



TWO BELLS

VOL. 1

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

CAR CREWS FOLLOW OWN SCHEDULES

EVERY CAR ON TIME NEEDED TO KEEP LINE O.K.

By JOHN C. COLLINS
Traveling Supervisor of Safety

While riding over the system I can not help but notice that the motormen are looking at their watches and checking up their running time, so as not to be ahead at time points.

Checks made at time points show that men are running on time. This gives an even headway, then if traffic checks are made, loads are more evenly divided and cars added when needed. A man does not have to worry about his leaders sticking him, as some of them seem to take a delight in doing at times.

Cars Unevenly Spaced

A few years ago several of the best motormen and conductors complained to me that they were getting an overload and passengers should have been on the car ahead, that they ran two or three minutes ahead at Second and Spring and could not see their leaders. Knowing that the Central avenue line was heavy and required an even headway, and that the men making the complaint were not afraid of a load, I decided to make a check.

I stayed away from the line for a few days, then checked it at Second and Spring for one round trip. In comparing my check with the dispatcher I thought I had made a mistake. So I checked the line the next day. Both checks were the same.

Few Men Upset Line

I found, with the exception of three men, all arrived a full headway ahead of time, or each arrived on his leader's time, and could not see him.

Under such conditions you could not blame a man for running ahead, or the others who were trying to do the right thing for complaining.

I cautioned each man, getting about the same answers from them. They all seemed willing to run on time and do their own work, but did not want to handle about one-third of the passengers belonging to their leader. "If my leader runs on time I will," they said, each blaming his leader, until I arrived at the man I started with.

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"SAFETIES" SET NO-INJURY RECORD

Following the marked reduction of accidents and injuries in the first full week of Safety Car service on the Griffith and Griffin line, an even higher record for safety was established from September 26 to October 2, inclusive.

In that week there was not a single injury on the line.

Four minor accidents were reported, due to autos or trucks stopping suddenly in front of a car or glancing it on the side.

This record is considered all the more notable in view of the fact that seven more cars were placed on the Griffith and Griffin line when the change from older type car to Safety Cars was made and the daily mileage is now 225 miles greater.

Alertness and continual attention to duty can maintain this fine record for Safety Cars.

A bulletin has been issued by R. B. Hill, superintendent of operation, directing that in all cases when a Birney car operator has occasion to leave his car, he must in every instance set his handbrake.

Silence is Golden At End of Lines

Again it is called to the attention of trainmen that unnecessary noise at the end of lines must be stopped. Several complaints have been received from residents around terminal points. Turning the seats of the cars with an unwarranted "bang, bang," seems to be one of the chief causes of complaint, so extreme care to avoid unnecessary noise is necessary.

Reports About B. O. Equipment Needed

The importance of keeping street cars in as good a condition as possible is apparent to all trainmen who know the inconvenience caused by broken bell cords, trolley ropes or other damage to equipment. It is a part of a trainman's duty to report damage to his car or broken equipment and failure to perform this duty will be cause for demerits.

Two Children, 2 Grips and Wife Hold Car for Dad

HOOPER Avenue car south bound, at Fifth and Main, between 4 and 5 p. m. Business was good and passengers were crowding on the car. Last to get on was a lady with two children about 2 and 4 years-old. Conductor, who was trying to hurry along, helped the children on, then took two suit cases which the lady handed him. The lady stood on the ground holding on to the car. Conductor called "All Aboard." The lady said: "Just wait a minute, my husband is in the drug store." Conductor said, "Well, I'll be"—then scratched his head and waited.—Motorman Hugh C. Peck, Division No. 2.

TROUBLE BOARD PHONE MEN WILL STAY ON DUTY

With the dispatcher's telephone switchboards closed except for emergency calls, the Los Angeles Railway changes this week from the old system of dispatching to the new, which is now followed in practically every large city in the country. Each crew will be responsible for keeping its car on schedule and it will not be necessary to telephone the dispatcher for starting time from terminals.

The telephone lines will be maintained for emergency calls and trainmen will call in in case of delay or any other difficulty that sets them off regular time. In cases where a dispatcher's telephone is not available, a pay telephone should be used and the nickel will be refunded.

