

# TWO BELLS

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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

“Taking A Chance” Is As Unnecessary As Spurs On An Aviator

## SAFETY CONTEST IS LAUNCHED

### HELP OFFERED TO CORRECT MISTAKES

By JOHN C. COLLINS

Traveling Supervisor of Safety

There has long been a need of a safety bureau in the Los Angeles Railway. Now the safety bureau is a reality.

The first object of this department is to prevent accidents and to instruct the men how this can be done.

Second, to investigate and place the responsibility of those accidents that happen, making note of reckless drivers of vehicles, said notes to be turned over to the proper authorities.

#### Risky Acts Stopped

We have already stopped the practices of certain parties throwing soapy water on the tracks. As Two Bells is the best medium for reaching all the men, I will, through its columns, endeavor to show how accident prevention can be accomplished. If the new man will study these articles and try to put the advice in practice, it will help him greatly not only to be a safe operator, but he will find his work much easier.

The accident question is a mighty important one. No good man wants to be responsible for the loss of human life, nor for injury which means extended pain. Neither does he like to make out an accident report of damage to car or vehicle.

#### Must Welcome Suggestions

How to prevent accidents is an engrossing study and no trainman who does not welcome suggestions and warnings on this subject is fit to hold a place on the cars.

The first thing to remember is that accidents don't just happen—they are caused—and the cause of ninety per cent of them is lapsed attention.

Safety hinges on foresight and un-failing attention. A man can be instructed how to handle the equipment of a car, and a little practice will make it second nature for him to do

(Continued on Page Cols. 2-3)

### SAFETY CAR WINS ON 20 TO 1 BET

The best story of the week is told by Operator F. Irvine of Division Two, who presides over a Safety Car on the Griffith and Griffin line.

At the Vernon and McKinley terminal a car rider entered carrying a grouch in both hands and a prayer book under one arm. Apparently he was bent on some religious errand, but the pious attitude did not remain very long.

The passenger started to debate safety car service with Operator Irvine and exclaimed, “Why, if this car should catch fire you couldn't open that rear door.”

The possibility of a steel car burning was funny enough in itself, but Operator Irvine assured him that the door could be opened as easily as on other cars.

The money was put up with a neutral party and Operator Irvine gave the simple twist of the wrist that throws the air off the rear door.

The pessimist then walked to the back of the car, and still thinking the door would be secure, lunged at it. The door opened easily as usual and the pessimist's own force deposited him in the road outside.

He uttered an exclamation that was far from pious, but was good enough sport to say as he picked himself up:

“All right, young fellow, you win the dollar and I guess this car is all right at that.”

### Boxes at Terminals Clear of Transfers

The waste boxes at terminals have been cleared. Many of the boxes were filled almost exclusively with transfers. At these boxes has been posted a card reading:

“Transfers must not be put in this box or thrown away. All transfers, whether received as fare or not used, must be returned to division headquarters as per instructions in Two Bells, issue of October 25.”

### Job Runs Around Over Town While The Dishes Wait

GOING home the other morning I passed by another conductor's house and heard through the screen door this conversation:

Wifey—“Lem, dear, can't you help me with these dishes?”

Hubby—“No, I just can't honey. I will be late for work.”

Wifey—“I'm late too and my work is as important as yours.”

Hubby—“Yes, that's true” he called back struggling into his coat “but you see your job will be waiting for you when you get there while mine will be running all over town.”

Conductor L. B. Fowler, Div. 1.

### Motormen to Get New Report Card On Car Condition

A new motorman's daily report card on the condition of the car is being prepared and will be put in use soon. Motormen should consult bulletins which give instruction on filling out this form as they will be required to give the necessary information correctly.

The need of this is apparent. Suppose a street car become B. O. in a busy section due to some defect that had been noticed by the motorman the day before and not reported or reported incorrectly. You can easily see how ordinary care can save you and the public considerable delay and inconvenience.

### Men Responsible For Car Equipment

The following statement is made by George Baker Anderson, manager of service, and affects care of stools and other car equipment:

“Operators of safety cars and both members of crews of other cars must ascertain before they take their cars out of the car house that the stools are in place. If stools are not in place they should report to the operating foreman at once. After ascertaining that stools are in place, trainmen will be held responsible for all equipment.”

