

TWO BELLS

VOL. 1

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No. 26

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

BAND AND ORCHESTRA TO BE FORMED

Span Wires Guides for Road Spacing

BUNCHING OF CARS DRAINS POWER

By JOHN C. COLLINS

Traveling Supervisor of Safety

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

To be a safe operator on a car, it is necessary for a motorman to study out a one-way system of operation, perfecting one way to do a thing and stick to it. No matter if you are on time or late, nothing can stick you then except track delay, and that would stick the speediest man that ever smashed autos.

Some men think the qualification of a good motorman is his ability to run fast. It is not the speedy man that counts, but the one who can run his car at an even speed, neither too fast nor too slow.

Effort Is Yours

Instructors are picked, not because they were speedy, but because they had a one-way system, and made very few mistakes. They made an effort to do the work right and succeeded, just as any other man will do if he makes the effort. All that an instructor or supervisor can do when he sees a man on the road to failure is to turn him around and start him on the road to success. You have to make the effort yourself.

If we don't keep hammering at the men about observing the rules they get lax, and soon operate as though the rule was not in force.

After a man has been working a few months he seems to forget the meaning of road space. When asked what road space is he will answer, "The distance you are to stay back of your leader to prevent rear-end collisions." That is not what road space is for at all, but if a man was observing his road space, he cannot help preventing rear-end collisions.

Road Spacing for Service

Road space is spacing the cars to

(Continued on Page 3, Cols. 2-3)

CIGARS ATONE FOR ORATORY

WHEN a fellow is little he gets a spank for each year to celebrate his birthday. Or maybe a proportionate number of kisses from a fond aunt. When he grows up it gets worse and somebody makes a speech on his birthday.

Such is the philosophy of Supt. C. A. Morrison of Division Five, popularly known as "Shorty," and a good fellow generally. And he should know, as he was made the victim of a surge of oratory from Foreman John Robinson and the recipient of a box of stogies to mark his birthday.

Adjusting his glasses and suspenders, Chief Presenter Robinson spoke something along this line:

"In the fall of the year in a little town in Oxford County, Ontario, there came into the world a baby boy. He was apparently no different from any other baby. He had a pretty bald head, a pair of husky lungs and looked just about like any other red-faced baby. But early in life he demonstrated that he was an altogether different child. At the early age of five years he was playing railroad, wrecking trains so that he might send the wrecker out to clear up the mess; making schedules for single-track lines and in various ways indicating that he was destined to become a shining light in railroad circles.

"So it has been no surprise to his many friends and admirers to find him at the present time occupying a prominent position with the Los Angeles Railway.

"It is to show our esteem and regard for this gentleman that we have today gathered here to wish that gentleman many happy returns of the day, and to tell him how much we appreciate the privilege of being associated with him in his work at Division No. Five. As a slight token of our esteem we have gathered up a few cheroots in the hope that after working hours when at home in his little nest with his good wife he may, under the soothing influence of these smokes, forgive us all for the many trying moments any of us may have occasioned him during his day's work. Again we wish him many anniversaries of his birthday."

Signed: John Robinson, G. E. Kleinschmidt, A. F. Grant, W. E. De Muth, C. E. Cline, E. R. Dye, Harry Phillips, E. S. Sanford.

Walter Hole Joins The Safety Bureau

Indicating the rapid development of the Safety Bureau in its campaign of accident prevention, it is announced that Walter Hole, former traveling instructor, has joined the department warring on accidents. He will be on the streets and riding the cars most of the time, on the watch out for dangerous practices that must be corrected and for avenues of greater safety.

Gets Movie Pass After Rejecting Old Transfer

I HAPPEN to work a night run on East Fourth and Dalton. Recently a fellow got on my car at Sixth and Main with a transfer from a San Pedro car punched 3:30 P. M. and it was then 5:30 P. M. I refused it and he paid me a cash fare and rode ten blocks then came to the rear end to get off.

He said to me: "Well, I couldn't slip it over on you. Here are two passes to the show. Bring your wife or some one else's." I guess I will have to take some one else's, so boys, watch your transfers and you will be able to go to the shows free.

D. P. BURKE,
Division Four.

DIV. 5 SECOND IN SAFETY CONTEST; DIV. 4 CLIMBING

Division Safety Contest standings for the week ending November 20, shows that Division Two has held her lead with a standing of 960, showing an actual decrease of accidents over the same date of previous month.

