



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

# \$50,000 BONUS WILL BE GIVEN TRAINMEN

## MANY SEEKING JOBS IN L. A. RY. TRAIN SERVICE

BY GEORGE BAKER ANDERSON  
Manager of Service

The change in industrial conditions on the Pacific Coast, which probably has not yet become so great as it has in the East, is reflected in the great increase in the number of men who are seeking employment with the Los Angeles Railway. Not only are more men making application now than for a long time past, but the character of the applicants for positions as motormen and conductors has greatly changed during the last two or three months.

For a considerable period up to the early fall, many of the men who made application for these positions were of the type known as "floaters," or men who were undesirable from any viewpoint, in the opinion of the Employment office.

### Class of Applicants Improving

Mr. J. B. Hayner, Superintendent of Employment, reports that for several weeks past there has been noticed a very great daily improvement in the class of applicants. The Employment offices, once filled daily by groups of men, many of whom were most apparently not fitted for service on the street cars, are now occupied by men numbering among them some of the finest specimens of humanity that one would care to see—men physically strong, alert, ambitious, and frequently well educated—many of them gentlemen in every sense of the word.

### Best Job of Kind in U. S.

They are looking to the Los Angeles Railway for employment because they realize that for men who are not skilled in other lines of employment

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

## Two Belles Get Two Bells Into Lively Argument

A NEW trainman picked up a copy of "Two Bells" and said: "What do they mean, Two Bells?"

Somebody said: "That's the name and nature of the paper. It means 'Go Ahead.'"

"Well, said the new trainman, it's a wonder they wouldn't have a picture of two bells on the first page instead of a street car."

"They did have a picture of two belles right on the first page a couple of issues back," explained the old timer. "Ding, ding. Now go ahead."

"Aw, what are you trying to do, kid me?" the new man came back. "Ding, Ding is the motorman with the funny shape in the comic strip on page three."

## TWO DAYS XMAS FUN IS PROMISED

Tuesday and Wednesday next week, December 21 and 22, will be devoted to Christmas fun for employes of the Los Angeles Railway and members of their families. Under the direction of Charlie Means, dancing, entertainment and refreshments will be in order from 3 p. m. to 11 p. m. both days, in Recreation Hall. It is hoped that all employes will be able to attend at some time.

Dancing will be held in the afternoons and evenings with a special entertainment program for the evenings. Sandwiches and coffee will be served free and abundantly. Identification tickets for members of an employe's family will be provided.

He who respects his work so highly and does it so reverently that he cares little what the world thinks of it, is the man about whom the world comes at last to think a great deal.

## More Than 1500 Get Xmas Check

NINETY per cent of the trainmen who have been with the Los Angeles Railway since June 1 will receive the full bonus of five dollars per month, according to estimates now available.

The total amount to be paid by the Company as a Christmas reward for efficient service is approximately \$50,000. Payment of bonus checks will be made this week. More than 1,500 trainmen will receive these checks.

## Safety Race Shows Fight to Keep Out of Cellar Position

The fight to keep clear of the cellar position proved the feature of the week in the inter-division safety contest. Last week Division 4 held last place with 923 points, and Division 1 just missed the basement honors by scoring 925 points. A difference of two points made it lively, but the scores on December 4 showed that just two-fifths of a point separate Divisions 4 and 1. Division 4 is still last, with a score of 905 3/4 points and Division 1 is fourth with 906 points.

The three top places are closely bunched. Division 2 holds the lead with 933. Second place goes to Division 5, with 921, and Division 3 is third with 915.

On May 1st, 1920, we published a bulletin notifying all trainmen that in April and October of each year they were to turn in their old watch inspection cards and obtain new ones. All trainmen who have not complied with this ruling must do so immediately.

R. B. HILL,  
Superintendent of Operation.

With the close of the Merit System records, as far as the 1920 bonus is concerned, Motorman R. W. Reed of Division 3 has the highest standing. His card shows an efficiency rating of 188.

### Main Office Busy

The office of the Manager of Service has been busy since December 1 checking over the records and compiling the amounts earned by trainmen so that payment may be made on schedule and in time for the Christmas season, as originally promised.

Coming as a new feature for the Los Angeles Railway in relations between employer and employe, the Merit System has proved an unqualified success in the first year. As the system was established only last April, making eight months in effect when the 1920 records closed, the full bonus will be \$40, at the rate of \$5 per month.

### Clear Records Score

Under the system of credits and demerits it has been possible for trainmen to offset any shortcomings by acts of special efficiency. Added to this, trainmen have received 25 credits, or 5 per cent, for clear records for each month.

The Merit System has proved a means whereby faithful and efficient service is rewarded in a substantial way and has resulted in numerous inquiries from street railways throughout the country.



Editorial Comment  
Two Bells Is The Official Paper of The L. A. Ry.

