



TWO BELLS

VOL. 1

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Edited by J. G. JEFFERY, Director of Public Relations

Power Service Extended

Cars Must Be Protected at End of Line

CHILDREN RISK INJURY AT TERMINAL

BY GEORGE BAKER ANDERSON
Manager of Service

A recent investigation of service at terminals discloses the fact that in very many cases both members of the crew will leave a car totally unprotected while it is standing at the terminal. This is in violation of Rule No. 14, which reads:

"Cars in service must not be left unprotected, either conductor or motorman remaining always in charge."

It is not the desire of the company to impose any unnecessary work upon any trainman. On the other hand, every effort is being made to make the work of the crews as easy as possible. The change made last winter which resulted in the adopting of the present rules was made for this express purpose—the idea being to cut out from the rules everything that was not deemed absolutely necessary to safe and proper operation.

Why Rule is Necessary

Rule 14 is an absolutely necessary rule. It is necessary because experience has shown that great damage is sometimes done to equipment of a car because of the fact that there is nobody on hand to protect it. Valuable things are stolen. Air is sometimes turned off, trolley pole removed, necessary appliances stolen. Accidents to passengers sometimes occur by reason of the car being thus left alone. Children sometimes form the habit of playing in and about the car because there is nobody there to see that they keep away from the danger.

Protection for Car

Every trainman should understand why it is necessary that this rule be enforced. It need not be interpreted to mean that both members of the crew are to stay on the car at all times it is at the terminal. It does mean, however, that if it is necessary for either member of the crew to leave the car, the other man must remain near enough to the car to make sure that no malicious damage is done to the property of the company.

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Car Riders Give "Feed" To Reward Faithful Motorman

MOTORMAN T. L. STEPHENS of Division 5 made such a hit with the folks of the Vermont Heights district that when he left the shuttle line night run in favor of a daylight shift on the Thirty-ninth Street branch of the University line he was tendered a farewell supper by a number of pleased patrons.

It had become known to some of

the regular riders of that line that Motorman Stephens was about to change runs, so on the last trip of his last night he was met at the end of the line by men and women carrying hot coffee, sandwiches and cakes. Friends and neighbors participated in the highly informal occasion, and "a pleasant time was had by all," according to the society reporter.

NEW FEEDERS TO IMPROVE VOLTAGE FORCE

Extensive improvement in the supply of electrical power for operating street cars of the Los Angeles Railway is being pressed by the engineering department. The new work includes installation of new feeder cable and changing of other feeders to give the best results.

On the West Eleventh Street line, \$3,000 is being spent on installation of new feeder cable which will better voltage conditions in the western section, particularly near Los Angeles high school.

The program for new work in the Heliotrope and Western avenue district is practically complete and the new equipment will be in operation this week. Three thousand dollars are being spent in that district to prevent weak power spots along the line.

Improvement of voltage conditions on the West Sixth Street and Larchmont line is an important work, as the new feeder cable there will parallel iron wire which had to be installed in that district at a time when copper wire was impossible to get due to the demand for copper in war machinery.

On the north end of Broadway and Main streets a change in feeders is being made to give the best voltage conditions at times when large picnics are being held at Lincoln Park, or other conditions prevail which place a very heavy travel in that area.

An important work is planned for West Seventh Street between Hope and Hill streets. Insulated crossings will be installed at Broadway and Spring Street. This makes the wire running north and south independent of the wire running east and west and will safeguard the west-bound travel on independent feeder from the north and south travel on these three important arteries of the system.

EMPLOYEES SHOW ARTISTIC PHOTOS

Keen interest has been shown in the exhibition of amateur photographic art now being conducted in the library room, 767 Pacific Electric building. The display will continue until November 16, and employes of all departments are invited to inspect the exhibits and, incidentally, get acquainted with Mr. Burt Reese, librarian.

Several beautiful pictures have been entered by George Campbell, draughtsman. Leland E. Nye, of the same department, has an interesting picture of Rheims cathedral made by Mr. Nye while in navy service during the war. "Dick" Smith, chief instructor, has some interesting vacation pictures displayed, and Supt. Eddie Williams of Division 1 has an attractive picture of ocean and cliffs.

Conductor L. B. Fowler entered a picture of a palm-edged boulevard which has won praise, and Conductor Gerald J. Stoddart exhibits a picture of Vernal Falls in the Yosemite Valley, showing the trainman doing acrobatic stunts on the edge of a deep drop.

FINE CHANCE FOR CREDITS

Here is a fine chance to pile up the merits fast and boost the cash due on your bonus. Division superintendents have been instructed to give five credits in each case where conductors, upon examination of transfers, find them to be bad, and collect fare in their stead. The total credits for one day are not to exceed ten.