Division Five, with 952, has climbed into second place over Division Three, which has a standing of 948. Division Five has also gained on Division Two, showing a substantial reduction of accidents over the same date of preceding month.

Division One is in fourth place with 944, but is closely crowding Division Three.

Division Four is still in last place with 938, but shows promise of making it hot for Divisions One and Three as her record for the first half of the week of November 21 to 27 indicates that she is returning to her normal standing.

Everybody tighten up.

All motormen when pulling car out of carhouse will examine the sand boxes on both ends of car. Both these boxes should contain sand. If either box is empty, notify Dispatcher at end of line.

MUSICIANS TO HAVE EXPERT LEADER FOR CONCERTS

A band, an orchestra and a dramatic club are to be organized among employees of the Los Angeles Railway, according to C. V. Means, traffic manager, who is in charge of arrangements.

Negotiations have been made for one of the best known band leaders in professional circles to train the musicians, but his name can not be divulged at present. Suffice to say he led the band of one of the biggest industrial corporations of the United States which became famous in a recent tour of the country.

Uniforms Available

Uniforms for members of the band are available and the company has a number of band instruments that will be loaned to men able to play them if they do not have their own instruments.

Applications for membership in the band can be made at once. Write to Mr. Means, stating the instrument you play and your experience. Arrangements will be made for tryouts to assure a band of highest standard. The organization will be open to all employees in all departments.

Orchestra to Play

At the same time arrangements are being made for forming an orchestra. Motorman E. B. Valentine of Division Four, who has had considerable professional experience, has taken the initiative in lining up talent and is anxious to hear from any employees interested. Motorman I. F. Phillips of Division Three, who lives at 3425 Arroyo Avenue, is helping Motorman Valentine in locating the musicians at that division.

Last but by no means least comes the dramatic club. Arrangements for this activity have not been started as yet, but there has been considerable demand for such an organization. It is planned to fix up Recreation Hall, near Division Four, with a band room and lockers and build a regular stage with wings and dressing rooms, scenery and curtains.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Rules To Be Followed

TWO BELLS is the official paper of the Los Angeles Railway. It is the medium through which the Manager of Service and other operating officials, through signed articles, reach the trainmen for purposes of instruction in safety and operation.

Instructions contained in these signed articles are of equal force and effect. All such instructions and advice should be followed by trainmen the same as if such instructions and advice appeared in the printed rules.

The excuse of ignorance of instructions given through Two Bells will not be accepted by the Manager of Service. Every Conductor and Motorman is expected to read the service articles in every issue of Two Bells, in order to keep abreast of progress being made in methods of operation, particularly in safety measures.

GEORGE BAKER ANDERSON,
Manager of Service.

Halt Unnecessary Delay

DURING the past three or four weeks several conductors have taken the liberty of notifying passengers on crowded cars that if they would not move up in front the car would be held until they did so. In one case a conductor held a car four minutes by the watch because the passengers on the rear platform would not move up to the front section.

It was found necessary to charge this particular conductor's record with a pretty good bunch of demerits, and it is hoped that other conductors who are tempted to follow his example will catch themselves in time and benefit by the experience he has had.

It is not always an easy thing to persuade passengers standing on the rear platform to move towards the front to give room to others who desire to ride, but there is no justification for holding a car already loaded, even if the passengers insist on remaining in the rear.

Much as the Manager of Service dislikes to charge demerits against the record of any trainman for any offense, he feels that he is fully justified in making a heavy charge in cases of this kind, but he hopes that it will not be necessary to do so in more than one or two cases.

TWO BELLS would advise trainmen not to decorate their cap numbers according to their own ideas, as so many cases have arisen recently where the enamel was scraped off the cap numbers, that the Instruction Department is now making a charge of fifty cents per pair where such numbers have to be replaced.

Boys, you had better leave your numbers in the condition they are in when issued to you, and save that fifty cents.

Temple Street Cars Run To The Curb

The Spring Street terminal track of the Temple Street line has been moved over to the north curb of Temple Street. Conductors of east-bound cars immediately after pulling the crossover switch will board the car and close all doors on the south side of the car.

Open the exit doors on the north side of the car to let all passengers off on the sidewalk. As soon as the passengers are off, close the exit doors and let all passengers boarding the car in through the entrance door.

