



TWO BELLS

VOL. II

FEBRUARY 20, 1922

No. 38

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

Final Safety Contest of Season

MINSTRELS TO APPEAR AT MONTHLY DANCE

A minstrel show presented by employees of the company, with the assistance of some outside talent, will feature the monthly dance and entertainment at Recreation Hall, near Division Four, Saturday evening, Feb. 25. Added to this will be the presentation of the big safety flag to Supt. C. A. Morrison of Division Five and the formal surrender of the trophy by Supt. L. L. Wimberly of Division Four. The minstrel troupe is headed by R. F. Wallace, who was formerly in the main shops at South Park. His brothers, who are in the carpenter shops, take leading parts. Motorman R. H. Kerr of Division Three will be the interlocutor.

The program will start at 8:15 P. M. instead of 8:30, so that the dancing may begin at the usual time. Refreshments will be served the thirsty ones.

Learning Work of Supervisors

Three trainmen who give promise of making good supervisors have been learning the emergency telephone work and the handling of traffic on the outside. They are: F. S. Larue, conductor, of Division Two; W. A. Smith, motorman, of Division Three, and H. H. Swinnerton, motorman, of Division Five.

"Some" Band!

Officer (to guest, who is a little deaf)—"What do you think of our band?"

Guest—"I beg your pardon?"

Officer (much louder)—"I was asking your opinion of our band—the one that's playing now."

Guest—"Sorry. Do you mind repeating that?"

Officer—"I was saying—"

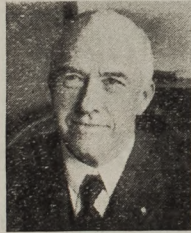
Guest—"It's no use. I can't hear a word you say for that damned band outside!"

BUILDING MEN

BY GEORGE BAKER ANDERSON
Manager of Transportation

OCCASIONALLY, after very careful consideration of the case in hand and in following out the general policy of the Transportation Department of "going the limit" in giving discharged trainmen a chance to retrieve themselves, it has been found advisable to reinstate a man when the preponderance of the record in his case may apparently be against him.

To be a little more clear, it has sometimes appeared wise, in my eyes, to retain in the service a trainman who in the opinion of some of his associates may be hardly worthy of further consideration.



A man made a remark one day in my hearing to this effect:

"I see they have reinstated Billy—who was discharged

the other day. I don't see how that wild, harum-scarum kid got by with it. If they had as much on me as they have on him, I bet I would not be on the job."

The speaker probably was right. Why? Because he has had two or three years' experience as a trainman, is a man of mature years, pretty level-headed, and his record shows that he has looked upon his job seriously and has done everything he could from the beginning to give satisfactory service. He is not a "wild harum-scarum kid" like the man who had been dismissed and reinstated.

Temperaments Different

The two men have entirely different temperaments. One is sober, sedate, earnest, careful. The other is big-hearted, impulsive, friendly, not very experienced in the ways of the world or the ways of street railway operators, well-intentioned, but lacking somewhat in poise. The latter has, however, and this applies to practically all of the few cases to which I am referring generally—certain elements that lead me to believe that with proper cultivation, safeguarding and experience—some "hard knocks"—he will before long find himself developing along lines that will result in his becoming a useful man, valuable not only to the company and to the public whom he serves, but to himself.

All They Need is a Jolt

In other words it is the aim of the officials of the Transportation Department

G. B. A. Says:—

IT IS the aim of the officials of the Transportation Department to try to cultivate into a state of usefulness the "wild harum-scarum" fellows who need nothing quite so badly as they need being jolted into an appreciation of the seriousness of their situation.

Fundamentally, these men appear to be alright. Superficially, they are rather loose and irresponsible, largely because of their relative youth and experience. Our experience has taught us that many of these men, when they finally "strike their stride," awakening to a realization of their responsibilities to themselves, as well as to others, ultimately will rank with the best men on the system.

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There have been some mistakes on our part, some failures, some disappointments regarding the trainmen affected, but as a rule these men have "come through."

Try It On Yourself

Now, gentlemen, is the policy of the company right or wrong? Can each of you put yourself in the place of one of these men? Can you realize what might possibly happen to you and

(Continued on Page 2, Cols. 1-2)

PLAN MAKES KEEN RACE FOR LAST HONORS

The present safety contest, which is the sixth race that has been staged for the big Premier Safety Division flag, will be the last one for several months and the winner will hold the accident prevention championship title and flag through the summer.

This announcement, made by the safety bureau, is expected to heighten the interest in the contest and make the competition more keen.