SAFETY CONTEST STANDINGS SOON

First standings in the safety contest now under way between the five divisions will be announced in next week's Two Bells. The accident prevention drive started October 31 and will continue until the next general choice.

A heavier penalty will be charged for an accident which a crew failed to report. The penalty in such cases will be just five times as heavy as if it had been properly reported by both members of the crew.

In the fight for the safety championship pennant, the divisions will be under a handicap according to the risk involved.

Standings will be computed on a basis of 1000, as in baseball league standings. The divisions will be assessed for accidents on the following scale: Division Two, .22; Division Five, .29; Division Four, .30; Division One, .32; Division Three, .33.

L. J. Turley, Power Engineer, In East

To visit some of the largest electrical manufacturing plants in the country, L. J. Turley, chief engineer of electric power, left for the east last week.

He will confer with officials of the electrical concerns on the most up-to-date equipment, which is to be used in the 1921 extension program.

Particularly, will he investigate details of the new automatic sub-stations.

Mr. Turley plans to be absent about a month.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Two Bells Is Official

TWO BELLS is the official paper of the Los Angeles Railway, and is therefore an official medium by which those in authority can present matters of importance to employes. The articles signed by George Baker Anderson, manager of service, and those by John Collins, traveling supervisor of safety, and by R. R. Smith, chief instructor, which are to appear for the next few weeks, contain important messages on various phases of service affecting the operating department, principally trainmen.

When instructions are given through Two Bells, as was recently done on the new method of handling transfers, the instruction is official and employes concerned are expected to respond to it.

A set of previous issues of Two Bells has been placed at each division for the benefit of old and new trainmen. Division superintendents have been requested to keep the set up to date.

Every effort is made to make Two Bells an interesting paper to all employes and the co-operation of all employes of all departments is making this possible. Two Bells is an employes' paper established on the "go ahead" spirit. It is read with interest by practically every employe and will continue as an interesting paper with your co-operation.

CARS TO BE WATCHED AT TERMINAL POINTS

(Continued from Page 1, Col. 1)

Inside Gates Closed

There is another matter to which I would like to direct your attention at this time. It is Rule 22, which provides:

"Safety bars, gates and doors on the side between tracks must be kept closed and securely fastened.

"Where cars turn back at crossover, conductor must close doors or gates opening on inside of track and see that passengers leave and enter by doors or gates on outside of track."

This is a safety measure, and the entire rule should be rigidly observed by all trainmen. It does not seem necessary to point out that serious accidents are liable to occur at any time unless passengers are protected against their own folly.

Danger of Injury

You all know that many passengers will get on and off on the wrong side if gates are left open. Another car is liable to be coming along and reach a position where a passenger boarding or alighting from the wrong side may be struck or seriously injured, if not killed. In that event the company might have a heavy damage bill to foot, and worse than that, some motorman or conductor who needed a position might find himself out of it.

That is the last thing in the world that we want to see done. We don't want any conductor or motorman to be in danger of losing his position because he neglects to do so simple a thing as to shut the door against possible accident to the passengers.

Please observe Rule 22 to the letter.

Rules on Switches Must Be Followed

It has been ascertained that a great many motormen operating cars over switchpoints of head-on switches are not observing the rule laid down in Bulletin No. 422, which reads as follows:

"Cars passing at switches. A car must not move over the switchpoint of a head-on switch when there is a car passing on the opposite track. A car on said opposite track must not be operated within two car lengths of the head-on switch referred to when a car is on it or moving onto it. This is to prevent collisions of cars in the event of one or both trucks of the car using the head-on switch (for any reason) taking the wrong track."

It is hoped that every motorman will observe this rule to the letter, as a constant check will be kept at all such points.

The candle loses nothing of its light by lighting another candle. We do not lose, but increase our capacity for friendship by being friendly, by giving abundantly of our love.—N. C. R. News.

Do not brood over the past, or dream of the future, but seize the instant and get your lesson from the hour.

Conductor Allison's Wife Passes Away

It is with great regret that we announce the death of Conductor Joe Allison's wife, Nov. 2. Mr. Allison was sick several days, and his wife tended to his wants, while Mrs. Allison was sick only a few hours. She was phoning the Division as to the illness of her husband when death came.

Division 1 extends their sympathy and sorrow to Conductor Joe Allison, who is well liked by the boys at Division 1.

"Why did you name him Bill?" "Because he came the first of the month."—The Rumbler.

Says the United States Labor Council: "We must work, save, co-operate and produce to bring the cost of living to a lower level."

Foreigner Too Particular About Car He Takes

WHILE standing on the corner of Seventh Street and Broadway a foreigner inquired of a gentleman the proper car to take to a certain destination; the gentleman pointing out a car to him which was just arriving.

The foreign party started to board, but just then a gentleman, who had apparently started to board the wrong car and discovered his mistake, stepped back from the car, stating, "Oh, H—ll, I don't want this car." Also the foreign gentleman, looking at him, stepped off and returned to the curb.

