



TWO BELLS

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A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

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

NEW TRANSFERS APRIL 3

KEEP CAR IN CONTROL AT DANGEROUS POINTS

When a cheatham switch is defective, and it is necessary to remove the links in the box on the ground, before you get switch tongue over, remove the link farthest away from the switch tongue. Let the one connecting the eye bolt, or nearest the switch tongue stay in place, as it acts on the spring holding switch tongue over against the rail. When it is removed, you have an idle point, nothing to hold it, and if there is any play at the heel front trucks are liable to kick the point open for the rear trucks.

A red flag or lantern on the tracks so far would hit them, means danger. Car to be stopped about ten feet away. Switch repair-men are supposed to protect themselves from autos or cars by such signals. When working on a switch they place signal back far enough to keep trolleys from hitting over-head pan. This is to keep from getting their fingers caught in the switch. Stop, and wait until they remove the signal.

By John C. Collins

Traveling Supervisor of Safety

When you hear of an accident, try to figure out how it could have been avoided, what you would have done, had you been in charge of the car.

If a motorman is lost at night, he can not get in serious trouble if he feels his way, running so he can stop within the range of vision. A motorman hits a car at a track crossing because he does not look where he is going, or he runs too close before beginning to stop. Figure that he did not want to hit the car, still did not guard against hitting it. You are just as liable to hit one as he, unless you do what is necessary to keep from it.

Never give information to any unauthorized person. Find out who they are. All officials carry passes, and should show them to you if seeking information. If anyone questions you relative to an accident you had, just say, "I did all any man could do to avoid it, but did not have a chance."

Talk Only to Learn

If about an accident, some other man had, say, "I don't think he was to blame, as he is a very careful man, and has an excellent record." Make it appear as though the other party is to blame, as they are most of the time.

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Janitor Leads Angelic Host at Division Three

HARD luck. "La Roi est mort." King, janitor de luxe of Division Three, has departed, local color and all. Now the weary Willies, Harrys and Johnnies et al will have to shine their own shoes.

But luck is not so bad, the new janitor bears the angelic name of L. E. Angell. Very appropriate as Division Three is surely a heavenly place.

MOTORMAN ROUTS TWO BOY BANDITS

(Without editorial comment, the attention of Guy D. Wheelock, superintendent of schedules, is directed to the following report on how to deal with tough bandits.)

Picking on a shuttle car is not advisable in the bandit business, judging by the demonstration given two "stick-up men" by J. I. Mullins, operator of the Vermont Heights shuttle. Two young fellows got on his car at Ninety-fourth street. At the end of the line Mullins was leaning out of the front window putting up the trolley and saw in the glass a reflection of the two—and a revolver.

As he turned around Mullins picked the controller handle off the box and swung at the nearest would-be bandit and struck him a husky blow. With that the two fled into the darkness.

Claim Agent Goes To Meeting in North

Mr. C. M. McRoberts, general claim agent of the Los Angeles Railway, left for the north last Thursday to attend a meeting of the executive committee of the Pacific Coast Claim Agents' Association in San Francisco. While on the trip Mr. McRoberts inspected work of other street railways in accident prevention and other matters pertaining to his department.

We hasten to apologize to Charlie Merrill, Division Three switchman, for stating that his automobile was of the vintage of 1912. It should have read 1914.

COUPON SLIP WILL SPEED SERVICE AND HELP CONDUCTORS

A NEW transfer, which will make a marked improvement in street car service is to be put in use Sunday, April 3.

It will help the conductors and safety car operators because it can be issued more quickly than the present transfer and it will be possible to observe at a glance whether the transfer is good or bad.

It will help the public by eliminating a part of the delay caused by issuing transfers and thus permit faster loading and starting. It will be the simplest form possible and will have the rules governing its use printed on the reverse side. This is expected to reduce the possibility of disputes between passengers and conductors.

It will help the company by eliminating the abuse of the transfer privilege, which is just plain stealing of nickels.

Different Colors Used

The form of the transfer is materially changed from the present form. Different colors will be used for "in" and "out" trips and different colored lettering for "A. M." and "P. M." rides. On the face of the transfer will be a large letter, the initial of the issuing line.