Division for Safeties

In this contest the safety cars are in a class by themselves. Their participation of the last contest with Division Four showed satisfactory results as is shown by the close finish made by Superintendent Wimberly's clan. The system of determining the final contest on the basis of responsibility for accidents was a factor in creating a separate class for the Birney cars, as they are practically immune from step accidents.

In determining the winner of the present safety contest, the safety bureau will calculate the total accidents of each division and then determine the percentage of that total which was preventable. The division with the lowest percentage will be winner. Under this plan, in which accidents for which the crew was not responsible will not figure in the standings, it will be to the advantage of the divisions to report all accidents, no matter how insignificant. Adding a stimulus to the making of reports is one of the aims of this contest.

Beneficial in Fall

It is in the fall and winter months that the benefit of safety contests is greatest. In the summer travel is lighter, especially during school vacations. With the fall and winter months come increased travel, bad weather, the Christmas rush and general need for added incentive in safety work.

Several new ideas are being considered by the safety bureau for the series in the latter part of 1922. Analysis of the safety contests of 1921-22 will determine whether total accidents or responsibility will be the basis for establishing the winners.

At present interest is in the last contests of the season. Which division will hold the title of safety champion?

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Valuable Employee

DID YOU ever hear a man say of another who had taken a step forward, "Oh! he had a pull?" Did you ever make the remark yourself? If so, did you ever stop to consider that the man who has gone on ahead has, at some time or another, in some manner, proven himself?

There are two things for each man to consider, facts which everyone must face. Success or failure. We are either forging ahead or falling behind. A man need not be promoted from one executive position to another to attain success; he may, in one position, by diligent study of his particular work and applying the result, become a success in his particular niche in life.

A man cannot by constant shifting, in an effort to attain that which will constantly elude him, acquire any great degree of confidence in his own ability to succeed. "A rolling stone gathers no moss," but as has been said, "it acquires a fine polish;" but what avails the polish without the aggressiveness and adaptability to apply it as a stepping stone to something better?

And so my friend, I ask you, of what advantage would pull be to a man placed in a position where he would be required to exercise a faculty he did not possess, failing to accomplish that which was set for him to do?

Success comes slowly, many fall by the wayside, lacking the perseverance and aggressiveness to forge ahead slowly to a point where they ultimately become a necessary unit of the organization to which they belong.

Prove yourself a valuable employee, go about your work with a smile, be kind, courteous and tactful, exercise good judgment in the performance of your duties, whatever they may be, and eventually you will be one of those recognized by your employer as a valuable employee. Then when you step up the ladder you will have in your mind the thought, that you have succeeded in proving yourself a valuable employee.

This editorial was submitted by Motorman R. A. Daugherty of Division Three.

Do You Recognize the Responsibilities of Job?

(Continued from Page 1, Col. 3)

how your future might be affected, if because of your first, second or third offense you were cast out of your job, with the stigma of incompetence and indifference attached to you, possibly preventing your securing other employment?

Indulge in a little self-analysis. Try to figure out how you would feel toward the management if, under similar conditions, you were to receive the same treatment received by those, the handling of whom has been the cause of some criticism.

Judge the man by his standard and not by yours. As a matter of fact is it not wiser to follow the Biblical injunction and "judge not?"

There is a Reason

There is a reason in everything that is done in the main offices that affects the welfare of the individual man in the train service. That reason may not be apparent to those who are disposed to be

critical, but there is the reason just the same, and in the minds of the heads of the Transportation Department the reason is good and sufficient, or the step that you are apt to criticize never would be taken.

Somebody asked an official of the company one day last summer what his job was. After a moment's thought the latter gave the strange answer: "Building men."

A Joyful Work

That is nearer the truth than some of you may be willing to believe, but it is true, nevertheless, that it is the best and most joyful part of the work of the official in question.

It is not the only business of the heads of the Transportation Department, but it is a big factor in their work. They endeavor to build into a structure of usefulness, so far as it is possible to do so, the raw human material which, if not properly moulded, will be worthless, but if handled with intelligence and consideration and kindness and in the spirit of brotherly love may become some of the best material in the service.

For Condr. D. W. Gibbs, Div. 4

Los Angeles Railway.
Gentlemen:

This letter has to do with conductor No. 2618, who on the night of Jan. 4, 1922, had charge of car No. 765, operating on the West Washington line.

I wish to commend this gentleman very highly for the efficient manner in which he calls streets at which the car will stop, and his polite, cheerful manner in which he assists patrons on and off the car.

Your company needs more such men as conductor No. 2618 who knows his route and calls the name of the street distinctly.

I trust this commendation will fall into the proper hands so that conductor No. 2618 will know that his services are appreciated.

Yours very sincerely,
DR. EDWARD T. BLACK.