The gentleman who had given the information inquired of him, "Why didn't you take that car?"

He looked up, and stated, "That car no good enough for that man, no good enough for me."

MOTORMAN D. M. RAMSDIL, Div. 1.

Here are Men Who Exhibited Special Care for Property

Real interest in the job has been shown by the men on the following list who received credits during September for special care for company property. Doubtless there are many more who would have shown the same interest if the opportunity had presented itself. The complete list of men awarded credits in September for this cause has recently been compiled and is as follows:

DIVISION 1

Mtr. L. Burnett, Condr. L. M. Diaz, Mtr. L. L. Ferris, Mtr. A. L. Fifield, Condr. F. G. George, Mtr. H. D. Gordon, Mtr. E. G. Gilmore, Condr. R. R. Howell, Condr. C. E. King, Mtr. H. G. Loe, Mtr. F. F. Long, Condr. J. O. McArthur, Condr. W. H. Powers, Condr. R. W. Stevens.

DIVISION 2

Condr. F. W. Baker, Mtr. A. L. Brummet, Mtr. C. A. Bryan, Condr. G. W. Coulter, Mtr. J. E. Carlyle, Mtr. A. N. Calvert, Condr. W. S. Cramer, Condr. E. A. Didier, Mtr. W. B. East, Condr. G. A. Frost, Mtr. E. J. Fray, Mtr. R. W. Grisham, Mtr. W. H. Gill, Condr. A. M. Houston, Condr. H. Herick, Mtr. F. J. Julian, Mtr. H. C. Linda, Condr. F. R. McCain, Condr. M. Ohrner, Mtr. K. Poppe, Mtr. D. S. Patterson, Mtr. C. Z. Picker, Mtr. D. L. Patterson, Condr. S. F. Sutherland, Condr. M. A. Simon, Condr. T. E. Smith, Mtr. T. C. Strobel, Condr. W. T. Vickers, Condr. E. F. Weaver, Condr. D. L. White.

DIVISION 3

Mtr. C. R. Ballard, Condr. J. H. Baker, Condr. C. R. Brannin, Mtr. T. R. Bates, Condr. S. A. Hall, Mtr. J. H. Miller, Condr. C. McKnight, Mtr. W. Millican, Mtr. I. F. Phillips, Condr. J. W. Reynolds, Condr. J. R. Smith, Mtr. E. C. Upthegrove, Mtr. J. C. VanSchorack, Mtr. J. E. Weaver.

DIVISION 4

Mtr. H. Appel, Condr. H. Beckwith, Condr. D. D. Briggs, Mtr. W. H. Bivens, Mtr. W. F. Cowart, Mtr. E. A. Cutler, Condr. R. E. Chandler, Condr. J. E. Dyer, Condr. T. J. Egon, Mtr. R. H. Hutchinson, Mtr. J. B. Haston, Condr. R. L. Hildreth, Condr. D. E. Heckman, Mtr. S. B. Jacobs, Condr. C. J. Knittle, Condr. F. A. Keeler, Mtr. R. C. Lindsav, Mtr. E. P. Linder, Mtr. P. McGrory, Mtr. M. L. Mason, Condr. J. J. Olexo, Mtr. T. H. Peterson, Condr. W. L. Price, Mtr. O. O. Pankey, Condr. W. B. Schaeffer, Mtr. O. D. Sutton, Mtr. G. H. Stafford, Mtr. C. L. Seibert, Condr. E. R. Trefren, Condr. J. VanKeuren, Mtr. A. B. Wright.

DIVISION 5

Mtr. J. M. Anderson, Condr. K. R. Anderson, Mtr. F. Barrett, Mtr. E. W. Collingwood, Mtr. R. S. Drew, Mtr. A. J. Eaton, Condr. B. Gardner, Condr. B. B. Griebelding, Mtr. A. M. Miller, Mtr. V. L. Myers, Condr. G. E. Moore, Mtr. P. D. Probert, Condr. H. Raines, Condr. W. J. Roos, Mtr. H. J. V. Swain, Condr. M. D. Smith, Condr. G. F. Stevens, Mtr. J. E. Thagard.

Those Birney Cars

It was on the Pacific slope
That I and my buddie, "Lou,"
Were working for the L. A. Railway,
And working together, too.
But along came the Birney cars,
Which separated us.
At first we didn't like them,
And raised an awful fuss.
But when we learned their points
And got the inside dope,
We found we had the finest job
On the whole Pacific slope.
MOTORMAN 985, Div. 4.

FEW MISTAKES REMAIN ON TRANSFERS

BY R. R. SMITH
Chief Instructor

The conditions connected with the proper issuing and receiving of transfers continue to improve, a majority of the cases where we now find it necessary to give further instruction being new men just entering the service or men whom we find have already been instructed, some of them several times, in the proper handling of transfers. Regarding the latter class, it would seem that these "repeaters" were not paying attention to the special instructions given them, in which cases other action may prove to be necessary.

