ability in handling men. By endeavoring to please everyone in the last "shakeup" he displayed what the meaning of "A man's man among men" means.

It is with sincere regret that we write the following: While performing his duties as motorman, our jolly and exceedingly "slender" friend, A. T. Munn, was severely hurt by being thrown or falling through the window of a West Jefferson car. His hand was cut and bruised so that he will have to lie idle for a few days.

Motorman R. W. Gresham of Central avenue line has filed a complaint of failing eyes. A suggestion to remedy this serious affliction is offered by Conductor Dumbold, "Keep your mirror as clean as headlight." A report also comes to our attention that Motorman Gresham goes through some very queer antics while passing the intersection of McClintock and Thirty-six Place. Possibly the latter may have something to do with his failing sight although his optics seem to be in good working condition at this point.

Men not having received their new 1920 rule books can secure them by applying to their Division foreman or clerks. These books are a necessity and no further delay should be taken in securing them.

A short time ago a bulletin was issued from Mr. Van Vranken's office in regard to loans, advances, etc., stating that these matters should be taken up with your Division Superintendent. But there seems to be a total disregard for this bulletin. You will save time and trouble by making these arrangements at your Division.

Motorman Hall, who has been on the sick list for a week or so, is back on the job, we are glad to note.

Conductor Henley has had some recent Sundays off and spent them very pleasantly by taking his wife and boy and his sister and her husband to the various beaches in his faithful "Lizzie."

## U. S. C. Offers Study of Street Railway

Classes in street railway work are part of the commerce and business administration courses of the University of Southern California, announced for the 1920-21 term. General training in railway traffic and transportation will be featured in such subjects as rate determination, railway maintenance and traffic management.

## DIVISION 3

Anyone desiring instruction in the art of bill-posting and its fine points please see Mrs. Baker, our estimable librarian, as she has experience.

Motorman L. M. Covington has bought himself a brand new Chevrolet and can now be classed as having wheels.

Charlie Merrill, one of our longest in service conductors, who has been extra switchman for some years, assumed the duties as regular on August 11. Charley is delighted to receive the appointment and will be the right man in the right place.

Conductor Harrington tried out a new job for a few days, but he is glad to be back grabbing nickels again. Lots of jobs worse than that of conductor.

All the boys are looking forward to the next issue of Two Bells, especially the would-be poets, each one sure that he sent in the winning Limerick. Anyhow, we hope the winner is from this division as we generally lead in everything.

Motorman Emile Meyers is continually asking at the window if a pair of spectacles that he turned in have come back yet. He says he can use 'em and thereby get a better view of the sights that appear in his mirror as the chickens climb the steps of his yellow car.

Motorman C. Wike says that he lives at Terrace 50. Now where that is I don't know, but think it must be quite handy as he says: Get up at 3:00 a. m., show up at 4:05 a. m., come back at 10:00 a. m., stick around to 1:00 p. m., catch night run at 3:00 p. m., get off at 1:30 a. m. and home again at 2:30 a. m. and nothing to do till tomorrow. "Those is the happy days."

Conductor J. W. Barrett drew a check for \$84.00 this pay and made this remark: "I would like to know when any old son-of-a-gun like me could draw a check like that except on the Los Angeles Railway."

All of the men of this division were agreeably surprised when they read the Bulletin in regard to the latest raise in pay. The increase was a surprise, but at the same time greatly appreciated and from the many nice things that have been heard said about it, no doubt this company will be repaid by greater efficiency. Since the new order of things went into effect, we believe the efficiency of the men has greatly improved.

## DIVISION 1

Superintendent Williams will soon rejoice in the dignity of a new private office. The wrecking crew has been doing its worst for several days, but promises to leave a neat sanctum for the boss after all the upheaval.

Stenographer Nelson has departed for Texas, the land of longhorn steers and oil stock. His place has been filled by Mr. Sloan.

Two Division 1 trainmen were waiting at Seventh and Central to make a relief. A colored woman was noticed scanning the horizon for a police officer and finally asked the conductor if he knew where one of the limbs of the law could be located. She explained that she wanted to ask him what car to take for East Fourth and added that she was sure trainmen get so many questions that she did not want to worry them with her's. What do you think of that for consideration?