Conductor Keeps Card

The original plan for the motorman to keep the daily mileage report has been changed so that the conductor will have this work. This card will show where and when turn-backs were made on authority of a trouble telephone man or a supervisor and will record when and where the car was diverted from the regular route, if such became necessary.

Eliminate Annoyance

The slightly additional work of making out the mileage reports as directed will be more than offset by doing away with the inconvenience and annoyance of reporting to the dispatcher every trip. Supervisors and instructors will be stationed so as to give trainmen all necessary help in the slight additional work and in becoming accustomed to the new system of operation.

Some of the present dispatchers will be retained as troublemen, others will become supervisors or return to the train service. Those who will be on the emergency telephones are H. A. Sawyer, E. A. Tower, J. A. Bodley, J. E. Marsh, C. E. Pelsue, G. H. Campbell, R. L. Kiddoo and H. L. Parks.

TRACKS REMOVED FROM EIGHTH ST.

Car tracks are to be removed the full length of Eighth street, from Eighth and Lake to Hill street, thereby opening a clear road for vehicular traffic. There has been no car line operated over Eighth street since the rerouting became effective last May. It was the suggestion of the State Railroad Commission that a street be devoted entirely to vehicular travel, so autos and trucks could get in and out of the business section quickly without delaying street car service.

SUNDAY AFTERNOON CALLS AND FLOWERS AND—WHAT?

Our congenial friend, Mr. Baily, of the Student Department, Division 1, was seen last Sunday out on the west side of town all dressed up in his tailor-made, boiled shirt, patent leathers and a brand new beaver, carrying in his hand a bouquet of American Beauties daintily tied up with baby ribbons, oh, boy!

Now I contend that when a confirmed bachelor begins to act queer like this that there is a brilliant prospect for the future population to be put on a firm basis.

So save up your old shoes, boys, for it's a ten-to-one shot that you will have a target for them soon, and Little Willie has been smoking a pretty good grand, too.—C. J. G.

WORK AND WORRY

Worry is one's worst enemy. Very few things ever really happened that you worried about. Anticipating trouble will keep you from doing any real work. Stop and reason out your fear or doubt—you will be more than able to control yourself. No man can do anything worth while when in doubt. Worry unfits the mind to weigh matters intelligently, unbinds the nerves, and does everything but help.

Editorial Comment

Increased Population Brings New Problem

A FEELING of pride touched every citizen of Los Angeles when the federal census figures were announced recently and showed Los Angeles to be the largest city of the West. There was quite a joy in itself to know Los Angeles was well ahead of San Francisco in population.

In connection with the growth that Los Angeles has made, a duty falls to each citizen to help maintain the growth and retain the leading position. Every city has a percentage of cranks and pessimists who will knock any form of progress and improvement just for pure cussedness. Those citizens are a dead load and it becomes the duty of others to make extra efforts along progressive lines to offset the handicap of cranks.

Progress Depends on Street Cars

It is well recognized that the growth of any city and its consequent prosperity is largely up to the street car system. The street cars carry people from homes to shops or offices and back to the homes at night. The increased population means increased passenger traffic.

Street cars will only hold so many people. When the limit is reached another car is necessary. Only a certain number of cars can be moved in the same block without a subway or elevated system and Los Angeles cars operate on surface lines.

Speed Up, Is Continual Demand

Therefore, efficient service depends on the dispatch with which street cars load their passengers and move on. The re-routing last May helped greatly in speeding up street car traffic. The installation of Safety Cars with their quick pick-up and safety features have speeded up the movement.

But things mentioned so far are, to a large extent, matters of numbers and mechanics. **Along with this must come the human element.**

By that is meant the ability of employes of the Los Angeles Railway to move cars efficiently and quickly. The mechanic in the pit at the main shops can help speed up traffic at Broadway and Seventh. That may seem a little remote, but it is a big factor if in doing his particular work he does it with that efficiency that will guarantee the car performing at its best.