# A Gentleman

On the first page of the rules is the statement, "Polite and gentlemanly conduct is required of all trainmen in their dealings with the public and with one another." Gentlemanly conduct is a matter of self-respect rather than a rule, in any kind of work, but the street railway game gives a motorman or conductor extra opportunity to be a gentleman in every sense of the word.

Passengers demand courtesy and we believe trainmen may expect courtesy from passengers. The majority of passengers are well behaved, as are the majority of trainmen, but now and again you find a passenger who is not a gentleman. That is the time when a conductor or motorman has the opportunity to show that he, personally, is a gentleman regardless of the actions of the passenger.

A thorough gentleman would not try to ride on a bad transfer, but you can be a gentleman in refusing it. The passenger may indulge in a lot of rough talk. You can still be a gentleman.

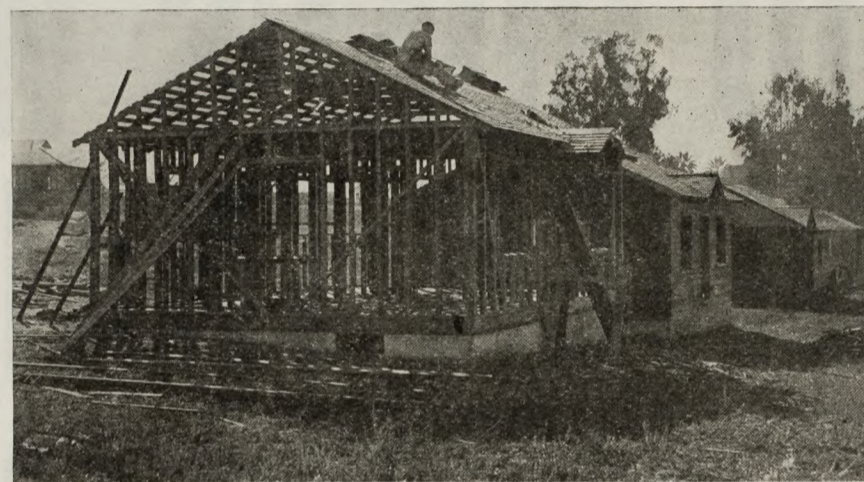
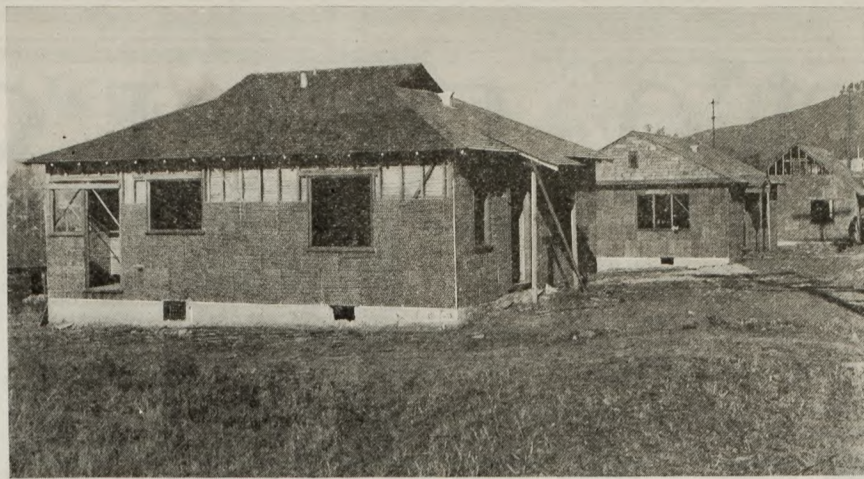
The same may be true at the front end over a passenger alighting without letting the motorman know of his desire to alight. Words are cheap and some a lot cheaper than others. They are never worth enough to warrant you dropping below the standard of gentlemanly conduct on a car.

### YOUR DUTY

From the beginning of things man never engaged in a more noble purpose than that of protecting and prolonging the life of his fellows. It is the most divine function of which the human race is capable. It is the duty you owe to your God, to your families, to your country, your neighbor and yourselves—the duty of preaching and practicing the doctrine of Safety First and Safety Always.

They say airplanes are so perfected that they can do everything a bird can except lay eggs.

# Homes For L. A. Ry. Men



## Houses Progress

GOOD progress is being made in the Los Angeles Railway housing program, as is indicated by the pictures. They show some of the homes for employes now under construction near Division Three. Several of them are nearing completion and others are in the earlier stages of construction.

Considerable interest is being shown throughout the city in the housing

program of the Los Angeles Railway, and many people have watched with interest the work on the neat and well built bungalows.

When the work is completed at Division Three the builders who do the various branches of work from foundation building to roofing, will start at another division to meet the needs of men there.