### HANDICAP FOR DIVISIONS ARRANGED

THE first safety contest is on!

With the beginning of new runs following the recent general choice, the first safety contest was launched Sunday. The fight between the five divisions for first honors in accident prevention will continue for three months so that on February 1 the winner will be known and presentation of a safety championship pennant will be made.

The Safety Bureau has arranged a handicap scale according to the risk of each division. This is based on total mileage, number of cars operated and takes into consideration the area of congested districts traveled and the extent of open territory.

It has been figured that Division Two has the greatest risk. Division Five comes next, then follow Division Four, Division One and Division Three. Under this handicap, an accident to a Division Two car will not count so heavily as would an accident to a Division Three car.

The safety cars will not figure in the contest as records to date show there are far fewer accidents with safety cars than with cars of other types, so the divisions operating them would have an unfair advantage. After the first contest it is planned to devise a handicap system that will give the safety cars a place in the contest.

The division with the fewest accidents in proportion to its risk will be the winner of the first three months' contest and will receive a big championship flag to be displayed at division quarters. This trophy will be movable and will move from division to division every period of three months. A smaller streamer will be given for permanent possession to the division winning in any period.

The safety contest idea was proposed originally by trainmen on the division safety committees and the fact that the idea has been adopted so enthusiastically by the management indicates the value of close co-operation throughout the Los Angeles Railway system.

## Editorial Comment

### Courtesy Will Make Friends to Help You

ON page three of this edition of Two Bells is a column entitled, "Bouquets and Things." The column has been a feature of Two Bells since the paper was started and is devoted to favorable comments on service rendered by trainmen.

Last week a letter was received that has a particular significance to every employe of the Los Angeles Railway. After praising one of the conductors, it says:

**"If you only had many more like No. 2568, you could save the cost of a great deal of the propaganda you are printing in the attempt to secure the friendly attitude of the public toward your company—COURTEOUS SERVICE WILL GO MUCH FURTHER."**

You men on the cars make friends or enemies for the company and you are a part of this street railway so *you are making friends or enemies for YOURSELF*. You know the difference between handling a crowded car when the crowd is in a good humor and the same crowd when the grouchy spirit prevails. Let the conductor utter a sharp word to a passenger and a grouchy crowd will make things as uncomfortable as possible for him. Let the same conductor give a passenger courteous advice when it is sought or perform a courteous service in assisting an old lady, smile the friendly smile, or crippled boy and the crowd is with him and will help him. That crowd will help keep the entrance clear and help in a score of ways.

Now here is the big point to remember. The spirit of friendliness travels as fast as lightning, but the grouchy spirit can travel just as fast. The spirit that starts first is the spirit that leads. **It just takes one man to start the friendly spirit moving and one to start an unfriendly spirit. The motorman or the conductor should be the man to start the spirit. Start the friendly spirit and it will help you.**

The Los Angeles Railway spends several thousand dollars a year in efforts to win the friendship of the public. Friendship and the co-operation of the public is worth thousands of dollars a year to the company because friendship means the public will help service and unfriendliness means the public will retard service.

**The spending of thousands of dollars as an investment in good will to make the work on the cars more pleasant for you will fail unless you spread that friendly spirit.** Trainmen are the members of the company in most direct contact with the public and courteous service will go further than dollars in establishing public good will.

**IT WILL HELP YOU.**

### DEFI ISSUED BY DIV. FOUR BOXER

Motorman Otto Papke of Division Four is very anxious to match up with D. W. Tinsley of Division One or any other boxer in any other division. Papke challenges Tinsley to any number of rounds, to be fought at either division, and does not care what Tinsley's height, weight or reach is. The only conditions are that it must be a sixteen-foot ring, and that Tinsley must allow three weeks to intervene between the challenge and the date of the event. In a letter to the editor, Papke says he wants a challenge from Tinsley in the near future.

Motorman Papke also is very anxious to get in touch with any other boxers among the trainmen. He is a clean fighter and would like to receive challenges from any of the other boys from Divisions 1, 2, 3 or 5. How about it, gentlemen?