Conductors must see to it that no passengers board the car through the exit doors while other passengers are boarding.

"A grinding application of the brakes does a car no good."
"In other words, you have to handle a car as you would bad news."
"Eh?"
"Brake it gently."

Replacing Broken Car Window Cost \$2.50

In all cases where a window has been broken, and it is possible for the conductor to collect for same, for the information of all concerned would state that the actual cost for a broken window is \$2.50.

We wish our men to always use good judgment, especially in matters of this kind. If a passenger refuses to pay the cost, ask him in a gentlemanly way for his name and address, and at the same time obtain the names of witnesses.

Rheumatism is an infection not to be cured by a buckeye in your pocket—you can't get the Safety habit by carrying a horseshoe.

The pessimist stands beneath the tree of prosperity and growls when the fruit falls on his head.

It's easier to avoid an accident than to explain one.

No Demerits for Complaints When Unsigned

NO demerits are given on complaints made to the manager of service when the writer does not give his or her name or styles himself "Car Rider" or "Customer." The office considers that if a person claiming to have a complaint has not sufficient courage of conviction to place his name to his statement, then the complaint is not worth a more honorable place than the waste paper basket.

This is for justice to employes as there is always the possibility of attempting "spite work" through unsigned complaints.

With equal justice it must be conceded that merits can not be given for unsigned commendations. There are very few of these reach the office. Practically every commendation is signed, but at the same time there is a possibility of some one sending in a fictitious commendation, and if credits were awarded it would not be fair to other trainmen.

Letter Explains Rule on Taking Tickets for Fare

A trainman raised the question as to what action should be taken with a woman passenger who, after being advised that a ticket detached from a book of tickets was not acceptable as fare, persisted in presenting same and refusing to allow the ticket to be taken from the book by the operator.

The following letter was written by George Baker Anderson to answer the question and is reproduced for the information of all employes:

Dear —: The ticket submitted with your miscellaneous report dated November 15th, is good for one continuous trip if presented in the book. It is void if detached. That means that it is not legal fare, according to our contract with the passenger, if entirely detached from the book.

You will advise this passenger, if she again presents a ticket detached, that it is not good and refuse to accept it. If she does not present a legal fare it is your duty under rule No. 43 to eject her from the car. Please read the rule carefully and make ejections in accordance with the rule, securing names of witnesses thereto, and report in the regular way as set forth in the rule book. The rule applies with equal force to ALL BOOK-FORM TICKETS.

This is a rule of the Company which is necessary for its protection and one which the courts have upheld as a reasonable regulation, and the Company will stand behind you in the enforcement of this rule.

Yours truly,
GEORGE BAKER ANDERSON,
Manager of Service.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending November 20, 1920:

- DIVISION 1**
Conductors: R. P. Haven, R. Stevenson, T. H. Menchion, A. A. Thurman, W. P. McColaugh.
- DIVISION 2**
Conductors: O. E. Brown, J. Waddell, J. A. Shore.
Motormen: A. T. McLure, E. C. Dougherty, H. Nadeau.
- DIVISION 3**
Conductors: J. C. Wood, J. D. Knotts, L. F. Latta.
Motormen: R. E. Beauchamp, A. V. Robinson, G. H. Bradford, C. T. McCarley, H. C. Hales.
- DIVISION 4**
Conductors: Wm. Quirk, A. L. Luce, H. B. Johnson, R. H. Hook.
Motormen: G. Cornell, H. T. Reilly, C. G. Hune, J. F. Geier.
- DIVISION 5**
Conductors: F. T. McClendon, S. F. Coons.
Motormen: O. E. Moore, R. McCormick, J. E. Moffett, W. E. Disoway.
o.v.g.a.shrdl cmfw shrdl cmfwy cmfw mbmo

SAFETY RULES TO DEVELOP BEST MEN

By **GEORGE BAKER ANDERSON**
Manager of Service

"Safety First" must be the greatest rule of the street railway business. The rule must be just what the slogan says, safety first. It does not take much argument to convince the average thinking man that any business that disregards risk of life and limb will not last.

Safety first is most important from every standpoint. It is more important than time.

Every Man Alert

To make safety the first consideration of street railway operation here, it is necessary for every motorman, conductor and operator to be alert and wide awake to the possibility of accidents and capable enough to prevent accidents. For this purpose the rule on starting signals presented through Two Bells and by the cards recently distributed to every trainman was deemed necessary.