Before administering discipline in such cases, however, there are some points connected with the issuing of transfers which I desire to make so plain that there can possibly be no further misunderstanding.

Correct Punching

First, there is no condition which requires or excuses the placing of a punch mark in the line reading OUT TRIP or IN TRIP.

Second, that a transfer which has direction or EMERGENCY punch mark on both the IN TRIP and OUT TRIP is improperly punched.

Third, transfers should show but one TIME.

Fourth, a transfer punched for A. M. of the following day should have the direction punched in the A. M. line on the proper trip. A good many conductors are punching transfers showing the direction in P. M., but the time is shown as A. M. of the following day.

Careful on "Emergency"

Fifth, a transfer punched EMERGENCY is good only at the transfer points shown on the back of the transfer, the EMERGENCY punching merely extending the privilege to all directions instead of indicating that the transfer is to be used in one certain direction. This being the case, a transfer from a car diverted from its own line, on a PULL IN trip, or operating under any conditions which might cause a transfer to be presented at some point not shown on the back of the transfer, must be punched STOP. Entirely too many cases are coming up where transfers issued by cars on PULL IN trips, PULL OUT trips, or special trips to some point not on the regular line, are punched EMERGENCY, and are being refused by the receiving conductors.

All Need Correcting

Sixth, conductors when issuing transfers properly punched must never inform a passenger that they may make transfer at any point not shown on the back of the transfer unless a bulletin has been issued establishing a new transfer point.

The above covers practically all cases now showing up where transfers are improperly issued, and I hope that these items will be carefully noted by each conductor so that such troubles will be avoided from now on and discipline be found unnecessary.

Get up right in the morning. Go to bed right at night. Start with joy in your heart, hope in the future, kindness in your purpose.

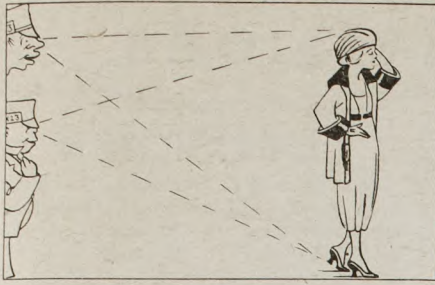
If it is a dark day, never mind; you will lighten it up. If it is a bright day, you will add to the brightness. Give a word of cheer, a kindly greeting and a warm handshake to your friends.

If all of us would only think how much of human happiness is made by ourselves, there would be less of human misery.

Every accident is a notice that something is wrong with men, methods, or material—investigate, then act.—Schenectady Works News.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Here is a double-header bouquet. It is for Motorman J. E. Thagard of Division 5 and Conductor L. W. Gage of the same division.

Los Angeles Railway. Gentlemen:
I wish to speak a word of praise for Motorman Thagard who runs the Moneta-5th Street line. Mr. Thagard is a most careful driver and is very courteous and accommodating to the passengers, and at the same time is true to the rules of the service.
Mr. Thagard's conductor is also deserving a word of commendation. I failed to get his name, but he handles the crowds during the rush hours with courtesy and alertness.
Am sure you will consider these two men as valued employes.
Yours very truly,
MRS. MAE BINGHAM,
5307 1/2 So. Van Ness Avenue.

A stranger in the city appreciates good street car service quicker than a person who takes it as a matter of course. The bouquet is picked for Conductor J. L. Deuell of Division 2.

Los Angeles Railway. Gentlemen:
Just a few lines to call to your attention Conductor 1526 of Grand Avenue line. I boarded his car at 5th and Broadway on Sunday, October 17th, and as I am a stranger in this city, I asked him where Normandie Avenue was, and when we neared the place he came to me and told me where to get off.
Now, some street car men are very cranky and don't care if a person gets off at their street or not. I must send this thanks to you for Conductor 1526. He sure was kind and acted the gentleman.
Best regards to him.
Respectfully,
JOHN F. CASEY,
Engineering Contractor,
Pittsburgh, Penn.

As the writer says, there are many letters of complaint sent to the Los Angeles Railway, but there is a good collection of booster letters sent in, too. This letter compliments Conductor J. W. Haner of Division 4.

Los Angeles Railway. Gentlemen:
Most people write letters to your company to make complaints, but I want to let you know that on the Hoover-Euclid line there is a conductor, No. 1608, who is a wonderful conductor.
He is very courteous to the old and very nice to the young. He answers all questions with a smile that is assuring. I do not know this man to speak to, but have ridden on his car several times, and hope I may be of some benefit to him by the minutes I have taken to write to you. He is deserving of advancement.
If you had more employes of his caliber, you would have less complaint of lack of service.
Very truly yours,
MRS. H. BLACK,
R. F. D. 34, Box 670-K,
Los Angeles, California.