### SPOTS EXPIRED TICKET BOOKS

This letter, received by Conductor Cairns of Division Three, expresses appreciation and gratification for excellent work:

Conductor G. L. Cairns, No. 658, Division No. 3.

Dear Sir:

*It is with pleasure that I have had my attention called to your efficiency card, showing that you have taken up eight expired ticket books within the last month, which have been presented to you for transportation.*

*I am also informed by your Division Superintendent that you have become a very alert and efficient conductor, and I wish to take this opportunity to thank you for your sincerity and loyalty towards the company in the performance of your duties since July 4th.*

*Keep the good work up.*

*Yours very truly,*

GEO. B. ANDERSON,  
Manager of Service.

### Just a Kindly Act in the Busy Round of Travel

JUST a little act of good will. It might have gone unnoticed in the rush of travel, as so many good deeds do. Just a helping hand and it explains why Conductor George W. Moore and Motorman B. R. Parker, both of Division One, received credits.

A foreign woman started to leave a Stephenson Avenue car by the front exit and became faint. The motorman helped her to the curb and the conductor quickly followed rendering assistance, keeping the crowd off a few moments until she rallied and was better.

Just a little act of kindness that might have been forgotten and unnoticed. But it is not forgotten under the Merit System.

### ELECTRIC SWITCH RULES EXPLAINED

A check is to be made on operation of electric switches to prevent the possibility of accident through a following car automatically turning the electric switch before the rear trucks of the lead car have passed the point.

Specific instructions on proper operation are given in Bulletin 421 recently issued by R. B. Hill, superintendent of operation. It reads as follows:

*Motormen must approach all electric switches with care, and at a speed not greater than five miles per hour.*

*When operating the switch, do so by using one or two points on controller. Care must be taken to avoid stopping the car so trolley wheel rests on the contact switch in the wire.*

*When two cars are coupled together, the motorman operating the car that is assisting the disabled car will be held responsible for the safe operation of both cars over the electric switch.*

*When approaching an electric switch at a time when a preceding car is standing at the switch, or just starting, motorman must stop his car far enough in the rear of the preceding car so that the contact switch in the wire may be seen from the motorman's position at the controller, and he must not move his car forward until both trucks of the preceding car have crossed the switch points in the track. This in order that no track switches will be thrown between trucks of preceding car.*

*It is imperative that all motormen strictly comply with this ruling, as to do otherwise usually results in very serious accidents.*

### Give Details On Transfer Reports

Conductors as a whole have shown a lively interest in efforts to curb violation of transfer privileges, and numerous reports have been received, with transfers attached, to show how they have been improperly punched. Often they do not give any particulars as to where the transfers were presented or other data, so it is practically impossible to check up on the mistakes.

Please give full details in making such reports.

### GUARD ARTICLES FOUND

Articles found on cars by a conductor are under the care of the conductor until turned in to the proper persons. Often goods left by passengers and found by conductors have been placed behind the controller or some other place, and other passengers have taken them. Conductors are advised to be on the watch for such practices and take proper steps of caution.

## SPURT STARTS FOR FULL BONUS

The home stretch in the race for a full bonus under the Merit System starts this month, as the records for 1920 will close November 30 to give clerks adequate time to check over the records and permit the payment of bonus money to trainmen before Christmas.

Trainmen who have been in service since June 1, 1920, will receive a bonus at the rate of \$5 per month for each month with a clear efficiency record. The clear record means 100 per cent or better. It will be remembered that all trainmen started with a clear record.

One of the best features of the system is that if a trainman sustains demerits that bring the rating below 100 per cent for the month, he has a chance, by some efficient act, to bring the mark back to 100 or above it the next month. If the rating for a month falls below 100 per cent, a trainman will not lose the full \$5 that month, but loses at the rate of five cents for each one per cent. For instance, should his record be only 90 per cent efficiency for a month, his bonus that month would be only \$4.50, but next month he can exert himself and bring it up to 100 and earn the full \$5.

The bonus plan applies to trainmen only, because if it was to apply to employes of other departments of the Los Angeles Railway who have been promoted from the car service, it would take in pretty nearly every one, and it was intended at the time the plan was started that it should apply to trainmen only.