## Credits Given For Helping Repair B.O. Equipment

For assisting with or repairing B. O. equipment, the men in the following list received credit under the Merit System, in October, according to records recently compiled. Acts of this kind are well worthy of special commendation.

- DIVISION NO. 1**  
C. B. Burns, L. Burnett, M. R. Botello, C. L. Bond, J. T. Daley, S. E. Edwards, C. E. Foster, W. B. Harvey, E. E. Howard, V. Impusene, U. S. Mason, T. M. Mear, J. L. Penny, W. D. Pringle, F. E. Schuler, F. Slattery, A. F. Steiner, J. Wilson.

- DIVISION NO. 2**  
R. D. Antle, D. D. Bacon, X. Bryan, F. C. Buhles, T. K. Batson, C. H. Coolman, E. C. Clark, J. A. Elder, J. E. Grant, W. M. Hill, A. H. Heineman, O. V. Hitch, F. Jones, P. H. LaBarber, H. McDaniel, M. F. McCarter, C. J. Peterson, C. Z. Picker, M. O. Swain, J. F. Smith, K. E. Sloan, J. L. Sargent, W. S. VanNest, R. L. Wilson, S. Wilkin.

- DIVISION NO. 3**  
C. E. Aldridge, R. J. Biegler, E. Bogard, G. L. Cairus, A. B. Cooper, H. Coligny, H. L. Edwards, H. Fowler, W. J. Gibbons, H. W. Gilmore, F. Hetze, R. J. Leonard, G. A. Lowenstein, G. E. Moran, F. J. Massing, C. H. Owens, E. B. Peterson, O. F. Phillips, M. Ralls, R. W. Reid, J. W. Reynolds, T. E. Strahl, W. W. Taylor.

- DIVISION NO. 4**  
C. C. Bloom, R. E. Chandler, H. W. Carter, T. C. DeDeck, L. B. Dundas, A. Foster, C. E. Grant, J. B. Haston, C. Hendricks, J. R. Hollander, J. E. Hauff, A. C. Jones, C. J. Knittle, J. S. Milburn, W. McArthur, B. L. Porter, E. J. Reaves, G. Schaffer, W. B. Schaeffer, J. N. Savard, T. J. Sullivan, A. O. Swoboda, G. C. Watson.

- DIVISION NO. 5**  
M. R. Ballard, L. L. Boatman, T. C. Bowman, L. M. Erickson, W. H. J. Hewitt, J. L. Hoffman, R. W. Hodgson, W. A. Huffman, J. C. Hawkins, U. Jameson, W. H. Lee, G. H. McKibbin, H. L. Raines, W. P. Smiley, A. V. Smith, H. V. J. Swain, G. Sheppard.

# SAFETY FIRST CARRIED TO SCHOOLS

Carrying the message of "safety first" to children in an effort to save the lives and limbs of the little ones, the Los Angeles Railway and Pacific Electric Railway are co-operating in presenting a series of safety lectures and exhibition of a "safety first" motion picture. This vital work has been possible through the courtesy of the Board of Education and Mrs. Susan M. Dorsey, superintendent of schools, under whose jurisdiction the safety campaign is presented.

H. H. Mathieson, a thoroughly experienced safety engineer and member of the National Safety Council, is exhibiting the film and giving the safety talks.

## Tips On Making Accident Reports

There has been a great deal of improvement in the form in which information pertaining to accidents, found in regular accident reports, has been coming in. But there are still a number of trainmen who have not quite caught the idea. There are a few very simple things to be done—things that are also easy to do.

Accident reports are not only for the information of the Claim Department and the Operating Department, but they are of great value to the Safety Bureau. That department has outlined some suggestions looking to the more careful preparation of reports, which we hope all trainmen will try to observe in the future. These suggestions are really nothing more than a repetition of the high points in the rules governing the making of reports. Here they are as outlined by the Safety Bureau:

1. Use indelible pencil always.
2. Answer all printed questions.
3. Under the heading of "Remarks" at the bottom of the sheet, give full statement of facts.
4. If accident was observed by motorman only, he should be sure to tell his conductor about it so that the Safety Bureau will be able to know what the motorman did or did not see.
5. Get in your reports on time. Write them at the very first opportunity after your run is over.
6. Get witnesses in all cases. Get witnesses in cases of ejection or altercation as well as in cases of accidents. This is highly important. It is just as necessary for the protection of the trainman as of the company. Many a trainman has got himself into serious trouble because of his failure to secure witnesses to an altercation he has had with a passenger or to an ejection. Shyster lawyers are always looking for an opportunity to get the company or a trainman in trouble over such matters as ejections or altercations. If the trainman is right in the matter a few good witnesses often will not only save the trainman his job but may keep him out of jail.