For Mtr. E. B. Clark, Div. 2

Los Angeles Railway.
Gentlemen:

If ever anything happens to the car run by Motorman No. 1047, it will not be his fault.

Yesterday morning I was standing in the left corner and could see passengers enter by way of the mirrors, that is, I could see them by means of the mirror. They kept hanging on. He would not go but called to some one at the door to open it for a moment. One strong call for passengers to come forward, got them on the move, even the rear platform was less crowded than the front immediately after.

Wish the conductors would give it as strong and commanding to the passengers who will stick in the passage way no matter how much space there is ahead.

Very truly yours,
P. W. KRINGEL.

BULLETINS

ISSUED FEBRUARY 20, 1922

BULLETIN NO. 26.
Notice to Conductors

Pass No. 948, issued to Escanalon Garcia, Way & Structures Dept., has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 27
Notice to Trainmen

Trainmen, supervisors, or other employees, when waiting in the vicinity of the telephone on 7th Street, west of Broadway, must not loiter near or lean against the show windows or show case of the Vogue Millinery Company, 320 West 7th Street.

Severe discipline will be administered for violation of this bulletin.

BULLETIN NO. 28.
Notice to Conductors
Pass Found

Please cancel that part of Bulletin No. 19 pertaining to lost pass No. 1521 belonging to W. J. Hitchcock, Repairer, Mechanical Dept., as same has been found.

BULLETIN NO. 29
Notice to Conductors

The following passes have been lost:
886 issued to R. Barrett and Men, Way & Structures Department.

2517 issued to Minnie K. Dickey, wife of T. Y. Dickey, Foreman Division No. 2.

If the above passes are presented for transportation, take up, collect fare, and send to this office with report.

NOTICE TO SAFETY CAR OPERATORS

Referring to Bulletin No. 25, regarding the placing of handles when leaving cars in car house, or yards, operators on Safety Cars will leave all handles, as indicated in Bulletin No. 25, except that the air handle will be left in the door opening position.

Trolleys must be pulled down on these cars the same as on other types.

R. B. Hill

Supt. of Operation.

Motorman Finds \$57.34 in Jitneys During 12 Months

If Motorman J. B. Woodland, of Division Four, was a conductor it would be woe unto anyone who tried to duck by the fare box or steal a ride on a crowded car. He is the original nickel hound and can fairly sniff a jitney a block away.

Woodland has been in the habit of depositing in a toy bank odd pennies, nickels and dimes dropped at terminals and stopping points along the ground. At the end of 12 months, he opened the bank and found he had \$57.34.

During the year he found one five dollar bill, but the greater part of the nest egg was in coins of ten cents and less.

S. Kepniss, Former Motorman, is Dead

Sam Kepniss, formerly a motorman and a conductor of Division Four, who left the service some time ago and entered the transfer business, passed away Feb. 1 after a short illness.

Many of the old timers will remember Sam, as he was well liked by all who knew him.

For Condr. W. H. Laing, Div. 2
For Condr. A. S. Herrick, Div. 2

Los Angeles Railway.
Gentlemen:

Just a word of commendation in favor of Conductors 2406 and 2080, for their courteous answer and information, given to me this evening.

Respectfully,
MRS. M. L. FLETCHER,
3245 Royal Street.

1922 COASTS IN WITH SAFETY

The little chap who is pictured on January 1, as arriving in a suit of ultra-summer bevedeze and sending Father Time on his way, must have carried a Safety First flag in his hand, judging from the record made in the first month.

Joyfully it can be related that accidents were fewer in January 1922 than in January 1921, and the percentage of trainmen's primary responsibility was less.

The exact figures presented by the Safety Bureau are as follows:

January 1921 1425 accidents
January 1922 1275 accidents

This clips just 150 accidents during 12 months, when traffic congestion has been increasing rapidly and accidents outside street railway operation, have jumped tremendously.

The step accidents have shown an encouraging decline, which indicates that eternal vigilance by conductor and motorman can accomplish the desired results and must be kept up at the maximum.

The figures are as follows:

January 1921 284 step accidents
January 1922 183 step accidents

Of the 1425 accidents in January 1921, trainmen were primarily responsible for 9 2/5 per cent. Of the 1275 accidents in January 1922, trainmen were primarily responsible for only 8 4/5 per cent.

As King Arthur told one of his worthy knights:

'Atta Boy!

MORE ROOM MADE FOR CAR REPAIRS

To make additional storage room for cars being repaired at the main shops, Number Two transfer table, facing the paint shop building, will be extended west 530 feet. To give the necessary room, the old plaster apartment house on Fifty-fourth Street, opposite the shops, has been torn down. The property has not been in use for a considerable time.