The Human Element Needed

Naturally the human element affects particularly trainmen and supervisors who have to do with the actual movement of cars on the streets. It must be realized that Los Angeles is facing a mighty big problem in transporting the increased number of people coming daily. There is a limit to cars and machinery, as has been stated, and the present conditions call for continual and increased efficiency among trainmen in distributing the passengers through the car so that the rear platform will not become overcrowded. Motormen have to pay added attention to safety because increased population will always mean more traffic on cars and in the streets.

The street car system of Los Angeles must be able to meet the situation and it will need the help of every employe—that human element.

Miss T. Freeman of 112 South Hope Street was so favorably impressed by the ability of Motorman E. B. Valentine of Division 4 that she came to the office of the Manager of Service to report his excellent work.

She says that while Motorman Valentine was operating a car on the West First Street line an auto shot out of one of the side streets directly in front of the street car. "Had the motorman not been paying attention or had he not been quick to act, an accident would have been unavoidable," Miss Freeman said.

ATTENTION

A little dog sat on the rail,
The train was coming fast;
The little dog got off the rail
And let the train go past.
—Safety First.

An Irishman was sitting on the rear seat with a big cob pipe in his mouth.

The conductor, tapping him on the shoulder, said: "No smoking back here." Pat said nothing. Presently the conductor repeated: "Say, guy, you'll have to go up in front to smoke."

Pat—"I'm not smoking."

Conductor—"Well, you've got your pipe in your mouth."

Pat—"So I've got my feet in my shoes, but Oi'm not walking."

"Say, Pat, what are you looking at this house for?" asked the man with his head appearing at the second story window. "Do you think it is a church?"

"Faith an' I did till I saw the devil poke his head out ov the window."

FIRST EMPLOYE IN HOME UNDER L. A. RY. HOUSING PLAN

WITH applications being received from employes of every department of the Los Angeles Railway, rapid progress is being made in the program of housing employes so that they may be relieved from the trouble of landlords who have boosted rents unreasonably.

Coincident with the statement that work has started on the first six bungalows, it is announced that the first employe to benefit by the housing plan is already occupying his home, the purchase of which was financed by the Los Angeles Railway. The six bungalows are being built near Division 3 as the greatest speed could be made there in making light, gas and sewerage connections.

All phases of the housing program are being utilized. The plan of the Los Angeles Railway buying land and building a home for an employe to purchase is being used most of all. Land in various sections of the city is being purchased, but no announcements can be made on these until the titles stand clearly in the name of the Los Angeles Railway.

Last Wednesday when a count was made, there were 220 applications on file.

DIV. FOUR BOXERS EAGER FOR ACTION

Editor "Two Bells."

Dear Sir:

Wish you would publish this in your next issue.

We have about four or five boys working out of this division who are good boxers, and they are talking about boxing and exercise, but have no place to establish as much as a little platform for the punching bag and so on. Wish you would try to help them to make some kind of arrangement to form a little place for a gym. These boys would gladly box and entertain everybody, especially at Recreation Hall after the dance. Here is Joe Golindo, Curley Smith, Young Papke and a few others. Hoping to hear from you,

Respectfully yours,

CONDUCTOR DIV. 4.

OFFICE NEWS

The friends of Mrs. E. M. Shuster of the auditing department are glad to see her back to work, after a long sickness.

Miss B. Melbourne of the purchasing department is going on her vacation this week.

Mr. B. Schupp of the purchasing department is back after spending a pleasant vacation at Balboa.

Capt. Hastings is going on a well-earned vacation some time this month.

I have a very fine mandolin and guitar for sale cheap. I believe if they were put up for sale in the "Two Bells" some of the young fellows would be glad to buy them. If you advertise them, and wish to state the price they will be \$10 for mandolin and \$15 for guitar. I will be very thankful for answer.—H. Coligny, Division No. 3.

The man who will not listen to Safety rules may have to listen to the sound of the ambulance gong.

Better find one of your own faults than ten of your neighbor's.

NEED OF FULL STOP SHOWN TRAINMEN

The following article was written by a trainman and brings home in forceful style the necessity of obeying Rule 28, which says that an absolute stop must be made for passengers entering or leaving a car. His suggestion of a passenger turning an ankle and then procuring the names of witnesses to back up a claim against the Los Angeles Railway is exactly typical of actual conditions.