# EXPERIENCED TRAINMEN NOW ON WAITING LIST

(Continued from Page 1, Col. 1)

the street railway job has become one of the best jobs offered in the country, and that the street railway job in Los Angeles in particular, on account of climate and working conditions generally, is about the best of all the street railway jobs in big American cities.

Mr. Hayner says the result is, that instead of being compelled to take what offers in the way of new men, he now is able to select a few of the very best from the great number of high-class men who make application for employment.

### Waiting List Made

The demand for positions has become so great that for the first time in many years there is now a large "Waiting List," or applicants listed for further investigation into their character, capacity and adaptability for the important positions to which they aspire. These men realize, and they say so very frequently to Mr. Hayner, that the street railway job in these days is a mighty good job. Not only does it pay well, as compared with other jobs, but the promise of permanency if a man makes good is a thing which a serious minded man, especially a man with a wife and family, considers very favorably. Wise men are not throwing away such jobs these days, and wise men are not spurning them on trivial pretext.

### Famed in Other Cities

It is very gratifying to the Management of the company to know that all over the United States the Los Angeles Railway Company stands high in one particular respect—its treatment of the men in its employ. This word comes from practically every corner of the country in the form of voluntary statements from men making application for employment.

The Employment Department has reached the point where it can take its time to investigate applicants. It intends to use every effort to ascertain, before a man is actually put to work, that he is of a highly desirable type—that he will be an effective, loyal, permanent factor in the operation of this great system.

### Company Aims to Help Men

Everything that can be learned regarding industrial conditions throughout the United States at the present time, not only in the street railway field, but in the industrial world generally, tends to confirm the belief that the position of trainman with the Los Angeles Railway soon will be about the best job of its kind in the United States. It certainly will be the best street railway job in America if the Management can make it so—and the Management thinks it can. It is up to the men to do their part.

# ORCHESTRA WILL REHEARSE SOON

E. B. Valentine, and by the way, it is now Conductor Valentine instead of Motorman Valentine, of Division Four sends in encouraging news in regard to the orchestra now forming.

Division Four leads in the largest enrollment. Division Two is next, as there are a number of men there who played in the band that the company used to have, that wish to join the orchestra. Division Three comes next with Mr. I. N. Phillips, in charge of the enrollment there.

For the present it is proposed to admit any immediate relative of an employe.

Send name, address, phone, and name of instrument you play, if you have one, and if not, so state; also if you have a music rack, to Mr. Valentine, care of Division Four, or phone it in to Broadway 5005 after 7 p. m.



# Conductor Ding and Motorman Ding Ding

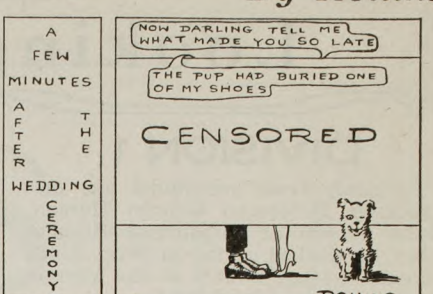
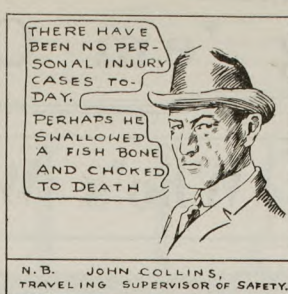
By Rollins

Los Angeles, Calif.  
Dec. 13<sup>th</sup>, 1920.

Dear Leaders:-

Motorman Ding Ding has been caught at last with an account of his wedding follows.

Curtain, Rollins.



## Bouquets And Things (Hand Picked)

Instead of being a bouquet for a trainman, this is a bouquet from a trainman. The letter, signed only "Conductor," expresses appreciation for help offered through an article in the November 15th issue of Two Bells, written by George Baker Anderson, Manager of Service:  
Mr. George Baker Anderson.  
Sir:

I take the liberty of writing you to congratulate and THANK you for your inspiring article, "Safeguards for Conductors," in the latest issue of "Two Bells."

I am a beginner, and NOT one of the youngsters, and I found myself on occasions with cash in hand after the day's work was done. I turned this in, although I freely confess I was sadly tempted to retain the same, for fear the Company might think I was careless, or incompetent. I want to retain, and make a success of my job, both for the Company and myself, and am truly and honorably endeavoring to do so. I found the errors occurred when a rush came. I got "over-anxious," and started worrying whether I had rung up every fare. In fact, I was running out to meet trouble. Losing confidence in oneself is fatal to any man. Do the right thing, to the best of one's ability, and there is nothing to fear. Anyway, I am getting along, improving improving every day, and I know it. Now, your little article was inspiring, uplifting and cheering, and has done me real good. I again sincerely thank you for it. I am NOT going to sign my name, as it would only appear as if I am endeavoring to get "cheap favor." I trust you will accept this note in the same spirit in which it is sent.