As at present, the transfer must be procured by passengers on payment of fare. The transfer bears one coupon and in case a passenger want another transfer after presenting the original slip on the second car, the receiving conductor will detach the coupon and return the body of the transfer to the passenger. Simple, isn't it, and he goes on his way rejoicing, except that he won't be able to keep riding in-

definitely and 'see Los Angeles' for a jitney.

There will be new transfers for each day, so there will be no trouble caused by passengers presenting yesterday's transfer—or at least it will be impossible for them to "get by," as every transfer will bear the date on which it was issued and is good on that day only.

Instruction to Be Thorough

The "In" and "Out" trips will be according to the following schedules:

All cars **NORTH** bound through the business district will be on **OUT** trip.

All cars **SOUTH** bound through the business district will be on **IN** trip.

All cars **EAST** bound through the business district will be on **OUT** trip.

All cars **WEST** bound through the business district will be on **IN** trip.

Arrangements for instructing train-

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

Change to Benefit Riders in Comparison to Other Cities

WHILE plans are being perfected for improving street car service in Los Angeles by a new transfer, it is interesting to note what is being done in other cities.

The change comes at a time when many communities have eliminated transfer privileges or are making charges for transfers or have increased car fare.

The Los Angeles Railway has done none of these things but is making an important step toward better service by prompt issuing of transfers and resultant faster loading and reduction of delay at stopping points.

The new transfer is expected to prove popular with the patrons and make relations between car riders and trainmen pleasant at all times. That co-operation helps materially so trainmen will find it to their advantage to help passengers understand the new transfer. Instruction to trainmen begin shortly.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Extra Care This Week To Prevent Accidents

THIS week the general choice of runs is effective.

The privilege is given trainmen so that working conditions may be most convenient to them. There is a big risk of additional accidents when a number of trainmen change runs so it is only fair that an extra effort to give safe service be in return for the privilege the company extends.

The warning applies to conductors as well as motormen. A conductor who is keenly on the watch for slow and dangerous loading points can prevent a number of step accidents by strict observance of safety rules. Safety car operators have the privilege of retaining their runs and the increased pay that goes with them so they should be able to maintain the excellent record for reducing injuries that has marked their service for several months.

At other times when a general choice has been given there has been a sudden increase in the number of accidents and visits to the claim department and safety bureau. Let's shut down on that this time and **MAKE AN EXTRA EFFORT TOWARD SAFETY.**

COMPLAINTS CONTINUE TO SHOW STEADY DROP

COMPLAINTS continue to drop and service to the public is being continually improved.

As proof of these statements look at the records of the first two months of this year. In January there were 162 complaints, in February there

were 94, showing a reduction of 68. Thirty-four letters of commendation for good service by individual trainmen and for service as a whole, were received in February. That is well over one commendation a day.

Here is the record in detail:

| Classification | Number during months of | | Gain or Loss |
|-------------------------------|-------------------------|----------|--------------|
| | January | February | |
| Discourtesy | 34 | 22 | -12 |
| Fare and Transfer trouble | 40 | 37 | -3 |
| Starting too soon | 12 | 4 | -8 |
| Carrying passengers past stop | ... | 9 | +9 |
| Passing up passengers | 11 | 4 | -7 |
| Dangerous operation | 1 | 4 | +3 |
| Short-change | ... | 5 | +5 |
| Miscellaneous | 64 | 9 | -55 |
| | 162 | 94 | -68 |
| COMMENDATIONS | 43 | 34 | -9 |

Visitors From East Praise Car Service

Motorman L. B. Dundas of Division Four says a man and his wife boarded his car and rode to the end of the line. They explained that they were just riding around to see the city.

"During the layover the man told me he was from the east," says Dundas, "and had traveled widely but had never seen better street car service nor more gentlemanly and courteous men than were employed by the Los Angeles Railway. The visitor said he found trainmen always ready to give information as to streets and places of interest."

THE NATURAL REMEDY

He—"Margaret, there has been something trembling on my lips for months and months."

She—"Yes, so I see. Why don't you shave it off?"