## A Letter to Al

Dear Friend Al:

In pawing over some of the reports received at the office of the Manager of Service the other day there were brought to light a number of reports on trainmen who failed to make arbitrary stops at certain points in the city where signs indicate they should always stop.

I overheard one of the men in the office tell another that he thought some of the men were to receive demerit marks for failing to stop at these arbitrary stop signs.

I don't know whether I ought to be giving away any secrets of that office, but I have a sort of a hunch that it will be profitable for all motormen to keep an eye open for the little square signs hanging overhead and be sure that when they reach the proper point they bring the car to a full stop, and not just slow down a little to be partly safe.

I know that the office of the Manager of Service has set its heart upon procuring a greater degree of safety in operation, and I know that the feeling of that office is that operation cannot be safe while men disregard such a necessary safety rule as that connected with the arbitrary stops. "Arbitrary" means, in this connection, that the car should always stop there, whether the motorman's judgment says it is safe to go by or not.

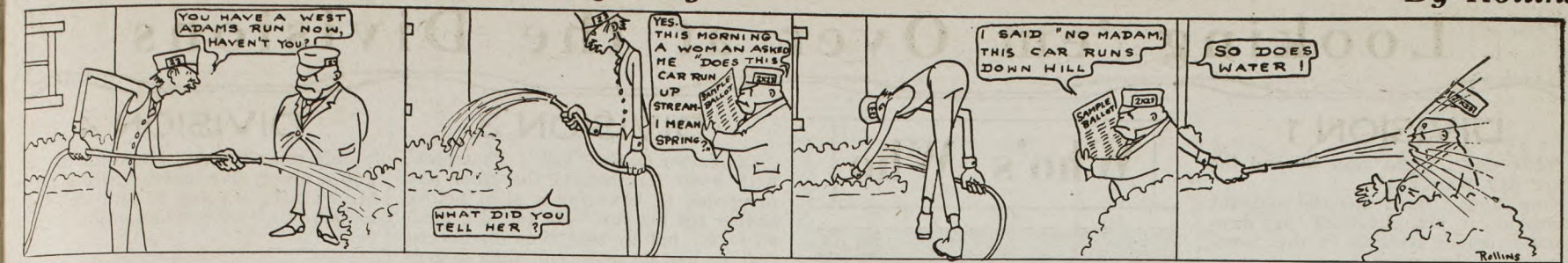
"Stop" means "stop"; it does not mean hesitate or slide by easily on a slow-down. It means just plain STOP.

A tip to the wise ought to be sufficient. You know me, Al.

JEFF.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

This is one of the finest bouquets that has been picked from the manager of service correspondence for quite a while and compliments Conductor John C. Cave of Division Four. The Los Angeles Railway, Gentlemen:

You've such an unusual conductor on the West First Street line that we who appreciate him really should let you know how we wish you could educate more of your men to be like him. Monday night, particularly, with the rain increasing the crowd until the car was jammed to its utmost capacity and everyone was wet and grouchy, his unflinching good humor achieved the feat of keeping the passengers moving "up in front." He called every street several times, distinctly and loudly enough for those inside of the car to hear. He helped passengers on and off. When a shabbily dressed man spilled fruit from his bundle the conductor didn't think it necessary to "bawl him out" (as most of them would do). He helped him pick it up and rewrap the bundle.

Every night that I have been on his car he has been the same—courteous, efficient, especially considerate of infirm or elderly people.

If you only had many more like No. 2568, you could save the cost of a great deal of the propaganda you are printing in the attempt to secure the friendly attitude of the public toward your company—courteous service will go much further.

Very truly,  
M. NEWCOMER.

□ □ □

Motorman J. J. West of Division 3 receives this bouquet for his obliging manner.

Los Angeles Railway, Gentlemen:

When I reached home last night I made a good resolution, and I still had it when I started downtown this morning, and a little of it still sticks.

While waiting for a Moneta car last night at 10th and Main Streets, two ladies got off a northbound car at 10th Street, wanting to transfer to a West Washington car, and just in time to see the West Washington car rounding the curve going west on Tenth Street. They started to run diagonally across the street, and the motorman saw them coming and stopped, which permitted them to get the car they wanted, and saved them a long wait at a late hour. The car that waited was West Washington No. 792, the hour was 10:30 Friday night.