Yours most respectfully,  
CONDUCTOR.

Here is a genuine example of real interest in the job, and outside of it, at that. Motorman Crombeans found a purse, then went to special pains to locate the owner, who sent in this commendation:

Los Angeles Railway.  
Gentlemen:

Having read an account of your merit system, I wish to report the honesty and obliging conduct of L. Crombeans, Motorman No. 263, who saw my purse lying in the street when on his run and picked it up.

The purse contained about ten dollars and a check book on an out-of-town bank. There was no address in the purse, so he sent word to the bank, and thus he enabled me to get my purse from him.

I trust you will credit Mr. Crombeans' record with this incident, and oblige,  
Yours truly,  
MISS LILLIAN PUMPHREY,

1726 6th Avenue.

P. S. He would take no reward for this service.

This letter indicates that passengers observe the work of trainmen, and in this case the passenger was so well impressed by the good work of Motorman P. Sciffo of Division 1 that he wrote this nice bouquet:

Los Angeles Railway.  
Gentlemen:

As I invariably ride up front, I often watch the motorman. Tonight it was raining, and due to 8th Street being torn up, 9th Street was well crowded with machines.

I first noticed Motorman 1941, on car No. 213, when we arrived at that dangerous crossing and turned off 9th and Figueroa. He stopped in order to avoid the rear end of the car striking a big car which had drawn up too near the tracks on the curve. Next, he was patient in waiting for his signal, and took wonderful precaution at crossings and turns, and, frankly, he kept his bell going good, evidently realizing the danger of wet pavements.

This is my first attempt at a thing like this, but it is a pleasure to note a man like No. 1941 in these days. Please do not consider me a fanatic, but when a man deserves credit, I like to see him get it.

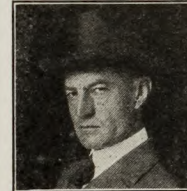
Sincerely,  
JACK HINES,  
820 Fedora Street.

# Correct Electric Switch Operation For Safety Is Explained In Detail

The following article on correct operation of cars at electric switches is one of the most important that has been discussed by "Johnny" Collins. It covers features that perhaps you have been uncertain about. There is just one way, and that is the safe way. It is a matter of interest to all employes, and particularly to motormen. If you are a motorman, read this through carefully, and then ask yourself if you operate your car the right way.

BY JOHN C. COLLINS  
Traveling Supervisor of Safety

A TRAINMAN is always welcome at the Safety Bureau, room 710, P. E. Building, with suggestions or to talk over some point relative to safety. It is not necessary to have an accident in order to visit us, and we are next door to the Claim Department.



It takes a long time for men to realize that a certain rule is going to be enforced. When caught violating a rule some men will tell you what they see other men do. One car is all a man is expected to run, and that is his own car.

If a man fails to look at a switch tongue he is about to take and goes wrong, he is to blame. If another man throws a switch under the car ahead, and if we have proof that his trolley wheel was past the overhead pan, then he is to blame. If a man's car is hit by another that split a switch, the motorman of the car that got hit is to blame, as his car had no business there, where it was in danger.

**Must Not Double**

Two cars are not to double where there is an electric switch. If one is moving, the other must wait. The first right to move is given to the car going against the switch point, because the motorman of that car can clear the quickest. Car going in the opposite direction moves about three car lengths before he is clear. Both men ringing gong at the same time should start together. Car that is going against the switch point soon clears, motorman going in opposite direction should time himself so as not to be in the danger zone of the other car in case of a split switch. Switches are dangerous places known to all, so caution must be used at all of them, all the time.

**Throwing The Switch**

The operation of the electric switch is very easy. If you have to throw the switch by using one or two notches on the controller figure to make a service stop about six feet from the point of switch tongue. Have the car slowed down to about a one notch speed, but instead of stopping, put on the power. There should be no increase in the speed and no more air need be used if done properly. As soon as trolley wheel passes the overhead pan, throw power off, stopping car so you can see the switch point over the rubber part of the fender.

If switch is out of order, or does not work, it can be pried over with reverse handle, or better still, with

small switch rod some of the men carry. Always look at the point as you stop, and just before you start see that the point is over snug. If it is off enough to attract your attention, it is off enough to get out and adjust. Don't take chances on going right. It is "man failure" to run over a switch point, or into an open one. There is always more liability of the rear trucks derailing than the front ones, and it is just as dangerous. The idle wheels are lighter than the drivers and more likely to climb the point, especially just after a rain when trucks are rusted and stiff.

**Start In Slowly**

If the point looks all right when you are ready to go, start into it slowly, feeding to five points as the rear trucks near the point, throw off power, coasting until sure trucks are going right. If this precaution is taken and you split the switch, your car will bind and stop before you are wedged so tight that you can't back up. If some man following you too close throws the switch under you, less damage will be done.