Must Interpret Rules

Now it would be impossible to make a rule governing what should be done in every possible danger that might arise, so a general rule is set forth. It is therefore a duty for an intelligent man to interpret the rules as conditions present themselves. We expect every trainman to have such intelligence. If he has not such intelligence he is not capable of holding down a job that gives him responsibility for valuable property and human lives.

Different conditions confront a trainman at different periods of the day and in different parts of the city. The rush hours problem is different from that of the light travel of noon-day, and also different from conditions at night, when auto headlights may blind a person boarding and alighting from a car.

Not a Complex Thing

After all, it is a comparatively simple thing to determine when a person is making an effort to board a car. Certainly he is not making such effort when he waits at the head of the car for the steps to come to him so he can swing on. Certainly it is not very complex to see when a person at the steps who is making a reasonable effort to get on, is safe. A woman is not safely aboard when she has one foot on the step, one hand on the grab bar, one foot on the ground and one arm holding a baby.

Every job a man has shows his ability to master the situations that confront him. His actions soon show his ability, and I know of no better place than a street car system to show just how much of a *real man* a trainman can be. For the man who is wide awake there are plenty of opportunities in the Los Angeles Railway and positions higher up. For the others there is no need of opportunity to move. They move naturally, but it is a gradual move toward the bottom of a rut.

When calling Dispatcher for any orders, number of Dispatcher giving such order should be secured and same must be placed on daily mileage report card instead of Dispatcher's name.

All concerned must bear in mind that these reports are very essential to mileage department and no excuse will be accepted for failure to turn same in to Foreman's Office on the date that it is made.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Here is a real champion bouquet with commendation for no less than eight trainmen at once. The writer asks, "Why don't more companies adopt the bonus plan?" Well, it is perhaps a good guess that a lot more will adopt it when they see how well it works out with the Los Angeles Railway, and what it means to the boys around Christmas time.

The trainmen commended in this letter are: 2082—J. C. Cronin, Division 4; 904—W. R. Price, Division 4; 930—J. M. Elliott, Division 1; 2574—P. McKenna, Division 4; 886—S. E. Curl, Division 5; 500—L. C. Greenig, Division 1; 844—C. V. Judd, Division 3; 1533—J. H. Miller, Division 3.

Los Angeles Railway.

Gentlemen: I am sending a bouquet this time. The bonus plan is so good. Please give a well deserved star to Conductors 2082, 904, 930, also 2574, who wins many smiles of approval from passengers because of his courtesy to elderly people, and the speed with which he assists a mother and baby off the car.

Nos. 886 and 500 are wide-awake and accommodating to patrons; never leave them standing in the street. No. 844 is ever ready to do for patrons and keep his car comfortable for the crowds, and his motorman, 1533, is right with him.

Why don't more companies adopt the bonus plan?

Sincerely yours,

LUELLA McCUNE,
1336 Constance Street.

□ □ □

Service plus! That is how the record of Motorman W. H. Blakeley of Division Five appears to the writer of this letter, Mr. Ralph S. Boyesen, secretary to the chief of police. It is one of the enthusiastic bouquets we have received in several weeks.

Editor, Two Bells,

Los Angeles Railway Co.

Whoever motorman No. 2735, running a University car, is, he evidently feels himself called upon to do more than his mere routine duties. On one or two occasions when I have ridden on his car I have noted how he radiates good cheer, and how he seeks to please his "customers" as much as if he were the private owner of the Los Angeles Railway seeking to boost business.

On one occasion I saw No. 2735 get off and help push a stranded flivver off the track. To my great astonishment he did not curse and berate the driver for the misfortune, but did explain to the passengers that such misfortunes are always likely to happen during rush hours of the day, but are in nowise to be blamed on the company, which had made every effort to have reasonable traffic laws passed.

To an irate old lady who complained that the cars were very slow, he gave assurance that the dispatchers and employes made every effort to keep within the schedule, but that the geographical features of Los Angeles were such that congestion would continue until new outlets for motor vehicle traffic were made.