This is the second time in a year that I have seen a car wait for anyone at night, and I have seen time after time when the motorman would deliberately look away from a passenger and pass them up when a twenty-second wait would have enabled a lone woman to avoid a fifteen-minute wait on a dark corner late at night, and the action of the motorman last night was so refreshing that I cannot help commenting on it, and commending it no matter if he broke fifty rules.

Respectfully,  
H. E. WHITE,  
3832 South Main St.

□ □ □

Conductor C. R. Preston of Division Two is commended by the writer for his painstaking and honest conduct.

Los Angeles Railway Co., Gentlemen:

It affords me much satisfaction to report to you, on behalf of my wife, the honesty and courtesy of your Conductor No. 1330, on car No. 695, yesterday afternoon.

Boarding the car with two young children, Mrs. Finnegan paid the fares and passed inside. A few moments later the conductor approached and said:

"You said three, didn't you?" "Yes, these two children," she replied. "What's the idea of giving me two nickels and a quarter for

## Car Service Here Better Than In East Says ex-L.A. Motorman

A LETTER from Harry A. Hamilton, who was a popular motorman of Division Four, states that he is now in Chicago. He says the street car service of the cities he has visited is inferior to that of Los Angeles. It is interesting to note that of the cities he mentions, all have a higher car fare than Los Angeles, but do not deliver such service as is being given here for five cents. Following is the letter:

The Editor,  
Two Bells:

If the citizens of Los Angeles could travel over some of the street car systems that I have been over—both in Canada and the U. S.—since July, they would appreciate the service given them by the yellow lines. I noticed particularly the street car service wherever I went, and in Portland, Seattle, cities in Canada and here in Chicago, they are all alike. The serv-

ice is very poor—not to be compared to that given by the Los Angeles Railway.

I wish you every success with Two Bells and hope its growth may continue. Through its source I hope some day to get in touch with some of the boys whom I used to know.

Very truly yours,  
HARRY A. HAMILTON,  
4712 Kenmore Ave., Chicago.

## MULE CAR DRIVER DIES

Supervisor D. E. Fletcher found a bit of news of considerable interest in a St. Louis paper recently. Supervisor Fletcher worked in St. Louis 28 years ago and was very familiar with the street car system.

The news item referred to told of the death of Patrick O'Hara, the last

man to drive a mule car in St. Louis. To make a picture showing the comparison between old and new systems of transportation one of the old mule cars was unearthed and driven by O'Hara a week before his death. A picture was taken showing the old mule car and one of the latest street cars.

## "Taking Chances" Useless

(Continued from Page 1, Col. 1)

it right. It is as hard for a man to break a good habit formed as it is for him to correct a bad one. Preventing accidents is different. It requires thought and head work all the time.

Any man, no matter how good he may be, is liable to have an accident. But no man need have one where he is to blame.

### Ready to Give Help

In this series of articles on accidents, we don't intend to ask the impossible. I am on telephone call, through the dispatcher, to any trainman, and will give a practical demonstration which will enable a man to overcome any little fault he may have in his operation.

If a man is having trouble, or finds he is getting nervous, call an instructor, supervisor or myself. They are always willing and glad to help a man and can do it as well as I.

Don't go along making mistake after mistake without correcting it. The man who is making an effort is the one we like to deal with. Mistakes are things which have happened ever since man set foot on earth, and will always happen as long as man is here.

### Correct the Mistake

You can't lose a mistake. Correct it at the time it is made. If you don't it will still be in the road of the man who follows.

three fares?" he asked, extending the coins she had given him. One of them was a quarter.

I have no doubt the great majority of your conductors are honest, but it is always a pleasure to have that demonstrated by test and, as some one has said, "Where there is no temptation, there is no virtue."

The congested condition of our streets is very bad, and we are doing our heaviest work also.

So the hazard is great from both angles. We don't expect to eliminate accidents, but to reduce them and place the blame on the other fellow whenever we can.

The first essential of a safety movement is "Take no chances." Along the lines of safety we can all be publicity agents for this cause. What greater responsibility can be placed on any set of men than to be trusted with the lives of hundreds of thousands of men, women and children, daily carrying them from their homes to their place of business or children to and from school?

