

BIRTHDAY EDITION



TWO BELLS

Vol. III

JUNE 5, 1922

No. 1

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

Courtesy at High Point of Year

LIST OF 1902 SENIORITY SHOWS CAR VETERANS

A seniority list posted July 17, 1902, is an interesting document of street railway history, exhibited by George Feller, information man and former motorman at Division One. The list shows 235 conductors and 243 motormen and is quite a contrast to a present day seniority list with practically 2200 trainmen.

Frank Nye of Division One, who now heads the conductors' side of the seniority list, stood third in 1902 and Ferdin, motorman of Division One and ranking front end man, was fifth in those days.

Familiar names of veteran street car men are found on the old list. There are several names of men who have risen to executive positions, among them being on the conductors' side, R. B. Hill, now superintendent of operation, and P. V. Mann, now superintendent of Division Two.

British War Medal Awarded Cond'r.

Cond'r. W. J. Browne is just in receipt for the British Government of a medal earned by him in the late world war. W. J. was connected with the 17th Lancers and for his service received: French Stars 1914-15; the Egyptian medal; the Saloniki Serbian and the Allied, and is justly proud of same.

Harry Tuttle at Home With Bad Knee

Harry Tuttle, of the mileage department, has been on the sick list for some time nursing a B. O. knee. He injured himself as a member in a fall and complications set in that resulted in his being unable to stay at home and play crickets. Harry will be glad to see any of his friends at 334 West 54th Street, and expects to be back on the job soon.

Important Notice

CERTAIN representatives of the Amalgamated Association of Street and Electric Railway Employees of America are here for the purpose of organizing a "club" among trainmen of the Los Angeles Railway. One of the chief of these is a well-known and hitherto successful organizer from the East, whose whereabouts are known and who at present is trying to obtain the best terms possible for men who have lost a strike.

They plan to secure as large a membership in this "club" as possible and then turn it over to the Amalgamated Association.

Realizing that they would be fought at every turn by those employees who passed through the trouble beginning in August, 1919 (some of whom lost their positions and as a result even lost their homes as the outcome of that experience), the intention of these organizers is to direct their efforts to men new to the service.

Those who were in the employ of the Company May 6, 1921, understand thoroughly the policy of the company. They understand that the Los Angeles Railway does not and will not consent to any activities among the trainmen looking to the establishment of "closed shop" principles. Some of the trainmen securing employment during the past year may not be familiar with the policy of the company in this respect and it is for the benefit of these less experienced men that this statement is made.

Their first step will be to send to you men who have entered the employ of the company since August, 1919, a letter advising you that a "Carmen Club" has been organized for your protection in time of need. It will set forth that it will be open to none but conductors and motormen actually working on the street cars. This letter will invite you to talk the matter over with your fellow workers and be prepared for a notice of the first meeting of this so-called "club." As a special incentive for you to join early, you will probably be advised that the first twenty-five or fifty trainmen applying for membership will be admitted without paying the initiation fee and the first month's dues.

This is the organization to which this notice has particular reference. This is the organization, membership in which will spell disaster to trainmen who are fooled into joining it.

Before interesting themselves directly or indirectly in this thinly disguised move of the Amalgamated Association, or any of its allied or subsidiary organizations, we wish to offer these men a word of friendly advice to the effect that for the protection of their own interests they discuss the matter with those who passed through the trouble of 1919, and be guided by the experience of these men.

The management would go a long way, would take every step possible to prevent the development of the situation to a point where it would be forced, for its own protection and the protection of the majority of the trainmen, to take such a drastic step as to dismiss even one man from the service.

No man can remain in the service, however, and affiliate with any such "club," or other organization as that proposed by this national institution, whose policies are formulated in eastern cities and whose interests are not the interests of the employees of the Los Angeles Railway.

Any employee who permits his name to go on the membership rolls of the so-called "club," whatever its name, or attends any of its meetings, or visits its headquarters, or allies himself directly or indirectly with any "closed shop" organization, will be subject to immediate dismissal from the service.

We believe that with this word of friendly advice to all concerned, none of the newer men in our organization will look with favor upon this movement, knowing that the outcome will be personal disaster.

GEORGE BAKER ANDERSON,
Manager of Transportation.

TOTAL OF 175 COMPLAINTS RECEIVED IN MAY

The month of May set a politeness record for the first five months of 1922, as the complaint summary shows only 33 charges of discourtesy were made. The commendations for polite and efficient service exceeded the previous month. But despite all this good work, the total number of complaints for May is higher than April. The totals are: April, 164 and May, 175.

Passing up passengers is the thing that prevented a new low record in total complaints, as 15 charges of this offense were made, which is an increase of eight over April. The trouble has arisen principally on cars pulling in and out of divisions.

As an illustration, cars pulling out of Division Five for service on the Manchester branch of the M line, have in some cases dropped the "take next car" sign, and speeded down Fifty-fourth, then out to Manchester to lay over until time to start on the first trip. Passengers who ride locally on Fifty-fourth Street or who are anxious to get the Fifty-fourth and Moneta have tried unsuccessfully to board such cars and have then made complaints.

This is just an illustration and not a particular criticism of Division Five, as similar situations have been reported in pull-in and pull-out cars of all divisions. It is a matter that must be given close attention.

Fare and transfer trouble complaints increased from 51 in April to 59 in May. Short change complaints increased three.