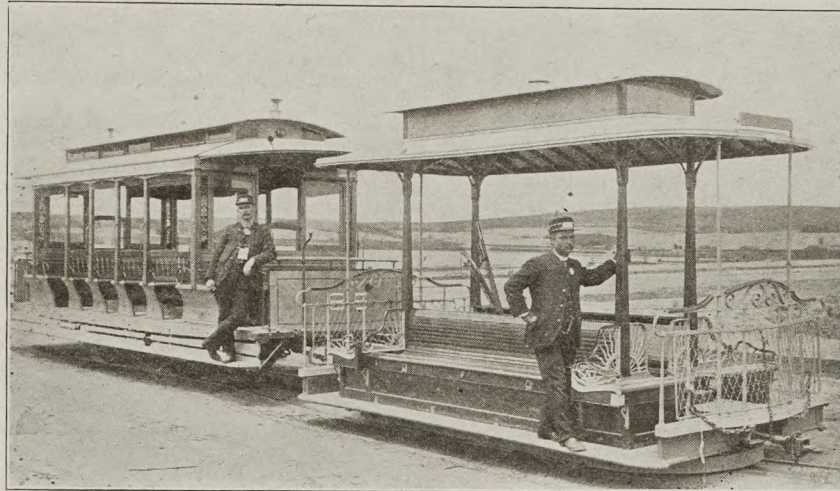
Of course, he volunteered no conversation, except when addressed, but did not take the no talking rule so seriously as to avoid answering civil questions or putting in a word in behalf of "his" company.

Such men make life more pleasant for the traveling public and are assets to the street railway company. Unfortunately I have not encountered many employes of the type of No. 2735.

Yours very truly,

RALPH S. BOYESEN,
Secretary to the Chief,
L. A. Police Dept.

WHEN WESTLAKE WAS A SLOUGH



No Autos in The Way

CAN you imagine the setting for the above picture at the busy corner of Seventh and Alvarado? Probably you can't, but we can't help it, either. For proof look at Westlake Park, shown rather dimly in the background. The photo shows John Menzer at the front acting as gripman of an old-time cable car. Now he is a motorman at Division One. The conductor is Frank Nye, now conductor at Division One, and king pin of the old timers. The picture was taken in 1889 and is one of Conductor Nye's collection.

The picture at the left shows First and Spring on the opening day of cable service in 1889. Apparently folks used to walk across the street in the middle of the block almost as consistently as they do now.

In conclusion let it be said that street car fare was five cents in those days. And you know the rest of the story.

SERVICE AND SAFETY DEMAND ROAD SPACING

(Continued from Page 1, Col. 1)

give service. In zone No. 2 you are supposed to operate your car 600 feet behind the car ahead of you. That means if you are following another car outside of zone No. 1, you are to make an effort to stay about 600 feet back of that car. You cannot get ahead of him, you can run no faster than he, and it is much easier and safer to stay 600 feet back than 300 feet. The car ahead has the largest load and cannot get away from you. When cars are following one another, the second or third car can always run faster than the first, as the first has to make the stops. That is why the man following another car complains about that car dragging the line.

Say there are three cars following one another 100 feet apart, all three would be in the same block. If the first car stopped to pick up a passenger, cars following would have to make a stop also, and would all start at the same time, which pulls the power away from the leading car, slowing him up. This also slows up those cars following him. The three cars are giving the service of one car, and each man would have to be more

on his guard against rear-end collisions and other accidents than if they were 600 feet apart.

Power Better Distributed

If each man was observing his road space, cars, instead of being 300 feet apart, would cover a space of 1200 feet. First man would have more power, moving faster, the second and third men could, by using a little judgment, maintain their road space without power or brakes; feeding up the controller to get the desired speed, then throw off and coast. If several cars are ahead of you, five points may be all you can feed, but don't let controller stay on five; throw off and coast. You will soon get so you can run without power most of the time, and will not need to take an application of air, only in case of danger, such as grades or arbitrary stops. This is the easiest way to observe road space, as you have your car under better control all the time, at cross streets, curves and other dangerous places. If the car ahead stops for any length of time you do not have to stop unless you are within the 600-foot limit. Coast gradually, decreasing your speed, until you are about 100

On The Back End

(Contributed)

HIS MASTER MISSING

We were going south on Vermont Avenue and the car had just come to a stop at Forty-third Street when a lady got off. A Boston bull terrier quietly hopped aboard. He paid no attention to "fares, please," but walked inside, looked all around the car, and again quietly hopped off at Vernon Avenue, perfectly satisfied.