The writer heads the article: "Are You Guilty But Lucky?"

There are few crews who do not break Rule 28 some time during the day. This rule states that when a passenger is to board or alight, car must be brought to an absolute stop, and that conductor must not give proceed bells till then.

When a passenger alights from or boards car just before it has come to an absolute stop, to most of us, it would seem a waste of time not to go ahead without fully stopping.

Many trainmen, thinking this absolute stop is only a whim of the company, are guilty of breaking the above rule many times. They are only lucky if accident claims have not been filed against the company because of their negligence.

How easily such a passenger could stumble or turn an ankle unnoticed by the crew who were making the stop but did not notice when passenger seemed to be safe. If the car had come to full stop after the passenger had alighted, any chance of his filing claim by stating the car did not stop would have been eliminated.

Suppose he knows the rule and calls the attention of witnesses on the curb to the fact that the car did not fully stop, and later files a claim, saying the conductor gave the proceed bells before he alighted and the change in motion of car caused him to lose his balance and receive injuries, etc.

Let's not depend on luck, but keep Rule No. 28.

MOTORMAN'S SIDE IS PRESENTED

Now here is the motorman's side, presented by Motorman Harry E. Meason of Division One. Naturally it is not intended that conductors wait until all passengers are seated, "or have their knitting arranged," as Motorman Meason remarks in humorous vein, to emphasize the exceptional cases.

Conductors must remember that safety comes first but they must not hold back the car's running time unnecessarily, and must use good judgment, which is sometimes known as "horse sense."

Editor Two Bells:

The new conductors at this particular division seem to fear anything from ten demerits to instant death for giving the motorman bells before passengers are all on the car, which, in itself is perfectly just, even to the maximum penalty, but—here's the rub:

Some of them have taken it to heart so seriously that they refuse point-blank to even look at the bell cord until all passengers are safely seated inside, and have their knitting or morning papers all nicely arranged for use, and are quite comfortable. All of which, you will agree, tends to somewhat reduce a motorman's chance of getting to his terminal within a day or two of his leaving time.

HARRY E. MEASON,
Motorman No. 2551, Division No. 1.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Ex-Conductor Writes About Ranch Life and Finds Old Associates

On The Back End (Contributed)

Conductor Gasparro of Division 3 receives this bouquet. He lends weight and dignity to badge No. 662:

A LETTER from C. F. Kadow, who was an employe of the Los Angeles Railway for 10 years, has been received. Mr. Kadow, who was a widely known conductor, is now a farmer in Chowchilla and tells of finding several boys who were in train service of the Los Angeles Railway.

Editor, Two Bells:

On Santa Fe a gentleman asked me something about Tia Juana. As I did not know anything about it I asked if there was, on the car, anybody from there. A Mexican got up and said: "Yes, sir, here it is," and he handed me a cork screw.—H. LeBlanc, 1366—Division No. 2.

Dear Mr. Conductor No. 662:

Some six or seven weeks ago I was on my way to an auto agency after my car and had occasion to ride on your car. After getting on the car, I found that I had nothing but a large bill of money with me, which you could not change.

You kindly allowed me to ride and I promised to send the fare soon, but was called out of town the next day. I did not have your number with me or I would have sent it to you sooner. I have worried over this for fear you were thinking I did not intend to send it to you.

Please accept the enclosed as my appreciation of your kindness to me. With best wishes for your success, I am,

Very sincerely, ADA WOOD.

437 Pioneer Drive, Glendale.

Two Bells is always very glad to hear from ex-employes.

Editor of "Two Bells":

As one who had been associated with the Los Angeles Railway as conductor for ten years, kindly permit me to send a personal message to all employes of your company, whether as officials, platform men or shop men.

I left the cars some three years ago, going to Arizona, thence to Oregon. Finally I came to Chowchilla, Cal., which is in Madera County and on the main line of the Southern Pacific and also the Valley Route of the State Highway.

I am three miles south of town and have thirty acres of fine sandy loam soil, which I hope to have in alfalfa and grapes by spring.