The flats on Fifty-fourth Street near San Pedro will be moved to other property and a fenced in enclosure with a shed will be provided for automobiles owned by shop employees. Formerly the machines were kept in the paint shop building, but the space is needed for work on street cars.

PIERSON RETURNING

The sympathy of the entire Los Angeles Railway family was extended to R. A. Pierson, chief instructor, upon the receipt of news that his mother passed away at her home in Pulaski, Iowa, after an illness of several weeks. Mr. Pierson was with her when the end came. He left soon after the funeral for Los Angeles.

For Condr. T. V. Maitland, Div. 5

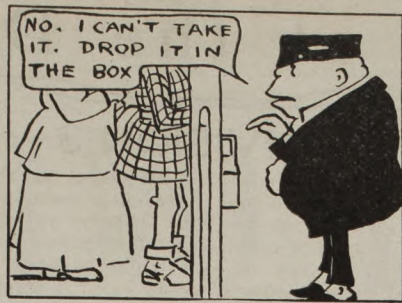
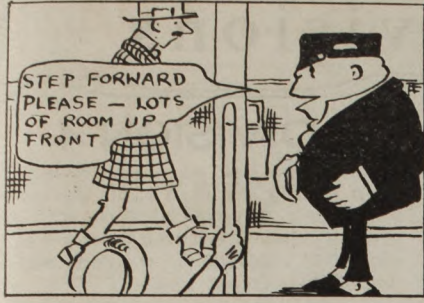
Los Angeles Railway.
Gentlemen:

I am writing to express my appreciation of the courtesy of Conductor 96, on the Grand Ave. line. On several different occasions I have noticed his helpfulness in giving information and in finding seats for passengers. His good nature and courtesy seem to be unfailing and are certainly appreciated.

Very respectfully,
LORAIN GRIFFIN,
428 Music-Art Studio Bldg.,
233 So. Broadway.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK
Division 2
Conductor E. E. Ford and Motorman W. McLean.

Division 3
Conductors C. H. Dean, L. H. Roberts, A. Blish, J. Van Keuren, L. H. Parker, W. E. Gillibrand, and Motormen N. B. Stiles, W. Quirk.

Motorman R. C. Cook, Division 4.
For Cond. W. J. Millican, Div. 3
Los Angeles Railway.

Gentlemen:
I ride the street cars twice a day and as I have lived in L. A. for 18 years I think I know something about service. Conductor No. 2236 calls all transfer changes at each corner and is giving real service while on duty.

I remain,
RUTH THOMPSON,
Gen. Del., L. A.

For Condr. P. L. Laurene, Div. 5
(Taken from a letter received from R. W. Stockwell, 2812 Fifth Avenue, Los Angeles, December 8, 1921, about a conductor who had to refuse a transfer.)

"I wish to call to your attention that in your Conductor 2048 you have a very courteous man and one who strives to please his passengers to his utmost ability."

For Mtr. E. B. Clark, Div. 2
Los Angeles Railway.

Gentlemen:
It is probably more usual for the average patron of the street car line to take notice of the conductors on your cars, and commend or condemn him as the occasion requires or as the mood strikes the average street car passenger. It has seemed to me that very little attention is usually given by the passenger to the man at the other end of the car, on whom the safety of the public very largely depends.

Tuesday morning my attention was very definitely called to the careful and courteous attention of a motorman on your West Jefferson line, which I use at least twice daily. I do not know this man's name, and do not remember ever seeing him before, but through some little tie-up in traffic he was forced to carry on one of his morning trips Tuesday, an extra heavy load, and his endeavors to lighten the work of the conductor, and to sweeten the lives of the passengers he was carrying drew my attention to him. His number is 1047 and I just want to say this, that he possessed, what so many of us lack, good common horse sense, combined with splendid courtesy, helpfulness and good humor.

Yours faithfully,
A. P. WATTS,
Financial Director,
715 So. Hope.

For Condr. J. Van Keuren, Div. 3
Los Angeles Railway.

Gentlemen:
I had occasion to ride a long way on your car and noticed with particular pleasure the courtesy and efficiency of your Mr. J. Van Keuren, Conductor 2508, of 2918 Pasadena Avenue.

I asked him for his address that I might write you my commendation of the way he not only performed his duties, but exerted himself in unusual ways for the comfort and convenience of the passengers. Very truly yours,
DR. GUY BOGART,
Executive Secy. Longer Life League,
313 Fay Bldg.

For Condr. F. H. Link, Div. 5
Mr. H. E. Link, Div. 5.