List of "Things to Know," for New Men

Telling them "why" is a feature emphasized by the instruction department and is issuing to line instructors and students lists of subjects on which the students must be specially well versed to qualify as motormen or conductors. Separate points are covered for front and read end men. It is the belief of Chief Instructor R. A. Pierson that a man will grasp a subject better if he knows why it is important.

Chemistry Book in Library

An interesting feature on chemistry has been added to the library, room 764 Pacific Electric building. It is written in very interesting style and in such manner that anyone can grasp the ideas presented without any previous knowledge of the science.

First Figures on Safety Contest in Next Two Bells

A SURPRISING difference of opinion as to who will win the new safety contest which started February 27 and continues for 10 weeks, is reported at the divisions. Superintendents Williams, Mann, Dye, Wimberly and Morrison cannot agree on a possible winner, and each superintendent has his own particular views on the subject. All in all it promises to be a lively race this time with some excellent records in accident prevention.

First figures on the standing of divisions will be announced by the safety Bureau next week through Two Bells.

Here are Points to Remember in Making a Relay

MOTORMEN—When you start out to make a relay remember the car number and train number you have to relay and stop in plenty of time to stop the other fellow, as it is quite possible that he does not know he is to be relayed. When you make the change don't forget your train run disc, your coat, your lunch and anything else you have on the car.

When another car stops you to relay you for any reason, remember to take everything with you to the other car. Leave your "motorman's report card ON the car."

CONDUCTORS—When you make a relay or get relayed, take your register statement and LEAVE the card on the car, but remember your transfers, coat, lunch and anything else on the car that belongs to you.

It quite often happens that after making a relay a motorman or conductor will tell a Supervisor or call Dispatcher and say, "I left my lunch box on that car," or "I forgot my coat," or "Here's my motorman's report card, I had it in my pocket and forgot to leave it on the car."

A car that makes a relay is very often sent to the barn right after making a relay and it causes quite a lot of trouble and a man's time to locate the forgotten article.

SUPERVISOR TED HARRISON.

Veteran Trainman At End of His Run

Trainmen of Division Three who knew and loved Motorman R. D. Wilmot paid honor to his memory last Tuesday when funeral services were conducted, followed by burial in Inglewood cemetery. Mr. Wilmot died February 25 from injuries sustained when he was struck by an auto truck.

Mr. Wilmot was a leader among men. He was an active member of the Christian church. He had been with the Los Angeles Railway since 1898.

Pallbearers at the funeral were Motormen C. H. Doughty, J. W. Stewart, A. M. McFadden and Conductors F. C. Mead, A. F. Eckenweiler and J. E. Gorham.

The following card of thanks was received by Two Bells from Mrs. Kate Wilmot:

"I wish to thank the many friends and boys of the Los Angeles Railway for their kind sympathy and beautiful floral offering in my great affliction, the loss of my kind and loving husband."

DRY LAW CUTS "OWL" PROFIT BUT SAFETY MUST STAY

By R. R. SMITH
Asst. Supt. of Operation

The matter of owl car service is one that warrants serious attention. Although this service is maintained in the wee small hours and the cars do not do as much business as they did before prohibition, it is very important to the passengers.

With no traffic downtown and few passenger stops, the owl cars can make better time than cars that operate during the day and they consequently have shorter running time. But this does not mean that safety stops can be disregarded.

A report came in a few days ago about an owl car that made a trip with utter disregard for safety stops and even failed to stop at some of the downtown track intersections. True enough, the streets are almost deserted when owl cars are running but the big danger of overrunning track intersections is that a work train with a string of flat cars may be taking advantage of the few hours lull in traffic and a smash of this kind would be serious.

The owl hours are the appointed time for house moving in the outskirts of the city and a house being moved can not get off the track in a hurry no matter how hard you sound the gong. Safety is just as essential at 2 a.m. far out from the heart of the city as it is at 5 p.m. along Broadway.



Following is a list of men on sick leave at the different divisions:

DIVISION 1.