### Friends Are Valuable

In doing this work it is up to everyone to do his utmost. We should, when meeting friends or making new acquaintances, be ready and willing to explain how earnestly and sincerely we are endeavoring to do this to the best of our ability. In doing this we will not only make friends of our patrons, but will have their backing in time of need.

Some men take desperate chances without gaining anything. If they were studying the line ahead of them they could see how unnecessary these chances are. Taking chances is as unnecessary and as useless as spurs are on an aviator.

It was a small matter, but I'm sure it meant much, and in justice, my wife thought you ought to know about it.

Sincerely yours,  
FRANK X. FINNEGAN,  
Lasky Studio, 1520 Vine St., Hollywood.

## On The Back End

(Contributed)

"All right back there?" called the conductor. "Hol' on! hol' on!" shrilled a female voice. "Jes wait till I gets mah clothes on." And then, as the passengers craned their necks, she entered with a basket of laundry. Conductor 2054, Div. 4.

\* \* \*

The other evening a man arose on my car near St. Paul Street and asked very seriously, "Is St. Peter after St. Paul?"

I replied, laughing, "I don't know if he is in Los Angeles or not." Then he got off the first street after St. Paul. Div. 1.

\* \* \*

An amusing question was asked of Conductor Hatch on the Temple Street line the other day by an excited Jewish woman who boarded Hatch's car and said, "I want to go as far as you go, but you don't go that far, do you?"

Hatch was flabbergasted, but had this answer ready:

"Go as far as you like; this is the Owl car and you will get to your destination before morning." She meant that she wanted a Through Car and thought his car was a Hoover only. Div. 4.

\* \* \*

A Division Four boy wishes to compliment Division Three for having among its men Motorman 1827 (R. B. Marquez). This young man is entitled to praise for his courteous treatment to passengers for the way he handles his car, and his neat appearance. I do not know his name, but after riding with him several times I truthfully feel that he deserves a boost and also a share of credits. Conductor 488.

\* \* \*

Saturday night a man boarded my car on North Broadway and requested me to stop at "the church." I said, "Which church?" He said, "Oh, it doesn't make any difference to me."

Motorman C. T. Simpson, Div. 3.

\* \* \*

"Another effect of prohibition," growled Joe Finn of the superintendent of operation's office when he came back to work a few days ago nursing a mashed finger.

"We moved into our new house," Joe explained, "and I trapped the finger in the swinging doors. I had forgotten how to handle swinging doors since the country went dry."

The writer of this letter is a boy. Sometimes we think boys are quite a problem when they rock the car on the way home from school, but here is a lad with the real stuff and he is loud in his praise of Conductor C. L. Daves of Division 5.

Los Angeles Railway, Gentlemen:

I wish to report for merits conductor No. 634, on the Grand and Moneta Avenue line. I am a boy eleven years old, and I walk on crutches. I was with another boy of about my age and he was also walking on crutches. The aforesaid conductor helped both of us on the car, which is more than most conductors or other companies will do.

Please give the conductor that I speak of a bonus for good service, as you said you do in one number of your A-z-u-ride.

Yours sincerely,  
JAMES ALLEN.

# Looking 'em Over at the Divisions

## DIVISION 1

That was a great rain we had the other day, wasn't it?

One thing I liked was the pleasant memories it brought back of days spent in muddy trenches on the "western front," but what I liked most of all was standing at Seventh and Spring in nearly a foot of water trying to find the switch chain. Later I was amused to see "Curley" Adams spend 15 minutes trying the same stunt.

W. G. GERRIE.

Having just passed Esperanza on the Stephenson Avenue line, Conductor Creviston noticed an old lady running to the end of the car with the speed of the winds.

"Do you want off at the cemetery, lady?" he asked.

She answered, "Well, I should say not. I'll get to the cemetery soon enough to suit me. Let me off at Indiana."

Al Lawrence, night mechanical man, better known as "Slippery," is breaking them in at Division 1 at nights. Two nights and they are ready for the instructor.

Why is a street car like a woman's heart?

Because there is always room for one more.

A. F. STEINER.

Any one wishing students can give Bill Bailey 50 cents each, and he will send you all you want, or bring some good cigars.