Dear Sir:
I wish to thank you over again for the kindness which you showed to me in paying my fare. I am enclosing some change with which I wish you to buy a cigar.
Respectfully,
MRS. LESLIE ALLEN,
Hawthorne.

RESPONSIBILITY SHOWN IN ACCIDENT REPORTS

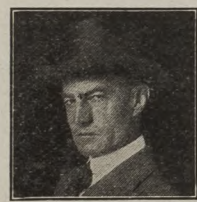
Vague Information and Lack of Witnesses Usually Indicates Trainman Admits Blame

BY JOHN C. COLLINS
Supervisor of Safety

This is the fifth and concluding article of a series devoted to "The Mind and Safety."

THERE ARE many times when a motorman must know what work the other fellow is doing and where he is doing it. You know where the men work in the car house, also the necessity of warning them when about to move a car and what constitutes safe speed in or out of car house.

When men are working on or near the car tracks, you know these men are paying attention to what they are doing, they have their minds on their work, consequently their sight is there also. The car may be close to them, you may be ringing the gong. The men are not very likely to hear it.



Every man knows the only safe way is to slow down, passing at slow speed.

One can see the peculiar workings of the mind in a man's accident report. If he knew he was doing the right thing when the accident happened and does not feel in any way to blame, we get a good detailed report explaining every little angle, but when he feels that he was to blame, we get fewer witnesses and a very brief report, usually vague. An accident of this kind needs more attention than the others. That is the time we need the witnesses for evidence and a detailed statement of facts.

Exact Facts Wanted

The claim department wants exact facts as to speed of car or auto, distance in feet and any information as to location of switches, buildings or anything else having bearing on an accident at a particular spot. From these facts the claim department will make its decision as to responsibility. The more information and witness names procured, the better it is for the company and the individual trainmen involved.

Remembering it is your duty to get names and actual facts at the spot where an accident occurs, trainmen should avoid discussion with passengers as to cause and responsibility. Exception to this can be made readily, however, in calling attention of witnesses to distances, skid marks of auto tires or other apparent facts of the case, but it is not in a trainman's line of duty to theorize aloud as to how the accident happened or how it might have been avoided.

One of the best ways to study the mind is to watch another do the same kind of work as yours. Notice how this man handles different situations. You can easily tell when a motorman is taking chances. When you see him do a thing, judge whether you do it better than he, or if you are not so good. Try to be as good as the best.

Passengers Judge You

Your passengers may not know how to run a car, but they know when a thing is well done. They cannot paint a picture but they know pictures, just as they know good acting when they see it. Every passenger on a car knows if a man is doing good work, careless, reckless or rough work.

The mind shows up in the work, just the same as the lack of it. All one needs to do, is to watch a man when he least expects it. Instructors or supervisors

who have followed that line of work for some time, are safe operators. They are familiar with the mistakes of other men, have had to caution them for making them, and seldom are careless.

Saturday always shows up more accidents than other days, because the autos interfere with the comfort of the men earlier in the day. Always figure the man driving an auto puts time ahead of every other thing. His natural tendency is to cut out, cut around or dodge, seldom to stop. The man on the cars must not acquire the cut-out idea, neither can he allow himself to be always cut out, both parties must realize their responsibility.

They Have Ability

Why is it that the man derails the car ahead of him at an electric switch? If the rule is observed it cannot happen. Why do two men, going in the opposite direction, try to round a curve at the same time? All the men know where they are the most likely to collide with another car. Usually the damage is slight, it is true, but why should the accident happen at all? It shows over-anxiousness, cutting close to make time, time, time.

You can take the most careless or reckless man out of five men, make him the boss, instruct him to the effect that you want all the men to use care and not have accidents. This man will be a regular crank on the subject. He will notice every little careless move the other fellow makes from being careless himself. He knows all the moves, all he needed was the added responsibility which shows he could have been careful if he was so inclined at any time.

Time after time a motorman compliments himself on going a long time without an accident, thinking how easy it is to keep from having them. Right there he is getting dangerous, getting too much confidence and a little careless. He will soon either have an accident or come so near it that he pulls himself up on his guard again.

Let a motorman see a supervisor on a corner, he will look at his watch—Time. If he sees an instructor he will improve operation. A safety man on the car instills more caution. The mind is swayed unconsciously for the moment. This makes it hard to hold to one purpose. It is held for a little while, a week or so, then it starts drifting back into the old habits.

Judge Yourself

If there was some way you could stand and watch yourself at work you would not believe that it was you, the many foolish moves, the unnecessary things. The most unreasonable things you would see yourself doing would be interesting to say the least, but reason could answer your question, the mind is not there it is on something probably of less importance. This is true of men in all walks of life, not one in ten thousand having the ability to criticize themselves. They find an excuse every time they are shown a weakness. The whole scheme is so simple, so easy for people to keep from getting hurt or from hurting others, that one wonders why it is that so many accidents happen, when people have the power to keep from having them, if they wish to use the power.