Conductors: J. E. Colyby, 947 E. 54th St.; B. Fensky, 4411 Tourmaline St.; G. W. Carlisle, 413 N. Boyle Ave.; M. A. Joseph, 914 E. Edgeware Rd.; E. Fitzgerald, 780 Gladys Ave.; W. G. Miller, 1161 W. 37th St. (wife sick); W. R. Elliott, 143 E. 80th St.; J. A. Cardenas, 154 S. Gless St.; L. F. Bills, 3643 Stephenson Ave.

Motormen: S. E. Foster, 965 E. 11th St.; E. L. Wright, 1615 Buckingham Rd.; J. E. Slotrem, 1000 Wilde St.; H. Cord, R. D. No. 2, Box 701, San Gabriel; R. E. Burrow, 551 Stanford Ave.; W. G. Howard, 211 1/2 E. 5th St.; E. K. Latta, 4011 Naomi St.

DIVISION 2.

Conductors: J. E. Llewellyn, 1545 E. 58th St.; L. C. Welch, 348 E. 52nd St.; A. E. Clark, 1127 Temple St.

Motormen: J. H. Allday, 5848 Denver Ave.; A. Underhill, 1906 Merrill Ave.; J. E. Crawford, 863 E. 55th St.

DIVISION 3

Conductors: W. F. Abernathy, 2032 Dayton Ave.; R. L. Smith, Golden State Hospital; W. O. Bailey, 2028 Dayton Ave.; E. B. Peterson, 611 Romulo St.; H. Krafts, 2418 Pomeroy St., Boyle Hts. (has left L. A. for 60 days).

Motormen: J. Frane, 1530 College St.; A. R. Phillips, Burbank Route No. 3, Box 290.

DIVISION 4.

Conductors: F. A. Edwards, 364 W. 71st St.; C. E. Carl, 1125 Colton St.; L. D. Marquette, 1817 Arapahoe St.; A. L. Luce, 3723 Nopal St.

DIVISION 5

Conductors: G. A. Baltas, 5403 6th Ave.; J. Malley, 935 W. 54th St.

Motormen: J. L. Steele, 829 W. 55th St.; W. R. Bland.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Bouquets Received Last Week

- Conductor C. A. Clark, Div. 2.
- Motorman E. B. Clark, Div. 2.
- Conductor L. W. Gage, Div. 5.
- Conductor E. B. Gardner, Div. 2.
- Conductor E. B. Adams, Div. 2.
- Operator T. R. Bates, Div. 3.



This bouquet has some real paths. Imagine going to a hospital the night after Christmas for an operation. It could not be a very cheerful occasion, but the writer of this letter appreciated the kindly act of Motorman E. G. Gilmore of Division 1 and Conductor G. W. Coulter of Division 2:

Los Angeles Railway,
Gentlemen—

I am a little cripple and appreciate kindness.

Sunday evening, Dec. 26th, I was on my way to the Angelus Hospital for an operation.

I rode on the Stephenson Ave. car to Maple. The motorman on the Stephenson car picked me up in his arms and carried me to the sidewalk. My sister thanked him and asked him his name. He said it was Gilmore.

Then we caught a crowded Maple Ave. car. The conductor asked a man who was sitting on his stool to please leave him have it and he gave it to me. The number on his cap was No. 972.

As I am a little shut in and cannot see these men to thank them, will you please thank them for me and tell them the doctor said my operation will be a success.

Sincerely,

LOIS FLOWERS.



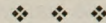
Here we have another case of where a conductor's good service made an impression on some out-of-town folks. The conductor is F. H. E. Pierce of Division 2:

Los Angeles Railway,
Gentlemen:

I wish to mention the kindness of one of your conductors. He is the kindest conductor to all people, especially old people. He sees that they are helped off the car, and is very careful not to start the car before everyone is off. He is pleasant in giving everyone information as to streets, transfers, etc., and has a kind word for strangers.

I feel he is entitled to this recommendation, and hope the company will always keep him, and wish all conductors were like him. His name is F. H. E. Pierce, badge number 430. He is on the Heliotrope car, or was when I rode on one. He sure is a valuable employee.

MR. and MRS. ROBT. E. BRADLEY,
596 Geneva Street,
San Bernardino, California.