## DIVISION 2

F. D. Clark reports a 10-pound baby girl at his home. Here's wishing him success.

C. F. Christensen is back from his vacation, and reports a fine time driving around in his machine.

Conductor C. A. Darwin is doing special work in the office at Div. 2.

The boys at Div. 2 appreciate the heaters very much. It won't be quite so cold on the "hang around."

Who is the motorman on the Vernon line who scraped the "Golden State" from his lunch sandwiches to grease a controller?

## Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending Oct. 23, 1920:

### DIVISION ONE

Motormen—C. N. McMullen, W. F. Shultz, W. C. Jacobi, W. T. McCullar.  
Conductors—J. E. Shumate, C. A. Payton, E. J. Hanlon, E. A. Miller, L. Lopshire.

### DIVISION TWO

Motormen—J. C. Blackman, E. S. Kennedy, W. B. Jennings, A. F. Sullivan, W. L. McClure, A. J. Pepin.  
Conductors—I. W. Gilbert, J. R. Temple.

### DIVISION THREE

Conductors—J. G. Liles, C. M. Chaney.

### DIVISION FOUR

Motormen—J. R. Koenigshofer, M. Connor.  
Conductors—J. L. Carnine, G. M. Gordon, H. Howard.

### DIVISION FIVE

Motorman—L. B. Turner.

## Who's Who



Just try arranging about 800 street cars a day under Los Angeles traffic conditions so that lines will not overlap, that cars will be properly spaced and there will not be too long a wait between cars of two lines past any other transfer point, and you have some idea of the job on the hands of the Chief Dispatcher, Guy Wheelock.

Like many other men occupying important positions with the Los Angeles Railway, Mr. Wheelock started in the train service. In 1912 he began as a conductor working out of Division One on the Santa Fe Avenue line. In February, 1913, he was promoted to the dispatcher's office and schedule room. It was in building schedules that Mr. Wheelock showed special skill, and this resulted in his appointment as Chief Dispatcher January 1, 1920.

This year the schedule department was called upon to handle the biggest job of its kind in the history of the Los Angeles Railway, and perhaps in the country, namely, the re-routing of all lines as recommended by the State Railroad Commission. Building new schedules for every line was a real job, and the efficiency with which it was done testifies to the ability of the Chief Dispatcher and his assistants.

## OFFICE NEWS

Mr. Jeffery, the editor of "Two Bells," is back after spending a week's vacation at Big Bear Lake.

Miss Blanche Melbourne of the purchasing department is back from her two weeks' vacation.

Mr. Record, cashier, is back after spending two weeks at Wheeler Hot Springs, Ventura.

Capt. Hastings, chief clerk of the auditing department, is on a two weeks' vacation.

Mr. L. J. Racette of the auditing department is going to leave the Los Angeles Railway. He is going to the Pacific Mutual Life Insurance Co. of Los Angeles. The many friends of Mr. Racette are sorry to see him go. Mr. Racette has been in the employ of the Los Angeles Railway for about seven months.

**Conductor D. W. Gibbs of Division 4 is commended by Mrs. B. B. May of 351 Mt. Washington Drive for his conduct on the car. She informed the manager of service that Conductor Gibbs is on the job all the time in calling the names of streets and transfer points and is courteous to all passengers.**

## DIVISION 3

Conductor O. G. ("Fat") Thompson, with great forethought the other day proceeded to hunt for a stool before calling for his run. He found a stool all O. K., but by that time discovered that he had no more run than a jack rabbit, as an active man had got away with it. More speed, "Fat," more speed!

Now what do you know about it? Speed McAdams, our genial relief cash receiver, has gone done and got married, *dern him*, after swearing to us on a whole stack of hot cakes that he would never do it again. But, oh, well, you know, if the right one turns up it is different. The fortunate young lady's name was Miss Beatrice B. Boatman. We extend to the happy ones sincere felicitation and trust that they will have a long life and a happy one.

Conductor W. W. Kidd has obtained a 60-day layoff, and will spend the time on a ranch at Jean, Nevada.

Motorman Oscar appeared on the job the other morning with his handsome countenance very much mussed up. He tells us that he is in training to meet Dempsey when he finishes with Carpentier—and Oscar is using a female trainer.