The day that all our men have their minds turned in harmony with one another, concentrate on safety, first and last, all day, that day will be free from accidents.

On The Back End

(Contributed)

A young man on a University car was describing to his companion a recent hold-up of which he had been the victim. He wound up by saying that the spot was so dark he could not distinguish the features of the bandit and added, "In fact, I don't think there is a darker corner in Los Angeles."

Then the interested conductor could not help chiming in:
"Oh yes there are; consider Twelfth and Central, for example."

Son: "Dad I see the circus has been robbed. The headline reads "Man steals monkey and flees."

Pop: "Nothing peculiar about that, but it would be if he were to steal the monkey without its fleas."

Dan Hanly, the best foreman Division Three has, suggests that perhaps the chap who punches the commutation books could do better with a shot gun.

A passenger boarded a car on which Conductor V. E. Davis, of Division 3, was cashier and declared that he had not a cent of money, but he had two eggs in a bag, which he offered for fare. Davis, being a shrewd business man, accepted the hen fruit and brought them to the car house where he disposed of the cackle berries for five cents. The purchaser informed him next day that the passenger must have imagined he was on a red car as the fare had an extra scent.

Supervisor Ted Harrison lived for some time out toward Eagle Rock, where the gas mains do not exist and cooking and heating is done in the old fashioned way with wood and coal. Recently Ted moved into the United States, occupying a home on Cypress Avenue and the district is blessed with gas mains, dog catchers and other modern conveniences.

On his day off, Saturday, Ted was taking 30 minutes extra sleep when Carolyn, his four-year old daughter piped up "Daddy, when are you going to build a fire?"

Pop: "We use a gas heater now, we don't have to build a fire."

Carolyn (Three minutes later): "Daddy, when are you going to build a gas heater?"

One of the most prominent social events of the season happened one evening recently, when Operator C. Roach, of Division Four, played host to four other trainmen. The affair took place in Bess's Beanery, across the street from the car house, and the menu consisted of apple pie, ice water, napkins and toothpicks. An appreciative lady had boarded Roach's Crown Hill car that day and said she believed he was the gentleman who had let her off in front of her house when it rained so hard a few nights before. Roach had "accidentally" said that he was and she gave him the nice, large apple pie. When the last crumb had been devoured he began to wonder which operator had really earned the pie.

Teacher: Johnny, this is the worst composition in the class and I'm going to write your father and tell him.

Johnny: I don't care if you do. He wrote it for me.

Looking 'em Over at the Divisions

DIVISION 1

A very nice lady on the West Ninth Street line told Motorman Harry Lozier, that she thought he was the nicest, most competent motorman she had ever seen. Wonder if it was his wife.

Sickness is on the rampage at this division. There is a very large sick list of men. But with a return of good weather and sunshine they will all be on the job. At least here's hoping they will.

Conductor Staten of this division wants to know how Conductor McDonold, of Division Three, who had an article relating how his transfers came in alphabetical a few days ago, could correctly have and take the body of an "R" transfer at 10th and Vermont to go West. How about it Mc? I don't think it could be done myself and Staten thinks so too.

Roy Ruggles of the office force is spending a few days off this week. We all know what a hard working fellow "Ruggie" is and he will be missed a whole lot. In his absence Clerks Farrah and Hollar are holding down the Fort with J. B. commanding.

Conductor Williams who works the West 9th line had the misfortune to have his trolley leave the wire the other day at 9th and Main Streets. Williams calmly proceeded to pull trolley down and hook it under the holder, and then jumped on the car and gives two bells to go ahead. Can you beat it?

On the Sick List

The following is a list of men who have gone on sick leave recently:

DIVISION NO. 1

Conductor—A. C. Stanley, 768 Stanford Ave.

Motormen—H. E. Phillips, 1631 E. 65th St.; F. J. A. Sharon, 816 Hillvale Pl.; J. O. Cooper, 241 So. Bunker Hill.

DIVISION NO. 2

Conductors—M. Taylor, 422 W. 51st St.; M. E. Shain, 1776 E. Jefferson; F. H. E. Pierce, 3016 Maple Ave.; R. Wilkins, 348 E. 52nd St.; L. G. Dahlbrink, 349 E. 52nd St.; C. G. Gronlund, 142 W. Florence; J. A. Huff, 116 E. 51st St.; R. L. Wortman, 2612 E. 58th St.; J. W. Rexroat, 200 East 53rd St.; X. Bryan, 4620 Wall St.