Getting nice bouquets like this seems to be quite a hobby with Conductor J. C. Cave of Division Four—and it's good service that brings them:

Los Angeles Railway,
Gentlemen:

I want to call your attention to the fact that your conductor No. 2568, on the 2nd and Broadway car, night run, is deserving of more than casual observation. He is without question the most courteous and efficient street car employe I have ever had the pleasure of coming in contact with.

Sincerely,

WALTER A. BURR,
6800 Sheridan Road,
Chicago, Illinois.

DIFFERENT COLORS TO DISTINGUISH TRANSFER

(Continued from Page 1, Col. 4)

men on the use of the new transfer have been completed by the instruction department and will be very extensive. Such efforts will be put forth that every trainman will be thoroughly familiar with the simple system when it starts April 3.

We Will Tell the World

Equally thorough efforts are to be made to make the public thoroughly familiar with the new transfer. In this it is planned to have the trainmen play an important part by relaying to passengers the information they get through the instruction department and making the fullest possible

use of the convenience and efficiency the new transfer will afford the public. The conductor, the motorman and the safety car operator is the representative of the Los Angeles Railway with whom the passenger comes in most direct contact and it is essential that every trainman be able to give any information that may be required.

You certainly will be able to if you absorb the instruction which will be given during March by R. A. Pierson and his assistants. Next week Mr. Pierson will write the first of a series of articles on the new transfer for Two Bells.

A Car In Control Is Seldom In An Accident

(Continued from Page 1, Col. 1)

To talk of an accident around the trainmen's rooms, for information, is fine. That is one way to learn. Never make light of it any place, for then you convey the wrong impression to others.

Four trainmen were on a car the other day, talking so everyone on the front could hear every word they said. One young motorman said, "Believe me, I put an auto off the right of way this morning." Another asked, "Did you hit him hard?" Answer, "I'll say I did."

Would You Trust Him?

All of them, including the motorman operating the car laughed about it. One of the others looked at the man talking, turned away, and sat down, disgusted. Every person that heard this man talk, knew he used the same kind of judgment while running a car, that he used when he talked, and could not keep from having accidents, because he did not have good judgment. The judgment of the trainmen who listened to him was little better. The man who walked away showed good common sense. Would any one of you give this human talking machine a position of trust?

Old motormen think about accidents, but they do not talk about them.

A man who lets his mouth run away with him, cannot be expected to keep his

car under control. A fish is caught by the mouth. Don't be a fish.

Caution at Cross Streets

If one auto crosses the tracks at a cross street, during the day, it is just as liable to cross in front of a car as it is to cross in back of one. The only protection a motorman has, is the gong. When late, or when it is necessary to pass up passengers at a cross street, have "Take next car" sign down, and use caution. It is necessary to pass them fast enough, so no one will try to board, but not so fast that you could not stop to keep from hitting an auto. Chauffeur sees car approaching and passengers waiting, naturally expects the car to stop and pick up these passengers, so use the gong, but be on guard for the auto that might try to cross.

There should never be a serious collision between car and auto at what is known to be a dangerous cross street. All lines have dangerous cross streets. Some, more than others, but it makes no difference how many there are, all should be approached the same, with the car under control, and warning with the gong.

How to Cross Corner

It is not necessary to cross at a slow rate of speed. Slow down car as though you were going to make a passenger stop on the near side of the street. When about stopping distance away sound the gong, as you near the street, slow down. When you reach the position where you can see to the left, glance that way, then to the right, give two bells, feed up, if you see way is clear. If an auto is approaching so fast that there is doubt about his being able to stop, check up your car. Give him a chance. Don't place your car in a dangerous position just to teach chauffeur a lesson.

Ex-Conductor Runs Alhambra Auto Park

D. D. Bacon, former conductor at Division Two, has been appointed by the Alhambra Chamber of Commerce manager of a fine auto park in that city. The park is equipped with everything necessary for the convenience of auto parties and Mr. Bacon invites everybody who is out that way to visit the park and say hello.

All the boys at division 5 are sorry to lose Instructor E. R. Dye, but glad to hear of his promotion.