* * *

After you have made your stop and received your bells to speed on, and hear, "Oh, oh, oh!" and a smile on her face so you wouldn't dare go and leave her, then bingo! goes a bag of tomatoes and the car is still standing, and after aiding her in picking them up you don't get a word of thanks, then she boards the car. Just smile, boys!

* * *

That Republican brother of ours who is so elated over the "land slide" should observe that a "land slide" is nothing but an unconscious act in nature, void of intelligence and usually caused by some remote force."

Conductor Chas. E. Nelson.

* * *

It is not my intention to get our jovial friend of the comic strip, Conductor Ding, into trouble, but my sympathy for his bride-select coupled with a sense of justice forbids me to keep silent. First, W. B. Huddy can be seen at Division Four any day, and second, he is already married.

Home Wrecker.

feet from car ahead, then make a safety stop to keep from having rear-end collision.

Equals Six Full Spans

Six hundred feet is about six full spans, if looking at trolley wire. One hundred feet is just a little over one span. Some men when they see they are over 600 feet from their leader run just as hard as they can to get up, and then they have to slow down with air. This is not necessary. Others operate so they have to make every stop the car ahead does. That is poor judgment. A man should never have to make the 100-foot stop while following a moving car. As you are nearing an intersection when cars diverge, you can close up to your leader so as to be there as soon as possible, after that car gets out of the way. This is the only place you can gain any time, but don't overlook the 100-foot stop.

600 Feet in 20 Seconds

Remember, you can run 600 feet in twenty seconds, and in fifteen seconds will be inside your stopping distance. If you are following another car 300 feet back, and something attracts your attention for five seconds, such as looking at the running time you carry in your cap, and your leader stopped, in spite of all you can do you are inside your stopping distance and will hit him, because your attention was attracted elsewhere.

I had a motorman tell me not long ago that he thought the 100-foot stop rule was the most foolish rule he ever heard of. I told him the rule was not put in effect until other people had given it due consideration, but they were having from five to seven rear-end collisions every day, and the 100-foot stop reduced this to about one a day, and those were slight.

Now if this rule only prevented one rear-end collision a year it is not a foolish rule. He said if a man uses good judgment he would not have a rear-end collision.

Only too true. If everyone used good judgment the claim agent would be picking berries, the police would be back on the farm, and half the lawyers would starve to death.

Looking 'em Over at the Divisions

DIVISION 1

Motorman W. J. Sequin put one over a groucher the other day. The peevish one got on Motorman Sequin's car and began a lot of loose talk to the effect that the Los Angeles Railway should not have an increase in fare. The trainman asked the passenger: "What would it cost you to go from Los Angeles to Brooklyn over a steam line, going by way of St. Louis and Chicago, and how long would it take?"

The reply was a couple of hundred dollars and several days.

"Well, partner, we take you from Los Angeles to Brooklyn (avenue) via St. Louis and Chicago (streets) for five cents, and do it in about 30 minutes," the motorman answered.

A passenger boarded car 735 on West Pico with a little girl, who playfully took Conductor Creviston's cap. Her father insisted some one might want the conductor's number (to commend him for good service, of course), but Mr. Creviston had to present the youngster with a picture of a movie star before he could recover his headpiece.

Conductor Fowler tells a funny story that happened the first day after a shakeup. He says: "I boarded a Garvanza car to get up town and just ahead of me was a woman, who asked the conductor in charge: 'Where does this car go?' The conductor looked embarrassed and finally replied: 'I don't know, ma'am, I've never been out there myself yet.'"

Mrs. L. Fowler, wife of the Division One conductor, is slowly recovering from an attack of heart trouble she suffered recently.

QUESTION BOX

QUESTION—An item in *Two Bells* of November eighth states that credits can be earned by the turning down of "bad" transfers and collecting of fares in their stead. Will you kindly say what may be considered a "bad" transfer?

ANSWER—The principal points on which the refusal to accept a transfer may be based are:

The presentation of the transfer at an improper transfer point, which is not shown on the back of the transfer or established by bulletin; the presentation of transfer on which the time limit has expired and the presentation of transfers bearing a wrong date.

In the first case, the conductor is absolutely justified in refusing a transfer presented at a wrong transfer point, as except in a very few cases where an additional transfer point or walkover privilege has been established by bulletin, the transfer points are plainly shown on the reverse of the transfer, and admit of no argument.