Motormen—J. Waddell, 520 E. 23rd St.; C. E. Greenlea, 137 E. 59th Pl.; C. G. Lee, Clark & Chestnut, Gardena; C. A. Beck, 5839 Wall St.; W. H. Gill, 745½ E. 52nd St.; W. Meier, 603½ E. 7th St.

DIVISION NO. 3

Conductors—D. A. Kuykendall, 2029 E. 4th St.; W. H. Liberty, 106 Chestnut; E. Koehm, 2612 Jeffries; C. R. Meed, 2224 Dayton; W. P. Leggitt, 5500 Buchanan; E. Borard, 2217 Dayton; H. D. Johnson, 572 West Ave. 26; J. S. Meehan, 729 Alpine; C. H. Deane, 823 Isabel; I. F. Hickox, 3532 Arroyo Seco; D. O. Kammer, 3414 Loosmore.

Motormen—W. W. Strong, 936 Beatrice; H. E. Crooks, 3228 Elthea; J. R. Taylor, 641 No. Ave. 28; W. W. Taylor, 2612 Huron.

DIVISION NO. 4

Conductors—A. Audet, 127 N. Hill St.; F. A. Bryant, 324 McBride St.; T. F. Preston, 504 West 27th St.; R. E. Carroll, 106 Witmer St.; W. Barney, 1811 S. Hoover St.

Motormen—J. B. Haston, 1433½ West 24th St.; H. J. Robinson, 1906 2nd Ave.; F. Lehman, 930 Court St.; G. Jensen, 349 N. Ditman St.

Operators—R. D. Jones, 1424 Girard St.; O. O. Reed, 3050 Oregon St.; R. H. Andrews, 1151 So. Hope St.; C. E. Crayne, 2884 West 12th St.; T. M. Fitzgerald, 1343 S. Flower St.

DIVISION NO. 5

Conductors—G. L. Kramer, 5349 2nd Ave.; R. C. Perry, 2709 W. 16th St.

Motormen—R. W. Jones, 329 W. 36th St.; A. H. Montrose, 2941 Aututam; Sawtelle; W. S. Campbell, 4263 S. Van Ness.

Who's Who



IT IS a good bet that when Conductor C. H. Campbell of Division Two picks up this issue of Two Bells and gazes at his handsome visage as recorded by photographic art, he will exhale one of his noisy laughs or else threaten the fellow who writes these simple lines.

That is just his nature, always ready to make a joke out of anything that comes his way and to laugh loud enough for the whole crowd in case no one sees the subtle humor.

One thing that speaks well for Campbell is that he has worked for only two concerns since 1897, and 25 years is a good start on a lifetime. He came to the Los Angeles Railway in 1908 after working for the American Steel and Wire Company in Cleveland, Ohio. He has been at Division Two since he started and now has a run on the Grand and Moneta line.

A maid, a man,

A look, a fan,

A seat upon the stair;

A stolen kiss—

Six weeks of bliss,

And forty years of care.

DIVISION 5

Motorman L. Heinzman has taken a short leave of absence to visit his father in Tucson, Arizona. He is keeping the boys of Division Five well posted as to his whereabouts. About a dozen postal cards have already been received from him.

"Pacific Mutual" Travis failed to arrive last Friday and as a result Division Five had a very quiet day.

On account of so many men being off sick, Johnnie Robinson, foreman, will appreciate it if you will not ask to get off unless it is absolutely necessary. If you don't believe he is short of men just ask for a day off.

We seem to be getting a good start in the new Safety Contest. Let's set our mark now before the excitement gets too great.

Conductor W. B. Freeland has resigned to accept another position.

We appreciate all of the good things said of our division by other divisions in last week's issue of Two Bells. We are glad that we won, but we all know that it was a hard race and we were glad when the end came.

Extra Clerk C. E. Cline is on the sick list this week.

There is but one path for every true man to travel, and is broad and plain. He who is not for his country is against her. There is no neutral position to be accepted. —Lewis Cass.

DIVISION 3

Well, here we are, off again, but this time things look different. Now it is strictly up to your ability as conductors or motormen. Heretofore nine out of ten of you when turning in accident reports, would say, "It wasn't my fault. How can you get away from it when a son-of-a-gun deliberately runs in and takes your step off?" In the future that kind of an accident will not count against the division; only those which investigation shows you are responsible for will count. According to what you have usually said about the responsibility for the accidents, we ought not now to have more than about one accident per week. Well, we will see.