Improper Use Will Destroy Curtain

An eyelet and hook are provided to keep the motorman's curtain down during night operation so that the glare of auto lights may be blocked from the front glass. Pull the curtain lower than it is intended to go and placing the hook in a slit in the curtain will ruin the curtain in no time and destroy the protection and convenience intended.

"Agnes married a self-made man, didn't she?"
"Yes, but she has compelled him to make expensive alterations."

On The Back End

(Contributed)

Conductor R. F. Griffin tells this one. A man got on my car and handed me a half dollar. I gave him ten nickels and he started walking to a seat. I called him back and told him to drop his fare in the box. "What did you say?" he asked. I told him again to drop his money in the box. With a curious expression on his face he dropped the ten nickels in the box. For a few seconds I couldn't talk. Then I showed him his mistake and told him to give me his name and address and I would refund his forty-five cents. "That's alright," he replied, "give me nine transfers and I'll call it square."

Then R. F. had to explain why it can't be done.



Motorman John Daly of Division One is stepping out as a popular song writer. He has written the words for two new songs, "What Will It Be 20 Years From Now" and "Mother, How Can I Leave Thee."



WANTED.—A good reliable prohibitionist to be sent to Tia Juana to bring back a certain motorman who became very thirty and went there and got lost. All particulars at office. Apply ready for trip.—Division 4.



Motorman F. T. Ruelas of Division Four had a woman passenger tell him to stop at Solution Avenue. Somewhat puzzled, he decided to do his best and watch for a street something like that. Soon she said, "This looks like the place," and as Motorman Ruelas looked at the sign he noticed "Slauson Avenue."



(The scene of this little verse is in a town where prohibition has not removed all evils, but has left the jitney bus.)

A maiden entered a jitney bus
And firmly grasped a strap,
And every time they hit a bump,
She sat in a different lap.

The bumps grew deeper, the jerking worse,
Till at last she gasped with a smile,
"Will someone kindly tell me please,
How many laps to a mile?"



A jocular old party was about to board a street car one stormy night. "Ah, conductor," he said, "is this Noah's Ark of yours full?"
"No, sir," the conductor retorted, "there's just room for the donkey; step lively."



Motorman Bond of Division One took in the recent Orange Show and was greatly pleased with the varied exhibits of oranges, lemons, and grape fruit.

Being an electric railway man, he was particularly attracted by the Pacific Electric exhibit of a big new freight motor.



It is rumored that Motorman "Fatty" Munn posed for that billboard advertising of Bunte's cough drops. What say, F. M.?

Looking 'em Over at the Divisions

DIVISION 1

Conductor Standley, who works a run on Stephenson Ave. with Leo Fellers, became late and was carrying all of somebody else's passengers and some of his, but Standley was getting along fine until his fare box became out of order. Some over-sized coin caused it to get stuck, but Standley terms it a hot box.

Conductor Cardeuea's home was visited by the stork last Tuesday, leaving a 10-lb. boy. Mother and baby are doing nicely. Division One extends congratulations.

Motorman Hile (known as 'One Blow' Hile) and his conductor, Hasteley Perl, got the car number mixed the other morning and pulled the wrong car out on Stephenson Ave. Perl says whoever it belonged to it sure could run.

Motorman L. G. Lane has invented a new drink called and labeled as "Bug Juice." Try a can, it puts anything to sleep.

DIVISION 2

Motorman S. B. Dale, who comes to work in a limousine, is working again, after a 30 days' leave of absence. S. B. says he feels fine after the rest.

Conductor J. E. Lewellyn, Conductor W. L. Settles, and Motorman W. W. Stewart, who have all been off on account of sickness, are back again.

Any of the following trainmen, now on the sick list, would appreciate a visit from any of the boys: Conductors A. E. Clark, W. F. Metzger, L. C. Welch, and Motormen J. E. Crawford, C. G. Lee, A. J. Underhill and J. H. Allday.

Conductor A. W. Greenwald is on a two-months' leave, enjoying a trip, also visiting relatives and friends in Texas.

Switchmen C. H. Haggard and R. A. Mayfield are both returning to train service, Motormen T. L. Leyva and F. Byers taking their place.