Always stay back far enough from a car taking an electric switch so there is no danger of derailing him. Let his rear trucks clear the point. He may have to slow down just before rear trucks hit the point, and if you are following too close, you will be under the pan before you realize it. The real danger doesn't come from your followers, however; the danger is in the spring that holds the switch tongue over or that acts as a plug, for it breaks every once in a while.

The switch will work electrically the same as usual, but the point is an idle one with nothing to hold it in position. It may rebound. You could see this and adjust it accordingly. On account of being an idle point as the front trucks leave the heel of switch tongue they will kick it open so rear trucks will split, and if you hold the power on you will wedge your car in so tight it can't be backed up.

The only protection you have for the rear of your car, and for the man who violates the rule of doubling with your car at a switch, is the speed at which you are traveling. Five feet will throw your rear end into the side of his car; always have power off while rear trucks are approaching any switch point.

A great many men don't seem to realize the danger of doubling with another car that is running over a switch; just because the front trucks are going all right is no sign the rear ones will do the same, even if there is no car following the one at the switch.

It seems by the reports coming in, that every time a car splits a switch there is a car on the other track to get hit.

**Power Off Again**

If every mistake could be shown to all the trainmen; just how it was made and the consequence of it, there would be very few mistakes made. So at electric switches all the man approaching has to do is to see that it is thrown the way he wants to go. See that rear of his car is following the front, keeping power off as rear trucks are taking the point. The man on the other track should stay out of the danger zone in case the other man fails to block at the point or that rear trucks are derailed.

**Attention to Rear Trucks**

Every man should know this right now, so if any one gets killed, or cars are smashed through a violation of this rule, it is carelessness on the part of one or the other of the men on the front end of the car. Sometimes two or three men have to break the same number of different rules at the same time in order to kill some one.

## On The Back End (Contributed)

"My father," said the star pupil, "is a numismatologist."  
"Why, Johnny," exclaimed the teacher, "a numismatologist is a coin collector."  
"Yes'm, that's what my father is; he's a conductor on a street car."

That genial student instructor, Harry Beals, is a Good Samaritan. He was seen looking through the barn the other day for a stool for one of the motormen, and finally helped himself to Brother Russel's out of the office, at Division 3. So if any one wants a stool, just ask Harry. He gets 'em!

Clerk Boys, of Division 4, was giving out new brass buttons to boys who didn't have any. Conductor "Abie" Bunde came over to the window. "May I have a set, please?" he asked. The clerk claimed Abie was well equipped, and his pleas were in vain. A conductor standing nearby thought he wanted them to melt up for Christmas jewelry.

The 11 o'clock roll call:  
Foreman to new motorman: "Do you work West Eleventh?"  
New Motorman: "No, sir."  
F.: "Eagle Rock?"  
N. M.: "No, sir."  
F.: "Well, what do you work?"  
N. M.: "Well, I work Garvanza, West Adams and West Washington."

**A TELL TAIL TALE**

The farmers killed their cows and sent the tails to town for ox-tail soup. They found this quite expensive so they just cut off the tails, letting the cows live. But they soon realized their mistake when the next year they wanted to sell the cattle. They had to sell them wholesale because they couldn't re-tail them.

## Introducing: New Men of The Week

- The following men have been assigned to divisions during the week ending December 4:
- DIVISION 1**  
Motormen: T. Parillo, M. M. Spence, L. R. Harris.  
Conductors: V. C. Merrington, G. East, Z. S. Longuevan, Jr.
  - DIVISION 2**  
Motormen: W. W. Buettner, L. S. Knight, C. H. Erling, E. B. Clark, H. Bremer.  
Conductors: E. E. Abbott, H. W. Flanagan, H. M. Jones, W. K. Starkey.
  - DIVISION 3**  
Motormen: H. J. Peyregne, C. H. Wolfe, Robt. McCartney, W. T. Travers, W. J. Templeton, L. J. Ward, E. C. Peglau, W. J. Anson.  
Conductors: M. R. Pelton, J. L. White, C. W. Manly, J. D. Bartlett.
  - DIVISION 4**  
Motormen: S. R. Linck, G. W. Rand, L. C. Greenwood.  
Conductors: H. Fink, C. E. Elston, G. H. Mitchell, L. M. Keas.
  - DIVISION 5**  
Motormen: A. W. Ellickson, J. M. Kane.  
Conductors: M. S. Donovan, O. D. Cowden, W. L. Scott.



# Looking 'em Over at the Divisions

## DIVISION 1

Suddenly from our midst has disappeared Motorman George Hamon, better known as Supervisor Hamon, when he worked a run on West Sixth Street. George is now at the Vernon yards pulling a work train.