There is quite a number of ex-car men, both P. E. and L. A. men, here, namely, Wm. Cox, motorman Div. 4; Paul Reb, conductor Div. 4; Kelly, conductor Div. 2; Bundy, conductor

Div. 2; Robt. Yates, P. E.; Hendrix, P. E., and John White, P. E.

These men are living here and doing fine. There are others who have holdings here but are still on the cars, C. V. Judd, Div. 3, and N. Sarat, Div. 5.

I feel that we have the best land in the San Joaquin Valley for dairying and hog raising, besides vineyard. Improved land is selling for \$450 to \$1,000 per acre.

I bought my land in 1914 and stayed with my job as conductor until my land was taken care of.

Wishing you one and all the best of success, I am,

Yours truly,

C. F. KADOW,

Former conductor of Div. 4-2-5.

Write me at Chowchilla, Cal., Madera County.

Conductor D. E. Hubbard of Division 4 is complimented for his courtesy to passengers described in this letter:

Los Angeles Railway.

Gentlemen:

I wish to thank Conductor No. 2240 for his thoughtful courtesy in rendering his aid to my wife and myself. I am the cripple he assisted so kindly on boarding and alighting from his car en route from the Santa Fe depot.

Wishing his future a success, I am,

Sincerely yours,

PROF. O. LAPARTE.

P. S.—Please thank him.

The deputy sheriff so appreciated the courtesy extended by Conductor J. J. Mullins of Division 5 that he enclosed a dollar bill for the fare and the rest for a few smokes.

Conductor 1126, Division 5.

Dear Sir:

Enclosed please find my car fare of this morning with many thanks for the courtesy extended me.

Have a smoke upon the balance of change.

Yours very truly, with thanks,

D. M. CRITCHLEY,

Deputy Sheriff.

Always courteous, even when things go wrong, the letter says. That is real service and more power to such trainmen. They are Motorman G. L. Danels and Conductor Lynn Mitchell of Division 1.

Los Angeles Railway.

Gentlemen:

Wish to say a good word for Motorman No. 2153 and his conductor, No. 1388.

I ride on their car a great deal and can say that they are all there when it comes to service and politeness. They are always courteous, even when things seem to go wrong.

I have heard that you give merits to your car men for courtesy, etc. Nos. 1388 and 2153 are entitled to them.

I hope you have a lot more men like Motorman 2153 and Conductor 1388.

Respectfully yours,

ROY S. HALL.

805 South Ditman Street.

EVERY CAR ON TIME WILL HELP EVERY MAN

(Continued from Page 1, Col. 1)

The line ran on time for about three weeks, each car getting a fairly regular load and all men making their time to the end. Then it started getting irregular again. The men said it was just fine for a while. Then they got stuck again. I wanted to find out why, when men said they liked to run on time, they did not continue to do so.

Others Had to Keep Up

Mr. Walter Hole, of the Instruction office, and I started in looking the line over for the reason. I found three men who were responsible for all the others running ahead. These men would run ahead and the others would have to follow ahead in order to protect themselves. And on account of no regularity in their running the others had to keep up on good sharp time always, which caused them some worry, as they had their mind on their leaders as much as they did on their own car, and in some cases on their followers, or were you might say running three cars instead of one.

Good Men Following

These three "rawhiders," as they were called, were not following one another, but had good men back of them who would hold it down for a few days, then get ahead a little at a time until they were a full headway ahead. Each man's followers would do the same until the circle was complete, every man working hard, on

his nerves, and not doing it right. These men would do the same thing if a new man was following them. A man he should help. The new man would be doing the best he could under the handicap, and at times his determined effort to make good have caused him to have accidents which would not have happened if his leaders did the right thing.

Protect Efficient Men

It was necessary to protect the man who was obeying the rules and running on time. Talking to them did no good. The management did not want to suspend them, as they do in most other cities, so they adopted the merit system, wherein if a man runs ahead of time he soon runs himself off the road.

When a regular headway is maintained you can get a fairly accurate traffic check of the passengers to determine if it is necessary to put on more cars to handle the people. It also enables the schedule maker to determine what is the correct running time from time point to time point.

If a man runs on time for a few days he will get so he likes it. If a man has some very heavy trips and thinks a change necessary, notify the Superintendent of Operation, who will have an investigation made and things changed to meet conditions if they warrant it. Watch your watch, so you can watch your time points.