Conductor J. C. McKasson of Division 4 receives this nice bouquet for his courtesy to passengers:

Los Angeles Railway. Gentlemen:
Yesterday I was on the Eleventh Street car line and had no change except a penny and a five dollar bill. When I left home I thought that I had a silver dollar for car fare, forgetting I had paid it out the day previous. The conductor, whose cap number was 1554, was very courteous and nice, saying that he would pay the fare, which he did, and which I herewith refund.
I wish to compliment him for his gracious service to a plain, old lady, and congratulate your company for having in its service such a kindly, courteous young man.
Sincerely,
L. S. STONE,
1117 South Harvard Boulevard.

Taking Care of Careless Passengers Part of Duty In Averting Accidents

BY JOHN C. COLLINS
Traveling Supervisor of Safety

Mr. Collins, who is popularly known to practically every trainman of the Los Angeles Railway, is writing a series of articles for Two Bells on safety. This story deals with a conductor's duties and the necessary team-work between motorman and conductor.

The best safety device that can be placed on a car is a careful man. Carelessness causes more accidents than want of knowledge.

After a man knows the rules and what his duties are, there is no reason why he should not live up to them. There are very few places where it is not necessary for a conductor to be on his guard to prevent accidents.

First, he should never hold unnecessary conversation with a motorman who is on duty.

Second, when taking a crossover or pulling a switch he must see that there is no other car approaching on the other track, that motorman is clear of switch point, that it is held over until rear trucks have cleared.

Clear at Crossings
Third, that proper observations are made before giving motorman signal to proceed at steam road crossings. Be sure no train is coming, and that rear step is clear.

Fourth, danger lurks in giving go ahead bells too soon when loading or unloading passengers. All electric railway companies agree that the step accident is the most frequent and disagreeable one they have to deal with. In trying to stop them, they spend thousands of dollars in safety devices.

All step accidents are caused through carelessness, and for that reason are hard to eliminate. I cannot understand how a conductor can give go ahead bells when he sees women and children making an effort to board his car, trusting his motorman to start at the proper time. If you want a thing done right, do it yourself. That is the only safe way. You cannot trust anyone to do your work.

Don't Take the Chance
Some motormen will say to a conductor: "You give me the bells, kid; I'll take care of the loading. I always look in the mirror before starting. That's the way we do it."

The fact that the motorman is willing that you should break a rule of safety shows you the kind of man he is, and how far he can be trusted to do his own work.

If an accident happens, he will say no such agreement was made, and will try to place all the blame on his conductor, where it rightfully belongs, if he is careless giving bells.

Conductors are in their most dangerous position while their car is standing still, so you should never allow yourself to get careless in giving starting signals or trust your motorman to start on old bells.

In giving starting bells, a conductor should hasten slowly. The safe way is to anticipate the worst and be safeguarded against trouble.

Prevent Wrong Bells
A lady is about to leave the car. She puts one foot on the ground, the conductor takes it for granted that the other foot will follow, and rings the bell. Just at that moment a vehicle coming up the street scares the lady, and she bolts onto the car. She is thrown, unless motorman is protecting you, by using his mirror.

It is very dangerous for a conductor to have his hand on the bell cord while women are getting off. If a passenger accidentally bumps his arm, the bell will ring once. Then the motorman starts, the woman will

fall. Keep your hands off the bell cord until ready to use it.

We have the same kind of accidents every day, every month, and every year, such as: Woman got off backwards, passenger stepped off moving car and fell, car starting while people are in the act of boarding or alighting. Attending to business is the best way to avoid them.

Watch the Mirror
There should be team work between car partners. Motormen and conductors on the same car should be friends to the extent of bearing good will toward each other and supporting each other in every proper duty.

When a motorman stops his car to load passengers he should look in the mirror until ready to go. When he sees all the people are on except the last two or three, he should give two light taps on the gong.

When car stops, conductor devotes his attention to collecting fares, getting the people on as quickly as possible, moving them to the front end by leading them around from rear platform to passage way. If six are about to board, place yourself far enough away from entrance to make room for them. When you hear motorman ring two taps on his gong, look at the step, and if clear give starting bells. The fact that the motorman rear step, also that he is ready to start the car on getting signals.

When unloading, conductor will give bells when passengers are off. Motorman need not ring gong for signal. There is no time lost where team work is used. Signal should not be given until people who are making a reasonable effort to board are safely on the car. Women should be on the platform of the car.

Quick Thinking Vital
Motormen, at night, in foggy or rainy weather, when autos are approaching rear of car, cannot see rear step clearly in the mirror.