We are in receipt of a postal from Conductor Harrington from Kansas City, Mo. He has got so far on his trip to New York. He reports bucking six feet of snow crossing the mountains. He says "some work," but lots of fun. Good thing he likes it.

Motorman Cady has a 60-day layoff and has left to visit his old home in Indiana.

Conductor Sergeant Ray Dean was absent the other day, poor fellow. He reported sick, looks awful bad. But we really think he will recover all O. K.

"Skinny" Barrett, the money car motorman, declares that it is worry that makes him so thin. Worrying over what he would do with all that money if it was his.

We have had three more runs added to Brooklyn and Hooper Lines, which is very much appreciated by the men, as they say that it makes life worth living with the new running time that they have.

Conductor Adamson has two weeks off, and is building himself a house on his property in the Eagle Rock Valley.

Charles Merrill, our venerable switchman, is all puffed up over his picture being in last week's issue. He says he never imagined he was so bald headed. Anyway, he says, it's mostly a high forehead, and you cannot grow brains and hair at the same time. But say, did you notice that dinky little hat he has got? It is sure a darling creation.

## BOY NABS CONDUCTOR'S CAP FOR SWEET REVENGE

The other day there were several boys hanging on the rear fender of Conductor Jayne's car. Jay reached out and grabbed a cap from the head of one of the boys.

At the next stop the boy slipped into the car and grabbed the conductor's cap.

The following day it was turned in at Division 2 and Jay works out of Division 3 in the opposite part of the city.

## DIVISION 4

Motorman Charley Hamilton has begun a ninety-day leave, starting October 24. He is going to Sunland, Cal., to steady his nerves and enjoy a good rest.

Conductor E. A. Addison is getting pretty sporty of late. We notice he is on a four-day leave to rest a little and have a good time. We don't blame you, Addison. "A little frolic now and then is relished by the best of men."

George Mosier, "the round-house chief," is busily engaged nowadays trying to get an athletic team started among the boys. We'll give you credit for that, George. We've got good makings here. Motorman Papke is trying to round up the boxers, Motorman De Deck is working to get up a basketball team, and Mr. Wimberly is very much in favor of having Recreation Hall fixed up into a gymnasium. Let's all back up this move.

The following boys are on the sick list: Conductors R. J. LaFontaine, W. R. Summerhayes, H. W. Lloyd, and Motormen H. U. Appel, R. J. Kerr and I. A. Wardrobe.

Motorman C. J. Steinbuck has taken another short run. He says, "What's the use of working so much when it's not necessary?" C. J. was a motorman in St. Louis before he came here, had lots of money invested in the company he worked for, and was nicknamed "The Flying Dutchman" by his

## DIVISION 5

Conductor J. T. Dessert has just returned from a trip in the East, looking fit and fine.

Motorman Dave Rogers, who for some time has been on the supervisory force, is back on the cars again.

Motorman G. L. Track is taking a few days' vacation.

Conductor A. G. H. Trager is off for a few days resting up.

Motorman C. S. Dakin is taking a few days off visiting in San Diego.

Conductor E. D. Walker is vacationing for a few days.

## QUESTION BOX

**Question—Why will a safety car "dynamite" when running at full speed with foot on foot valve?**

**Answer—**A slow leak in the foot valve, due to some foreign substance on the seat of the valve, will have this effect. Sometimes working the plunger of the foot valve two or three times will remove the obstruction.

**Question—**I am scheduled as a part of my regular run for a trip to the Goodyear plant, returning via South Park, Fifty-third, and going into service on the Maple Avenue line. Is it necessary to make two trip sheets, one for the trip to Goodyear and another for the work done on the Maple Avenue line?

**Answer—**No. While the instructions heretofore have been that two trip sheets were required, this no longer need be followed out. If a trip to any special point, such as the Goodyear plant, high school, Lamar Street or Santa Fe Avenue, is included on the regular schedule, you need only make out one trip sheet for each car operated. If, however, the special trip is not provided for by the regular schedule for your run, make out a special trip sheet for the extra work done, heading the trip sheet "Goodyear extra," "High school extra," "Shop extra," etc.