Motormen W. R. Service and R. B. Davenport are now breaking in for Supervisor positions.

Conductor A. M. Houston just returned from a two weeks' vacation, which was spent mostly at home resting up.

Introducing: New Men of The Week

The following men have been assigned to divisions during the week ending February 26, 1921:

DIVISION 1

Motorman—A. Thurman.
Conductors—D. A. Randolph, W. D. Boskowitz, P. R. Robison.

DIVISION 2

Motormen—None.
Conductors—None.

DIVISION 3

Motormen—None.
Conductors—None.

DIVISION 4

Motormen—None.
Conductor—L. T. Stone.

DIVISION 5

Motormen—None.
Conductor—A. O. Underwood.

Who's Who



THE worst vices to which Motormen William Millican of Division Three can lay claim are smoking and baseball, so it is a good bet that he is a regular fellow.

Motorman Millican entered the employ of the Los Angeles Railway in 1904 and has stayed with it long enough to be authority for the statement that it is a great game.

He has five children and seems to have a part of the jolly disposition of them all. His spirit of friendliness is particularly noticed by new men who have the luck to be assigned to Bill for line instruction. Bill is patient and painstaking with his students and sets them a fine example of what a good trainman should be.

Here is a mighty fine bouquet which is written particularly for Operator L. L. Sweet of Division Three, who has a safety car run on Griffith and Griffin line. But it also boosts trainmen of the Los Angeles Railway in general:

Los Angeles Railway,
Gentlemen:

I have seen a great deal in the papers about lack of courtesy on the part of your car men, I beg to differ with them. I have been here about two years, coming from St. Louis, Missouri, and I would like to tell you that with a few exceptions you have one of the nicest set of employes I ever saw.

I call to mind, especially one young fellow. I did not like to ask his name, but I got his cap number. It is 1672, and he operates one of your safety cars. I got on the car at 4th Street and there were only a few in the car. At 3rd Street a man and his wife got on, both of them very large people. After paying their fares they kept standing in the front of the car. The operator could see a large number of people waiting to get on at 2nd Street. He turned to them and said, "Won't you kindly move back in the car?" They refused to move. The crowd tried to get on but they blocked the way. He asked them repeatedly to move back, but they stood pat; finally he spoke to the woman and said, "Madam, won't you please get back, you are blocking the way?"

Well, the way she abused him was awful. She said she would turn him in for daring to speak to her. He just sat and made no reply, and let her rave. I would have thrown her off. I never saw such a remarkable exhibition of self-control. I have been all over your town, and have seen just such things times without number, and I think that the dear public had better pull the beam out of their eyes before trying to get the moat out of the carmen's eyes.

Respectfully yours for fair play,
GERTRUDE HARRIS THOMAS.

Division 3 Nearly 100 pct. in Association

Conductor Ira Gott, the Division Three Association ruster, says that 452 of the trainmen of this division out of a total of 462 are members of the Employees' Co-operative Association.

There is a real record for the other divisions to shoot at. How are you coming?

DIVISION 3

No. 1 of the mechanical department was very much disappointed on not seeing Lee Lewis' picture in last issue of Two Bells. We would respectfully remind him that it is only handsome guys that receive that favor.

Jarvis Phillips, our hairless conductor-flagman at the Alameda crossing, was observed having his shoes shined between trains last Monday. We understand he has his hands manicured on Fridays.

And the blow almost killed father! "Sim" Barrett has lost the money car. Oh, dear, this is a cruel world.

The new schedule for Washington caused considerable sorrow to some of the boys that were crowded off that line last shake up. Washington seems to be the favorite choice.

Motorman J. Hellman, H.A.A. (Hot Air Artist), and Conductor M. A. Brothers, M.V. (Mighty Voice), challenge the whole world and the other divisions to produce their equal in their own particular lines, as indicated above, but "it just can't be did."

Conductor Langdale and Motorman Leatherman were politely requested last Sunday evening to reach for the sky and come across, by a lone bandit with a gun in each hand, at the L. A. High School terminal. They acquiesced. The bandit said he was in a hurry and did not have much time so he took their watches and no doubt now he has plenty of time. In his hurry he overlooked nineteen dollars of the conductor's money.