A lady and a young man, strangers in town, asked Conductor 834 where 1711 West Eleventh Street was. He told them to take the West Eleventh street car. Some time later 834 passed the same point and saw them still waiting. He inquired the reason and was informed that only nine street cars had passed so far.

Our well-known assistant night mechanical foreman, Archie Geary, had two nights off, and then sent word 80104—Geo Rice Sons—9932 FIVE that he had hurt his foot. The boys at Division 1 say it must be hard walking between Seventh and Twelfth on Central.

Conductor R. W. Howell had a Jap jump on his car, then rush to the front exit. Reaching there he looked puzzled and exclaimed, "All balle up. Some car get on front and some back. Some in middle. No can tell."

## DIVISION 2

When the boys came in to Division 2 a week ago Saturday night, and saw the boxes around the train room, it looked like they were going to have eggs for breakfast, but they were only the boxes for the transfers.

Funny how they won't let a newly-married man alone! Here some one says: "If we see our Clerk Ameron coming to work with his nose a bit off, and with the print of the old reliable rolling pin—don't be excited. Here's some inside dope. He's married." But nevertheless the whole of Division 2 extends heartiest congratulations to him and his bride.

Conductor L. S. Roney, whose veracity can not be faded even by the cherry tree story, declares that it rained quite some rain at Manchester station. According to his story, a barrel with the bottom broken out and the bung hole open filled up with water in no time. After attaining its 40-gallon capacity still more water packed in so tightly that about 300 gallons were retained up to the moment when the pressure burst the sides.

Motorman L. G. Barnard, of the South Main relay racers, is reported to have received 10 demerits for running ahead of time. His conductor, E. S. Ren, when informed of it, expressed great surprise, and ventured the guess that it was for blocking traffic instead. Motorman Barnard, being a real good scout, took it all good naturedly.

## Young Son at Home Of Conductor Schuler

Congratulations and smokes were exchanged around Division 1 when Conductor F. E. Schuler announced the arrival of an 11½-pound son December 2. The new trainman is to be named F. E. Schuler, Jr. "Pop" Schuler has been in the street railway game for a good many years, and in different departments. Prior to entering the employ of the Los Angeles Railway he was in train service at Kansas City.

Stay back from that car ahead of you when going down grade and at electric switches. Don't take a chance of having to go home and tell the little wife that the company has stopped your pay.

## Who's Who



IT WAS a pretty warm day in October, 1905, when L. E. Adkins left his native city, Dallas, Texas, and hit the western trail for California.

While conducting a street car in Dallas he heard much of Los Angeles, so sought work with the Los Angeles Railway, where he has since been employed, working in various capacities.

Aside from running as conductor on East First line for thirteen years, he has worked in the office of the Superintendent of Employment and various capacities with the Company. He believes in sticking to your post, and with the aid of a faithful wife has prospered very materially, enjoying life in his own little cosy cottage out Boyle Heights way.

Adkins is a staunch friend of the Merit System, and thinks it is just what the employes have long looked for. He is a Division 1 man.

## DIVISION 5

Conductor G. F. Johnson is taking ten days off to rest up, and otherwise.

Motorman E. J. Macheret is taking a ten-day lay off, looking after business interests, etc.

Conductor D. Craig took a ten-day layoff recently. He mounted his trusty bicycle and headed for Fullerton. Yes, he arrived all right, but he says he paid out more for salve than a round-trip ticket would have cost. When in Brea he is reported to have had a hand in a fight against prize fighting as a civic institution.

Conductor Amos W. Hall gave a valuable suggestion recently about signs that are used in Boston cars, as he believes they would be of value here. Conductor Hall is interested in the safety car program of the Los Angeles Railway. He lives on the Griffith and Griffin line, and reports that the opposition that came from a certain source is just about dead, and the car riders are realizing the benefit of the more frequent service which has been made possible.

Conductor O. E. Moore waxed poetical last week and prepared a poem about Division 5 that makes it sound as wild as the Texas range.

When approaching a traffic officer and just as you have given him one tap of your gong and he turns on you, don't get puffed up about it and gong your bell at him, as it is all wrong. Just smile and he will be with you. I have been with the Los Angeles Railway for over a year and never had any trouble with any of them.—Motorman 893, Division 4.

## DIVISION 3

Conductor A. P. Keran says it pays to be good natured and not go to work with a chip on your shoulder, as some fellow is liable to knock it off, and if he is a big fellow, likely to knock you from under it.

Motorman Jim Hardin, the father of us all, in length of service, said the other day: "This is some coincidence. Today I have Run 103, Car Run 3, Car 633, and today is my 33rd anniversary with the Company."

How about it, Mr. Editor of Two Bells? Here is the Claim Department and Safety Bureau continually warning the men in regard to having accidents, and here are you in last issue advertising inducements for them to go to the Claim Department.