In the case of transfer presented on which the time has expired, when the transfer is only a few minutes old, judgment should be used as to whether traffic conditions were such as to have caused the delay in the presentation of the transfer. One conductor at First and Vermont a few days since refused a transfer on which the time had expired ten minutes before it was presented. This was on a day when his own car had been delayed twenty minutes on account of a parade. Another conductor at First and Spring refused a transfer five minutes old, while at the same time his own car was seventeen minutes late. In both of these cases the conductor was wrong in refusing the transfer, as, had these cars been on time, the transfers would have been presented within the time limit.

A transfer properly punched as regards time allows the passenger twenty minutes in which to board car of connecting line, but on some lines having two legs, the headway on one leg is so nearly twenty minutes at certain hours of the day that it is easy for a transfer to be presented which is a few minutes old.

As to transfers presented which bear wrong date, unfortunately we have had a number of cases where dates were mixed in a pad of transfers. These transfers, of course, should be caught by the issuing conductor, and we might also say that the passenger should note the date on the transfer and not accept a transfer bearing an improper date, but we do know that there are certain conditions under which an issuing conductor might put out several transfers of a wrong date before noticing his error, and we also know that a great many passengers accept whatever is given them in the form of a transfer without taking special note of date or punch mark. For these reasons, judgment should be used based on the merits of each individual case.

We are having a number of transfers refused on account of the transfer not bearing sufficient number of punch marks, such as no time punched, or no direction punched. Such cases are so plainly the fault of the issuing conductor that instead of refusing the transfer and placing the passenger in an embarrassing position owing to something for which he was in no way to blame, these transfers should be accepted, but turned in to the division superintendent or the division instructor, in order that the issuing conductor may be properly instructed.

I might add that we are having a considerable number of transfers turned in as not properly punched, but on examining them closely, we find that the punch mark did not cut clean and the perforation in the transfer was filled up on that account, making the transfer look as though it had not been punched at all.

Who's Who



THINK this is the ranch and home section with Farmer John counting over the cows? No the picture above is of Switchman Chester Hill of Division One, all dressed up in his overalls, checking the pull-in cars after the morning rush service.

It isn't anything new for Chester at that because he has been switchman for ten years, and has been with the Los Angeles Railway for sixteen years. He started as a motorman on the old Grand Avenue and Downey line that ran to Lincoln Park, or Eastlake, as it was known in those days.

The story is told on Chester that in the early days of his switching duties a horse racing meet was on at Ascot Park. It wasn't any great task to make a bet downtown in those days, and while the switchman was looking over the big board of car numbers and run numbers and trainmen's names, an affable but somewhat mistaken stranger sauntered up and asked: "What are the odds on Dumbell in the third race?"

DIVISION 2

Conductor E. J. McElligott, who entered the employ of the Los Angeles Railway in 1917, died Saturday, November 20, from injuries sustained July 1 when he was struck by an automobile. "Mac" was a very likeable fellow and was very popular at the division.

Conductor C. E. Foster left for Missouri recently to visit his mother.

Motorman J. R. Goff is visiting his sister in Arizona and will be back in January.

H. W. and F. A. Frazier, conductors, have been in Arizona proving up on some government land. They were due back Saturday.

A lady boarded my car at the post-office and asked me where we crossed Fifth and Main. I might have told her we crossed right in the middle of the street.

TWO BELLS BEAUTY PAGE REGISTERS QUITE A HIT

It is quite refreshing to have a touch of femininity applied to our "He" paper. It is quite an acquisition. The cut of the two young ladies has been greatly admired and no doubt is the reason for some of our good looking trainmen, and Motorman Reid being seen buzzing around the P. E. building. One of the boys said, yes, he saw the young lady with the cute little curl on her forehead—and believe me!

H. A. RUSSEL.

DIVISION 3

Conductor E. J. Clark has sixty days' leave of absence and is leaving for Mexico to look after some property interests he has there. E. J. was there several times before but Villa and he did not agree (that's poetry), but he thinks he will be perfectly safe there now.

Say, Mr. Two Bells, there have been several arguments around here as to whether this is jump year or leap year, or what it is. As you say that the merit system records of 1920 close November 31st, when is that, anyway?