Trainmen must learn to think quickly, for there may come a time when life, possibly his own, may depend on this kind of thinking. The thoughtlessness and carelessness of passengers must be taken for granted. It is the business of the conductor and motorman to be alert in preventing even the consequences for which the lack of thought and precaution on the part of patrons would be responsible.

Never overlook the fact that all people are thoughtless or careless. A trainman is trained along certain lines, and we find them making grave mistakes through carelessness every day. The general public, as they have not had this training, must be expected to make mistakes. It is up to us to take care of the careless people. That is what our training is for. The excuse most conductors offer when they have had a step accident: "I was turning register, turning seats, counting my transfers, or making out trip sheets," which shows they were doing these things at the wrong time.

Have the Cheery Look
A conductor should look happy. His cheery nature will communicate itself to his passengers, and everybody will feel better and do better for the reign of good nature. But he should not make the mistake of becoming too familiar with patrons. He should not presume from the friendly courtesy of passengers that they are bidding for relations of chumminess.

If your motorman allows his car to drift along slowly (which he should not), people are liable to step off and get injured.

If a passenger is about to leave moving car (especially a woman), conductor should always say: "Wait a moment, please, wait until the car stops." Never say, "Wait till the car stops." Talk to your passengers, not at them. There is a difference, just the same as there is a difference in the way a motorman rings his gong. Some motormen can cuss with the gong.

On The Back End (Contributed)

Two young ladies on a Stephenson avenue car kept their eyes on the motorman, then one said, "Isn't it fierce how dreadfully vain some of these motormen are. Every time the car stops this one looks in that mirror. Poor thing, I feel like lending him my powder puff."

I was on West Adams the other night and a passenger boarded my car with his girl and gave me a one-cent piece to pay their fare. When I called his attention to it he gave me a dime and said, "Keep the penny as a tip." CONDUCTOR 1554.

A little Englishman had been riding my car all week on my first trip going west on West Sixth St. My run goes 10 minutes earlier on Saturday, and this particular person happened to get there in time to get me on Saturday and got on my car expecting to see another conductor. When he saw me he stood there open-mouthed, and in surprise said, "What the 'ell is wrong? If Hi get 'ere early Hi get you and if Hi get 'ere later Hi get you."

On the Indiana Street shuttle a lady stepped up to Motorman Squin of Division 1 and asked, "Do you stop at all corners?" Reply: "Yes, lady." Lady: "Do you ever stop between streets?" Reply (Motorman reaches in his pocket and pulls out a witness card): "Yes, lady; just leave your address and we will try to stop in front of the house." SOME SERVICE!

During the recent rain I was on the Garvanza Owl. After leaving the plaza a lady appeared beside me and, going north on North Broadway, seemed interested in the operation of the car.

"Mr. Motorman," she said, "when the track is slippery like this how can you stop the car when you can't stop?"

I explained the reverse stop for emergency, but she came again with, "Well, if that fails, what else can you do?"

"Well," I said, "we can then, as a last resort, we can tie the bell cord around the conductor's neck and throw him out for a drag."

MTR. H. O. BOTWELL, Div. 3.

A slender young lady entered the closed section of a car the other day, and squeezed into a seat between two young men who never moved an inch.

She remained seated but a short time, then arose and spoke to a very fleshy old lady who had just come in, both young men meanwhile having appropriated the small space she had occupied.

The young lady said, "Here is my seat, Aunty." The old lady looked down and said, "Thank you, but which lap were you sitting on?" CONDUCTOR D. W. GIBBS, Div. 4.

AUTO GOES TOO SLOW, SO HE USES STREET CAR
I was walking up Sixth street the other day. Two men ahead of me were talking loudly. One said: "I'm going to sell my auto." The other chap said: "Why?" "Well," he said, "it took me 40 minutes to go from 9th and Main to Temple this morning, and I could do better than that on a darned old street car." Righto, my boy, I thought, and for less money, too. H. A. RUSSEL.

Looking 'em Over at the Divisions

DIVISION 1

A few days ago Motorman A. O. Rousseau, otherwise known as "Texas" around Division 1, while working Mateo street shuttle, forgot his air brake handle and carried the gate handle to the other end of the car and tried to fix same on brake valve, when a colored gentleman spoke up and said: "See here, Mr. Motorman, you better all get your tools first!"

A school teacher of the Boyle Heights Intermediate school was on my car reading a book entitled, "Iron Clan and Iron Men." She wanted off at Soto street, and she jumped up after we passed Soto and said, "If you don't stop this car I'll jump!" I grabbed her, and stopped the car, and this is what she said to me, "Say, keep your hands off of me—you poor fish." R. V. HOWELL.

Former Conductor T. R. Graham, who left the service May 1, 1920, is now residing in Glendive, Montana. He sends his best regards to all the boys of Division 1. He was married in the early part of September, and we suppose he will have to keep good hours now.