Conductor A. C. Page has resigned and is now engineer on a gasoline wagon.

Conductor Frane, who has been on the sick list the past few weeks, has undergone two serious operations. We are glad to say that he is getting along nicely. He is at the Crocker Hospital, and would be glad to see any of the boys, and when you are there be sure and see Motorman J. A. Rudd, who is also confined there through injuries he received a couple of weeks ago, when he was struck by a car in the Car House.

In a recent change in the Vernon postoffice line schedule, Conductor Louis Parker had a couple of hours taken off his run. He says: "Gee whiz, man, I can't keep a wife, a couple of kids and two goats on a 7-hour run." He finally got things framed up, and he now has a ten hour run, and the goats are flourishing.

Motorman "Slim" Weaver has been on the sick list for a few days, but is back on the job again.

Motormen T. R. Bates and W. E. Estes have lost their happy homes on the two Griffin Relays, and are back on the road again with the rest of the bunch.

Our worthy foreman, Ed Smith, has been on the sick list for a few days, but pleased to say, though a little disfigured, he is back on the job again.

Motorman Bill Potter, one of the oldest in the service, has resigned and gone into the ranching business at Angoila, Calif.

Ex-Motorman J. E. Sharpe is going around with a smile and something on his mind. We understand he is going to have an Xmas gift in the shape of a wife. The wedding bells will ring just before Xmas. This is all the dope we have so far. Will give particulars later.

Motorman R. W. Reid, he of the high efficiency record, has been breaking in as extra clerk in the office. Wednesday night he worked the late shift on his own hook. We congratulate him on his promotion, and wish him every success.

## More Service For Grand and Moneta

Additional service has been given on the Grand and Moneta line by placing ten more cars in operation during the morning rush hours and five more in the evening rush. This gives a car every 90 seconds during these periods and a maximum of 79 cars in operation on that line during the morning and 95 in the evening.

Every car that can be safely operated is being brought out of the shops and on to the streets. Approximately 100 cars are being added for the extra Christmas season travel.

## DIVISION 4

Our foreman, Mr. B. B. Boyd, is breathing the Christmas spirit quite heavily these days. He wears a smile most of the time, which we might say is quite a change from his diplomatic nature. He also has a good Xmas story to tell the boys, about Santa Claus and his wife, "Mary Christmas," and their children. If you have not heard it, call at the office and ask him.

It is a shame to make fun of a fellow because he missed out, and then turned in a "B. O." excuse, but we know Conductor W. B. Huddy can take a joke. W. B. missed out the other day. The reason was, eating fish. We desire to inform our dear brother, Hurry, that trainmen should not eat fish, except on Friday.

Mr. H. L. Barden, our yardmaster, informs us that on several occasions mechanical men have had narrow escapes from being seriously hurt by men starting their cars without giving the two gong signal. Can you imagine how you would feel if one of these repair men were killed or permanently disabled through your carelessness? Let's be more careful about this, fellows.

Division 1 found itself hard up for men the other day, and, knowing that our division was composed of first-class men only, asked to borrow three conductors. So we loaned them Conductors H. C. Clarke, I. D. Proctor and E. F. Mayerle. Do you know how they found out that we have nothing but real good men up here? Some time ago they needed another motorman, so we loaned them Motorman G. W. Beals, who, according to their own statement, proved to be as good as the finest they have.

Motorman "Long Beach" Dundas is about the best entertainer that ever rode the Pico Baby Owl. Last Monday night he came running into the Koffee Kup Kafe, glanced at his watch and seeing he would not have time for his customary bowl of Chili, walked over to the cashier and said: "I want a cigar, Dad; give me one of those eight-cent 'Trolley Ropes.'"

In a few days the boys will be smilingly receiving their bonus money. We cannot help feeling that our bonus is more precious than our semi-monthly pay, because this bonus is our reward for good behavior and efficient service. "Money talks." That is true, and a full bonus is saying a stack of good things about the fellow who receives it. That is why so many of the boys of our division are proud that they stand in line for a full cash bonus.

Motorman Robinson, of the Garvanza line, met with a painful accident about a week ago. He was getting ready to pull out in the afternoon and found he had no stool. As he was stepping off the car to go look for one he stepped on a three-quarter-inch bolt and sprained his ankle.

## ENGINEERING DEPARTMENT

L. J. Turley, engineer of electrical power, returned last week from a trip through the east in which he visited a number of the large manufacturers of electrical apparatus and noticed street railway conditions. Like most folks who go east and then come back, he has a new enthusiasm over the Los Angeles Railway, and believes that when the equipment contemplated under the five million dollar program of 1921 is installed, the street car system here will be in as good condition, from the electrical standpoint, as any in the country.