Extra Conductor Peterson and several of the boys were sitting in an out-of-service car in the yard Sunday and as boys will be boys they commenced scuffling. Peterson was unfortunate enough to fall through the large glass window and he had his coat off and was very seriously cut in the arm about the elbow. He was rushed to the hospital and had eight stitches put in. He is now going around with his arm in a sling, thinking it over.

Conductor J. Farnbach has thirty days off and is building himself a home.

Motorman J. A. Rudd met with a serious accident on Saturday afternoon. He was in the carhouse looking up a stool and walking between tracks when he suddenly decided to cross the track and was struck by a car pulling out. He was knocked down on the ties between the rails and walk. When the car stopped both legs were across the rail about four inches from the rear trucks. As it was his right ankle and wrist were broken, his head bruised and was badly shaken up. He was taken to the Emergency Hospital and later to Crocker Street Hospital, where he now is. He is reported as getting along nicely and would be pleased to see any of the boys that have time to call on him.

Motorman Charlie Amos has a sixty-day lay off, as he says, for much needed rest. We feel sorry for him as he is some steady worker.

Motorman Armstrong says: "Show me the guy that put that in the 'Two Bells,' 'Gimme a cigarette,'" for he says he has bought more "Camels" than any man on the job. As proof please observe the hump.

Conductor M. A. Brother's grip of maybe leather with a genuine rope handle came out of Noah's ark and has been in constant use ever since. Judging from its appearance we believe it.

OFFICE NEWS

C. D. Clark of the dispatcher's office, now rejoices with the dignity of a fond grandpa, a baby daughter having been born to Mr. and Mrs. R. K. Vanderlip of 416 East Vernon avenue. Mr. Vanderlip was formerly connected with the Los Angeles Railway electrical department.

The many friends of Mr. F. E. Dennison, former director of traffic, were glad to see him on a recent visit to the offices. Mr. Dennison has been ill for some time.

Ben Shupp, purchasing agent, attended the San Francisco convention of purchasing agents of the coast. He returned last week with a fine assortment of new ideas and found a desk full of requisitions for thumb tacks and railway ties, etc.

DIVISION 4

It is rumored that the desire of many of the boys to have Recreation Hall fitted up for gymnasium practice is about to be fulfilled. We were very glad to hear it and hope the rumor will soon be a realization.

Motorman P. N. Lapan has resigned and intends to divide his time in the future between catching for the San Pedro ball team and working at some other job in El Segundo.

Conductor J. J. Burke would like to get in touch with someone who teaches the Hawaiian steel guitar. He says he started learning the short method on this instrument and would like to continue. Can anyone help him out?

The following boys are on the sick list: F. D. Ware, T. W. Muller, H. W. Wisdom and J. S. Milburn.

We take great pleasure in stating that we have found a perfect motorman among the boys here. This particular man never misses out, never has any accidents, never has to turn back because he never gets late, never runs ahead of time, never passes up anybody, never carries anybody past their stop, and he always wears a smile. Sounds impossible, but it's a fact. We introduce him to you: A. J. Bowen, who operates the La Salle Avenue shuttle.

Last Tuesday afternoon the boys had a good laugh when Conductor Daniel Mahoney, who is six feet three inches tall, came strolling into the rest room with Conductor F. A. Bryant, who is five feet one. The long and short of it caused Motorman J. L. Cates to laugh right out loud, which, we were beginning to think, was against his principles.

Motorman Papke is still waiting for a challenge for a boxing match from Mr. Tinsley of Division One.

DIVISION 5

The champion pinochle players at this division wish to issue a challenge to any and all players at any other division. For information and action get in touch with the stenographer at Division Five and he will fix things up.

Motorman E. M. Duvall is taking a few days off for the purpose of building a house.

Conductor F. W. Buxton is taking seven days off to attend to business and rest up.

Conductor Harry Dean is back from the Imperial Valey and reports a nice trip.

William Bailey, from the Instructor's office, was down one day this week, looking over the reports of our esteemed division instructor, E. R. Dye.

CAR NUMBERS MUST BE SHOWN ON MILEAGE CARDS

Many daily mileage cards are being turned in without the car number. This makes almost endless trouble in all departments at the division offices and at the main offices. It is not right to delay 50 people through a bit of carelessness.

The office of the manager of service has been reticent about imposing demerits for this offense, but it is highly important that the cards be properly marked. If there is any question about them, ask someone in charge at your division.

Safety is to a great extent dependent upon co-operation.