* * *

On the Grand Avenue line at Forty-fifth street a motorman having looked into the glass to see all were clear of the car before starting, spied a young lady running along the walk with a package under her arm as if she wanted the car.

The motorman waited but as she hurried from the curb she fell and dropped the package, which in coming open revealed a live chicken with fast legs.

Truthfully you couldn't help laughing to see "that chicken" get up and run, and not after the car, either.

—R. W. S.—Div. 5—1671.

* * *

The boys at Division 1 would like to know why the picture of Geo. McQualter was used as Conductor Ding Ding and Archie Yera as Motorman Ding in the Two Bells. We all know they have never run on the road.

* * *

One morning we were delayed at First and Spring on account of power being off. A lady asked me what we were waiting for. I told her we had no power. She said: "That's the way with you men—stand around the barn until time to go, then come away without part of the car."—V. E. Davis, Conductor, Division No. 3.

* * *

On a recent morning at 8 o'clock cars on the West Adams line were off schedule on account of broken wire. We left the end of the line about 12 minutes late.

The running time is 53 minutes. We made it in 52 minutes, carrying 301 passengers, none on the back fender. This was only done by team work with motorman, conductor and the public.

Motto: Make them step forward before they get to rest on the back platform.—Motorman W. Ferris, 2199.

* * *

Dear Editor of the Two Bells—Most everything else has been talked about in the line of sport, so why not bring in the little, quiet game of checkers? I would like to see the boys get interested in this checker game. If any of the boys wish to play I am at Division 3 and will play all comers.—Badge No. 2609.

* * *

Will tell a true little incident that happened to Conductor No. 104, while coming in from Delaware on West Pico. We had turned off Pico onto Broadway and was almost to Twelfth street (Had on a fairly good load.) when all of a sudden an old farmer (apparently) wanted off. He jumped up and came running towards the rear, waving his hand. I gave a quick bell as I didn't want to carry an old man by. The motorman made a very quick stop, shaking the car and jostling the passengers. By this time he had reached the door, and leaning out, he spat what seemed to be a pint as it splattered on the pavement. Looking at me as he turned to go back, he remarked: "I just had to spit, conductor, and I couldn't raise the window in that!" The passengers on the rear gave the conductor the horse laugh.

CONDUCTOR C. D. HILLION, Division No. 1.

Looking 'em Over at the Divisions

DIVISION 1

To all crews on West Sixth street, stop receiving Central avenue transfers at the S. P. station. It is understood that some passengers board there so as to get a seat and that some conductors take them without saying anything. If one man turns them down let's all of us do the same thing for the betterment of all concerned.

Conductor No. 104 has a new regular run. Up 4 a. m. to car house, off 7:30 to the restaurant and back to the car house at 3 p. m. This is a run of his own make-up.

Division No. 1 is progressing nicely with its safety committee as no accidents have happened among those on the committee, according to Motorman N. Robesa.

Conductor Howard says it was a great relief to act as instructor on the new form of cards that will be placed in effect the 10th. Howard was off his run for two days.

A shortage of stools at Division 1 has compelled several of the boys to stand.

DIVISION 2

Clerk C. L. Christensen is on his vacation for two weeks.

They will come back. B. Christensen resigned about two weeks ago and came back October 5. Says he is here for good and will not miss out any more.

Wanted—Some one to give out efficiency cards every month. Division No. 2 sure has a big bunch to give out.

The long and the short of the office force of Division No. 2 have been busy putting away transfers this week.—J. A. Madigan and C. J. Clark.

Division No. 2 sure brought home the bacon by the way the office force sold it.

QUESTION BOX

QUESTION—Why do we have more trouble in operating electric switches with the safety type of car than we do with the heavier type of cars?