Passenger: "I want to go to India."

Conductor: "Well, I hope you'll have the pleasure of going there some day, mister."

Passenger: "Listen here, son, I'll take no joking today—that's a street—don't you know the streets on your line yet?"

Conductor: "I guess you want off at Indiana."

Passenger: "Yes, that's it, Indiana! I keep forgetting that darn name."

Rather embarrassing, isn't it, to call "Hill!" and at the same time drop your pencil book, then look up and see two women looking daggers at you and hear one of them say, "Well, I can hardly believe it, and he's such a good looking man, too."

CONDR. 2224.

Conductor Adams (Curly) has a gold dollar received for a fare, which he will dispose of for \$22.50 if anybody wants it.

DIVISION 2

The shake-up is over, and so is election. Now we can get down to work for the holidays and the bonus.

Div. 2 has a few aspirants for the padded arena. They have the gloves out, and someone has blood out.

Let's all boost for the Co-operative Association. It is a "good thing."

(Bill) J. H. Bailey and (House and Lot) S. G. House have the owl on cross town this shake-up.

"Testing air currents, sir?" said Motorman Gunner to a man throwing paper out of car. "Yes, a ten spot blew away the same way last night; maybe I'll find it."

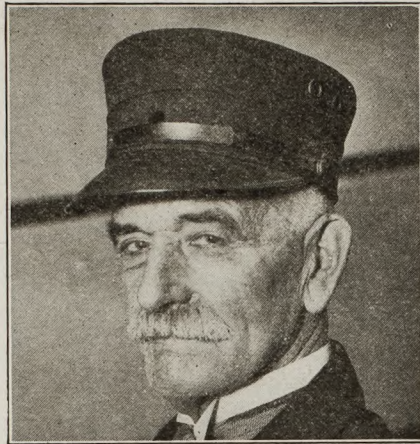
No hold-ups now at the First National, as A. Blummet runs the "cash and garbage car" at the Aristocratic Division. He says it is like getting money from home without writing for it.

C. C. Adams tells the story of a conductor who was approaching Cummings street at a good rate of speed and called out "Cummings."

A little boy said to his mother: "Oh, mother, the conductor is calling to the motorman that he is still coming."

Many a man with a swelled head has small ideas.

Who's Who



WHILE the above photo of Motorman D. S. Wildermuth of Division Four was being taken for Two Bells, the general claim agent came sauntering down the hall in his usual manner, stepping first on one foot, then on the other. Motorman Wildermuth did not know the claim agent and had never met him, which is a pretty good indication of safe operation in his 28 years of service.

Motorman Wildermuth is ranking front end man of his division, and works on the West First Street line. In the early days he operated a cable car on the Temple Street run and established his home at 916 Kensington Road, where he still lives.

Before entering the car service to have the benefit of an open-air job, Mr. Wildermuth was a candymaker, and his knowledge of various grades of sugar makes him quite in demand throughout the neighborhood when it is time to put down the winter supply of fruit.

OFFICE NEWS

Miss E. M. Allam, of the Auditing Department, left the service of the Los Angeles Railway Saturday, October 30. Miss Allam is to marry Mr. J. Coyle of the Salt Lake Railway.

The employees of the department in which Miss Allam was employed presented her with a beautiful electric percolator and toaster as a wedding gift.

Mr. E. J. Mueller, of the Auditing Department, reports a 7½-pound baby boy at his home. Here's wishing him success.

Mr. A. B. Merrihew, of the assistant general manager's office, is rejoicing with the dignified title of grandpa these days. The news came last week of a child born to Mr. and Mrs. H. F. Holly in Carson City, Nevada. Mr. Holly is a stepson of Mr. Merrihew and has a number of friends in Los Angeles.

Indelible Pencils For Accident Data

Accident reports are mighty important things, so conductors are to have a steady supply of indelible pencils furnished at the divisions for writing the necessary information. Use of indelible pencils will help to make the record lasting, and if the writing is clear it will bring joy to the heart of the Claims Department, the Safety Bureau and other offices that handle this information.

DIVISION 3

Conductor Feshenfeld, one of our old time conductors, who transferred to Div. 5 when that Division was opened, has returned to this Division, having traded seniority with Conductor G. C. Bemis. Feshenfeld has not as good seniority here as he had at 5, but then he is at Div. 3, and that helps some.

Motorman L. S. Hunting, who has been on a visit to his old home, has returned, but has not commenced work yet, as he brought a load of eastern rheumatism with him.

Extra Motorman Rissman missed out the other day, and this is the reason he gave: He went out into the country to get a load of guinea pigs. When he got home he found that they had left their tails behind, so he went back looking for them and his machine broke down. Can you beat it?

Since the election Yard Master Walker and his assistant, Charlie Merrill, are going around in sack-cloths and ashes.