Speaking of efficiency and early rising, our genial supervisor, Jessie Drayer, is there with bells on. The old boy arrived on the job to ring in the other morning at about 3:30 A. M., the result being the loss of a couple of hours of sweet repose, many terrific yawns and severe condemnation of the much abused alarm clock.

C. M. Nelson, our Chiropractor Motorman, when asked to work an extra run, told Dan he was sorry but that he had a pain in his Occipits Fonteles. It is unnecessary to state that owing to the circumstance above quoted he was excused.

Motorman R. McCartney, who has been on sick list for the past 30 days, has resumed duty and is now busily engaged in his old favorite pastime and indoor sport, bucking the list.

Conductor E. Cady, who was so seriously injured several months ago by being run down by an auto, is now at his home and is able to walk around. We hope to see him back on the job before long.

That old hoss trader Lantz is still doing business in second-hand coats. The coat he got from Owens he traded to Freddie Williams even up. We hate to spill the beans, but Freddie did you hear that Lantz found eight cents in one of the pockets and thereby he claims to be still ahead of the game?

Conductor C. E. Pascoe informs us that the cause of most of the errors in trip sheets and register cards is acute mental preoccupation, and we feel with him that anyone suffering from such an atrocious disease as that is liable to do most anything. The usual cure of said disease being demerits, five drops at the time, and shake well after using.

Bughouse fable: Motorman Emile Meyers and Conductor J. O. Adamson beseeching Dan to allow them to work a tripper in conjunction with their daylight.

To the shame of the Los Angeles girls, be it said, the following wealthy bachelor trainmen are putting in their evenings figuring out the amounts they shall donate to our Uncle Sammy for the sublime privilege of being by their lonesomes. Conductors W. Elliot, D. D. Briggs, and Motormen J. W. Stewart, E. M. Meyers, Glen Chapman and A. Johnson. Any one of these gents would make a fine catch and we can't understand what you girls are thinking about to let them get away with it. Now girls, get busy.

Our superintendent's advice to anyone requiring a shave is not to state their financial position to the barber before securing the shave, or if they do, be sure to have a pinch hitter handy with the coin.

DIVISION 4

The sick list of our division has been hitting the high spots during the past week. Tuesday all records were broken when fifty-three men were laid up. The changeable weather was responsible in most cases.

Motorman P. N. Lapan will leave next Wednesday for Little Rock, Ark. Lapan is a professional ball player and will catch for the Little Rock team, which is in the Southern League. Our best wishes go with him.

Conductor T. F. Preston met with a painful accident last Monday evening. His car was on the way to the barn with a hot journal and as they were about to descend the west end of the E. First St. hill, he leaned out to see if the journal box filling had caught fire. His head struck a girder. He was taken to the receiving hospital in bad shape. We were unable to learn definitely whether he suffered a fractured skull.

We are glad to see Operator O. O. Reed back on the job again. Reed has been in the hospital for six weeks following the removal of his adenoids and says he now feels fine.

This week we hand the jolly haw-haw to our genial old timer, Conductor W. R. Price. Mr. Price rushed into the hash house at Brooklyn and ordered some "coffee and." (Camera! Action!) He devours said lunch as only a trainman can, looks at watch, rushes out to his car, gives motorman two bells, car runs over crossover, feels all through his pockets, gives motorman three bells, rushes back to hash house, asks waitress if he had left his glasses lay on counter. She tells him he is wearing them. And sure enough he was. They had slipped well down on his nose and he was looking over them.

Wishing for the good old summertime? So say we all of us, especially Mr. Van Amburg, our mechanical department's star lathe hand, who has been unable to get his Chevrolet out of his garage over in Inglewood on account of the "tall" mud during the past few months.

Conductor W. S. Shields of the E. Fourth line was noticed looking into a bird store window down town. We thought he was looking for some fancy chickens, but according to his motorman he was looking for a parrot to call out, "This is a Dalton Ave. car! This is a Dalton Ave. car!"

Conductor J. H. Chambers is on a thirty day leave.

She: The doctor said you'd be strong enough to go to work Monday.
He: I have no faith in doctors.

Introducing New Men

The following men have been assigned to their divisions during the week ending February 11, 1922:

DIVISION NO. 1

Conductors—E. O. Avila, E. Shubert, T. B. Chisholm.

DIVISION NO. 2

Conductors—L. H. Boyle, F. M. Neyman, W. Bullock, C. C. Davidson, F. E. Bach, R. U. Grinstead, B. L. Carter.

Motormen—G. G. Foster, F. Alvarado.

DIVISION NO. 4

Safety Operators—C. H. Atkinson, B. S. Hopkins.

Conductor—W. R. Greenland.

DIVISION NO. 5

Motormen—O. R. Griffith.