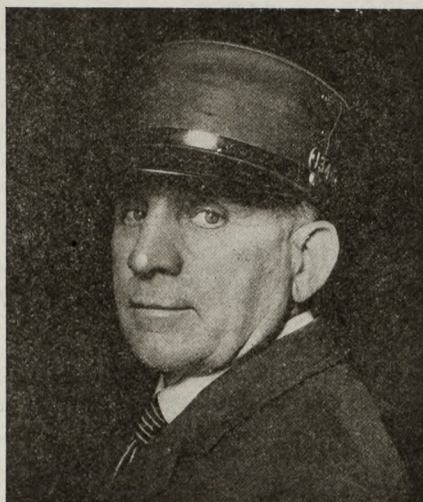
ANSWER—On account of the motors on the safety car being so much smaller than those on the older type, much less current is used by this type of car. The result is that in passing under the switch-pan with the controller on not to exceed two points, as is the rule for operation of the old types, there is not enough in-put of current from the trolley to operate the electric switch properly; also owing to the safety car being short, there is a tendency on the part of the operator to come under the switch-pan too fast, which prevents the trolley wire from making a good contact with the pan, and also results in the counter generation of the motors cutting down the in-put of current from the trolley wire to such an extent that a switch point already set for the curve will frequently fly back to the main line position even with the controller on two points. Therefore to operate electric switches properly with this type of car, it is necessary to come under the switch-pan very slowly and use three points on the controller, when the switch will be found to operate properly unless out of condition.

R. R. S.

SLOW SPEED ORDERED

Slow speed rules are effective at Avenue 26 and Workman, owing to the danger of heavy traffic. Signs are to be installed shortly but motormen must reduce speed at the crossing.

Who's Who



THE first experience Conductor W. H. Spear had with street cars of the Los Angeles Railway was when he was driving a horse and buggy along Spring street and the animal became frightened then established the fundamentals for an accident report. You may think it was quite a while ago when horse and rig was the standard conveyance in the downtown district. Well, to tell the truth it is about 25 years ago for Conductor Spear has been with the Los Angeles Railway since 1896.

He started on a West Ninth street run when the cables had been taken out of the car house at Seventh and Grand. That building was later razed and Conductor Spear went to Division One where Foreman Pietrie held forth. He shifted to Division Two, 54th and San Pedro, and has been on the Maple avenue line for 10 years now. He can tell of the days when the Boyle Heights run had a terminal at Westlake Park and Westlake was just about the outside of town.

Conductor W. H. Spear is strong for the street car game and he should know after 20 years. The pleasure of being in the fresh air all day appeals particularly to him. With Mrs. Spear and Mr. Spear, Jr., who by the way is a quite clever engineer, Mr. Spear, Sr. makes his home at 447 West 41st Place, owning his own "diggins."

MECHANICAL DEPARTMENT

"Billy" Brown, foreman of the car houses is on vacation accumulating a lot of the famous "wim, wigor and witality."

A big No. 3 milling machine, to be used in cutting gears and similar work, is due to arrive soon and will be installed in the main shops. It will greatly help in disposing of work that is put up to the machine at present in service.

Walter Brown, general shop foreman, has returned from a fine vacation.

A new lathe of large size has been ordered for the mechanical department and is expected to be installed soon.

STOP SIGN INSTALLED

An Arbitrary Stop sign has been placed on Moneta avenue at 53rd street north bound, and south bound at crossover at 52nd street.

DIVISION 3

Conductor M. S. Harrington and wife have left for a trip via the gasoline route to New York in their Chevrolet. They expect to be gone about ninety days.

Yardmaster Arthur Walker is suffering from a broken arm, caused by attempting to crank Bob Frasier's one-man Chevrolet. He says Bob's machine has a kick that beats any two per cent a mile.

Motorman H. R. Armstrong says he wishes that Motorman Smisloff would change over to the back end as he sure would like to get a run with him. They are just like two lovers.

Motorman A. J. Porter has obtained sixty days off to attend to his father's business, his father being in very poor health.

If you want to get a good alibi for missing out see Rissman.

Motorman Lantz is acting switchman in Walker's place these days, and believe me, in his new denim jumpers he is some class. He has Charlie Merrill with his white pants beat a mile.

Well, we have two of our boys returned to duty this week after a long spell of sickness, and we regret to say that they both failed to sign up for sick benefit, which would have cost them practically nothing, with the result that they are out quite a few dollars. Get busy and sign up. Don't let this happen to you.