Motorman Jesse Burrill got it in the neck the other day in the shape of a beautiful carbuncle that put him out of business for several days. He is back on the job again, but looks neither to the right nor left, but eyes front all the time.

Supervisor Jesse Drayer has returned to the platform service. He is now working a run on West Adams, operating on the back end.

Motorman F. A. Wolfe has 60 days off and has left to visit his folks in the northern part of the state.

Former Motorman Ted Harrison, lately of the Dispatcher's Department, is taking over the district formerly supervised by Jesse Drayer.

Motorman Charlie Potchow has been appointed Supervisor and has the Temple Block district night shift. "Pork Chops" should make a good Supervisor, and we wish him success.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending October 30, 1920:

DIVISION 1

Motormen: F. J. Ulrich, F. Bishop.
Conductors: F. P. O'Hare, R. H. Armagost, J. H. Morrissey, E. C. Hughes.

DIVISION 2

Motormen: E. M. Clark, E. T. Logsdon, H. H. Haynie, S. P. Dale.
Conductors: R. M. Weber, L. M. Connor, R. W. Gay, F. Ary, E. C. Ellie, B. Feintuch, E. C. Seiber, A. L. Bristol, G. W. Sanders, W. D. Skinner.

DIVISION 3

Motormen: F. A. Rooney, J. L. Hill, H. H. Lamb, M. A. Snow, M. J. Sherman.
Conductors: W. C. Franklin, E. A. Fessler, G. L. Armstrong, H. C. Smith, D. MacMillan, C. H. Finney.

DIVISION 4

Motormen: C. F. Nixdorf, F. H. Speed, M. M. Michael, W. S. Gruenhagen, J. T. Pickard, R. W. Demick.
Conductors: O. B. Masters, G. J. Williams, W. H. Snow, G. C. Bridges, J. G. Visser, A. Auger.

DIVISION 5

Motormen: J. W. Cunningham, L. H. Weber, R. Cullings, L. H. Shrake.
Conductors: Ed. Blusch, C. S. Warrell, H. T. McCardell, F. B. Talley, G. B. Hammond, L. C. Elliott, R. E. Littell.

Study up the first aid fad. If you don't you'll wish you had. Some day you will need it bad. Safety first.—CONDR. H. T. BURKE, Div. 4.

DIVISION 4

We have got to hand it to Motorman A. E. Sayers for his good luck the other day. A. E. had a standing load. It was P. M. rush hour. A lady had been pushing the buzzer continuously for a block and a half. She was sitting in the front section. A. E. turned around and said: "Would you mind taking your hand off that buzzer?" She came over to him, her face flushed with a rising temper. "Don't you speak to me like that," she growled. A. E. smiled pleasantly, and in the same manner and very calmly, replied: "I thank you." The passengers admired him. Somebody reported it and he received twenty credits for "being extremely courteous to an irate passenger." We've learned a fine lesson from A. E.

Motorman R. Creger is taking a 60-day leave and is going to spend the entire leave in building himself a home. We understand he is going to do all his own cement work, building, roofing and plumbing. We wish him luck. It takes a lot of ambition to do all that.

Speaking of funny happenings, we've just got to tell this one on Motorman J. C. DeDeck. One day he was marked up for a run on West Eleventh. It was a swing, and on the last half he pulled out and went to L. A. High in accordance with the schedule. Two cars were in the hole when he arrived there, so while waiting at the switch he decided to let the water out of the air tank. There was a good lot of water in the tank, a good bit of sand on the road. The mixture made first-class mud and it flew all over the front of J. C.'s uniform, collar, shirt and complexion. Did he come up smiling? I'll say he did—not.

Have you been wondering where these boys are? They are on the sick list: Conductorss W. R. Summerhayes and W. A. Hodges; Motormen J. W. Stephens, H. U. Appel, G. S. Obray, J. C. Walp and G. O. Franklin.

Conductor "Abie" Budne was stricken with an idea the other day of a new form of transfer. He put his thoughts down on a piece of paper and sent it in, and Mr. Anderson was so taken up with it that he awarded "Abie" twenty-five credits for same. Some of these days we will be using transfers with these words printed on the margin: "A. Budne, inventor, patentee and sole manufacturer."

DIVISION 5

Motorman E. Dillen took a few days off recently for a trip to San Diego.

There's no place like Los Angeles, in the opinion of Motorman G. J. Smith, who returned recently from a trip through the East. Motorman Smith has been in street car service here since 1907.

Motorman Claude Beach is off on a 30-day leave of absence, in which he plans a visit to Kentucky.

Kansas is due to undergo a careful inspection of Motorman R. O. Framer, who is away on a leave of absence to visit that State.

Conductor A. W. Hall sent in a suggestion for bettering service and concluded his letter as follows:

"I think so much of the company and the work that my wife and five children are on their way here from Boston this week."