Boys, do not forget that the New Safety Race is on. It started last Sunday and is to run for 10 weeks and our General Superintendent, E. V. C. Dye, is very anxious that Division 3 should cop the pennant. He feels that we have the right class of men to do it, so let's show him that we can and if we do not, at least the other divisions will know that they have been in a race. So you motormen keep your eye on those dizzy autoists that are continually after your car steps, and conductors, keep your eyes on those would-be acrobats who are bent on getting off car before it stops and in a good many cases get badly bent. A gentle reminder, such as "wait till the car stops, please," will often save making a report; so hit the ball, boys, and go after that penant.

Conductor Leo Garrett is breaking in as extra clerk and we wish him success.

Motorman H. Huber was out motor-ing last Sunday on the Valley Boulevard when he and his friend got out of their machine to investigate an accident that had happened, some speed maniac came along and run them down, both being badly shaken up. After being taken to the Pomona Hospital he was brought home, where he now is getting along nicely. It seems that the auto maniacs are after our motormen.

Even Motor "Cops" Ride Street Cars

Police patrolmen's shields No. 1 to No. 21, inclusive, have been changed to read "Motorcycle Officer" instead of "Patrolman." Conductors will continue to honor these numbers the same as heretofore.

DIVISION 4

Mr. Wimberly hopes that every man in this division will do his uttermost during the safety contest which is now on to prevent accidents. The safety department has allowed us more risk than in the past contest, in fact, they have put us in first place to start with, so let us all remember Johnnie Collins' sermons while we are out on the road and do all we can to hold the place that we have been given.

Motorman B. L. Bounds has been granted a thirty-day layoff to take up vocational training which the government is offering to disabled World War veterans.

Motorman J. D. Stott is on a six-day leave to do some work on his home.

Clerk C. E. Robinson has invested in a brand new Spring and Summer style "flivver." We understand he is looking for a partner to take along on a vacation trip to Yosemite this Summer.

Motorman D. Greenall is also splashing around these days in a nice new Metz. Very nice, gentlemen, but how in Hades do you do it?

The following boys are on the sick list: Conductors E. L. Heuser, F. Habich, D. W. Gibbs, F. A. Edwards, W. Shaeffer, J. M. Dyson, and Motormen S. M. Wales, J. A. Yates, J. L. Huff, F. Lehman, L. D. Marquette, J. P. Koulan, W. McArthur and C. F. Kirkland. We hope to see them all back in the near future.

Conductor E. R. Porter is on a ten-day leave to visit relatives in Stockton.

Conductor F. W. Arnold left for Youngstown, Ohio, February 28th. Before he left he asked that we mention in Two Bells that it has been a great pleasure to him to work with the boys of Division Four; that he has found them all to be good fellows all around and hopes he might some day be back with us again.

DIVISION 5

Motorman W. H. Hobbs is taking a few days off to rest up.

Conductor T. H. Carey is taking 5 days off to enjoy a rest.

Motorman J. L. Steel is still on the sick list.

The following Trainmen we are sorry to report are off on sick leave: Conductor W. S. Kennedy, H. D. Webster and G. L. Kramer, Motorman P. G. Atwood, W. L. Hague, H. N. English, Geo. Pape, E. J. Knapp and A. W. Ellickson. Conductor D. B. Bell.

Our good conductor, Neil Woods, came over on the paper car Saturday, February 26, and called for run No. 321. The clerk told him there was no run No. 321 on Saturday. Neil said, "I know there is for I got the time." So on looking at the schedule he found it went out at 4 P. M. instead of 4 A. M. Nothing like being on the job, Neil.

A woman carrying two large shopping bags boarded my car at Seventh and Spring and presented a West Sixth transfer. I told her the transfer was not good at that point and was only good at Fifth and Spring. She picked up her shopping bags and got off the car and started back to Fifth, but before she left she gave me this parting shot: "You ought to be thankful I saved your company that much juice."—Operator E. C. Upthebrove, Div. 3.