Our genial student instructor, Henry Beals, was going around the other day flashing a big roll of currency. Shortly after he was inquiring if anyone had found a five-dollar bill, but nobody had. But Harry said, "Oh, I should worry; I've got plenty!"

There is a movement on foot at this division to form a club to combat the H.C.L. by cutting down the consumption of food. The club is to be known as the "Terrence MacSwiney Club," and the following well known trainmen's names may be expected to be seen on the roster: Mazurkerwitz, Zuerchr, Gasparro, Pasco and Joe Meehan, also Wischnewski, Van Schoiack and Johnny Brannick.

Conductor Wischnewski was asked how to pronounce his name. He said, Just sneeze and you've got it. He was very popular during the flu epidemic.

Introducing:

New Men of The Week

The following men were assigned to divisions during the week ending October 2, 1920:

DIVISION 1
 Conductors—R. M. Jacks, D. A. Van Dyke, M. W. Reynolds, M. Blanco, R. E. Thompson.

DIVISION 2
 Motormen—L. F. Pierce, H. Brink.
 Conductor—R. L. Wilson.

DIVISION 3
 Motorman—G. N. Cady.
 Conductors—Jno. McAvoy, W. Winchester, C. O. Winkler, R. W. McDonald, C. M. Selman.

DIVISION 4
 Motormen—J. E. Walrath, J. J. Holt, H. A. Davis, K. A. Lick, F. McCrossin, M. Caski, S. B. Anderson.
 Conductor—G. F. Memmers.

DIVISION 5
 Motormen—P. C. Kreitz, H. N. English.
 Conductors—H. A. Maxfield, B. Barrett, I. Angel, J. Hart, P. F. Flynn, F. W. Wagner, H. A. Weitzel.

DIVISION 4

HELP WANTED

I'd like to get three hundred men,
 To use their brain and ink and pen,
 And write a little piece or poem
 About what happens as they roam
 Thru Broadway, Main, or Spring, or Hill,
 And other streets that are on their bill,
 Or when your motorman or "con"
 Gets sick, or on a leave he's gone,
 Or when he pulls a stupid stunt,
 Then let us help you grin and grunt.
 Just write it on a paper slip
 And give "Two Bells" the little tip
 So we can tell two thousand more
 What happens at Division Four.

Supt. Wimberly is enjoying a four-teen-day vacation, which started October 1. Mr. B. B. Boyd, our foreman, whose ex-officio duties put him in Mr. Wimberly's place, is kept very busy these days. Mr. Wimberly intends to stay in L. A. and rest up during his vacation, spending a day now and then at the different beaches.

Say, boys, did you take notice of the verbal bouquet that was sent in about Conductor Paul Tromblay which was published in the last issue? Well now, you fellows might like to hear a little more about Conductor Tromblay. He started in the game "back east," and arose to dispatcher. Came to L. A. over a year ago, started working out of Division Five. Division Four looked better to him, so he got transferred. He is a supervisor now. Efficiency, courtesy and loyalty pushed him up that notch. And he is going to climb higher than that, too.

We noticed Motorman McArthur was wearing a handkerchief around his neck. He said he had a sore throat, but we understand he was hiding some suspicious-looking marks on his neck. Why not try wearing a higher collar, Mac?

The past week was the first in many months that did not bring in any applications for leave of absence.

Conductor A. A. Smith has returned from his leave of absence. He says he had a good time visiting his folks in Iowa and returning by auto over the Santa Fe trail.

DIVISION 5

Conductor A. B. Conway is back on the job after several days on the sick list.

Conductor C. D. Fisher says he likes the picture of himself in "Two Bells." He says the only thing he doesn't like is that it makes a young man look old.

Motorman P. D. Probert has been off for a few days attending to business.

Motorman George Rupp is off for a few days resting up.

Conductor E. C. Tyler tells the following story with the suggestion that those of inventive mind may make a fare box almost human:

One of those real motherly old ladies boarded a Grand and Moneta car and tendered five cents for her fare. The conductor asked her to place the fare in the box. After peering at the box over her glasses, she did so, then after looking the box over very carefully she turned to the conductor and said, "Do I get my transfer from here, too?"