Bank Opens Branch Near Main Offices

The treasurer's office announces that the Los Angeles Trust and Savings Bank has opened a branch bank at 1027 Broadway Place. This location is convenient to the main offices.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

"Go Ahead" Spirit Marks Two Bells' Birthday

WITH this issue, Two Bells begins its third year as the official publication of the Los Angeles Railway.

From a small paper of three columns and scarcely half the size of the present paper, Two Bells has developed in size and interest to its present position.

The key to the situation is that Two Bells has been since its inception a herald of good cheer and co-operation published by and for the employes of the Los Angeles Railway. This caption has been carried at the top of the first page of Two Bells since issue number one of volume one made its appearance on June 7, 1920.

In this way, Two Bells may truly be said to reflect the spirit of the Los Angeles Railway.

At the time the paper was started, the country was still feeling the results of the hectic after-war period. Conditions were gradually settling back to normal but men and business were restless to a considerable degree. Work was plentiful. Abnormal conditions, which prevailed during the war, still existed. Many were looking for the soft snap jobs, as they were termed, and shifting from pillar to post.

Slowly but steadily the nation settled back to the basic principle of honest work for honest pay. The soft snaps faded away. With coats off and a determined smile of confidence the nation set to work in dead earnest.

The Los Angeles Railway was but one illustration of this condition. The spirit to do better work spread rapidly. The spirit was catching, and opportunity to make the best of it was offered by the company to all employes, particularly through the merit system providing a Christmas bonus for trainmen.

As a result of that spirit, street car service in Los Angeles today is at the highest point of efficiency in local history. This has come because men and women in all departments have worked with a will. They have learned the real joy of accomplishing something worth while.

Two Bells has been a part of this development. It has improved just as service has improved. Employes of all departments have volunteered their help and lent their interest.

Particular credit is due to the men of the five divisions who give their time and effort to record the interesting items of news of each division. Readers of Two Bells owe a debt of gratitude to these men. They are: L. F. Carmack, Division One; C. L. Christensen, Division Two; H. A. Russell, Division Three; C. J. Knittle, Division Four, and Lloyd W. Burwick, Division Five. Appreciation can best be shown by assisting them in their weekly labor of love. To trainmen and to employes of all other departments, Two Bells asks that you keep the weekly paper in mind and see that no items of news go unnoticed. No matter how insignificant it may seem, some one is interested. exerts every effort to print just as much news as the limits of the type will permit.

In starting on its third year, Two Bells heartily thanks those who have made its success and growth possible. It bespeaks continued support and interest, that, in work and play, all may follow the spirit of Two Bells—go ahead!

Engineering Department

IN the birthday edition of Two Bells a special illustrated page is devoted to the men and methods that back up the street car service. The various branches of the engineering department work quietly and smoothly. Their continual job is to keep things right, and when the unexpected happens, the engineering department has the fixing to do. Without these branches not a wheel could turn. Their part in street car service is tremendous and they deserve the fullest co-operation.

Association Issues Membership Cards

Membership cards will be given to all who are in the Employes' Co-operative Association. The membership cards will specify in which branches the holder is affiliated. The cards are now being distributed.

The man who deals in sunshine
Is the one who gets the crowds,
He does a lot more business
Than the one who peddles clouds.
For the salesman who's a frowner
Will be beaten by a mile
If the man who follows after
Meets the buyer with a smile.

Deserving praise acts like a tonic
upon an employe.

BULLETINS

ISSUED JUNE 5, 1922

BULLETIN NO. 76

Notice to Safety Car Operators

Safety Car Operators must be especially careful in regard to dropping stubs of transfer pads, paper, or other matter into window pockets on this type of car. This rubbish not only interferes with the proper operation of the windows, but in some cases fire has resulted, doing considerable damage to the cars.

BULLETIN NO. 77

Notice to Conductors

The following Transportation Books have been lost:

No. 2994—Issued to T. F. Doyle, account Fire Department.

No. 3193—Issued to M. M. Pratt, account Fire Department.

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

R. B. Hill

Supt. of Operation.

Let your head help your hands.

Ask Them Again To Please Step Forward in Car

BY R. B. HILL

Superintendent of Operation

A letter has been received from a patron in which he says the conductors do not give him enough chance to move up in the car. He says that where he boards a car from home each night, the car usually has a standing load. He is in sympathy with the "please move forward" idea and would be glad to help.

Now we all know that the matter of passengers blocking the entrance is an old trouble. Why passengers will prefer to jam together at the back end like sardines instead of moving forward where they can have elbow room, is one of the mysteries of the street railway game, but a letter such as the one referred to makes us reflect whether we are doing all that we might.

The writer of that letter says that if conductors will re-double their efforts to have passengers move forward, they will get results. I know that some conductors do excellent work in this respect and make conditions more pleasant for themselves. Others do not make the effort they might.

I am asking all trainmen to help in this matter. Loading is one of the most important factors of the business. Please make a special effort to have passengers move away from the entrance and minimize the blockade.

Don't forget to thank those passengers who do move.

Be a go-getter, not a goat-getter.

For Mtr. H. L. Gayle, Div. 5
Los Angeles Railway.
Gentlemen:

On Monday, Feb. 13 about 3 p.m., my wife left one of your Grand Avenue cars at the corner of 48th and Normandie and discovered after the car had proceeded three or four blocks, that she had left her purse lying on the seat or upon the floor of the car.

Upon communicating with the officials at your car barns at 54th and 6th Avenue, she found that the pocket book had been turned in by the conductor in charge of the car, H. L. Gayle, and upon calling later Mrs. Kilgore secured her purse with the contents intact, including approximately \$14.00 in loose money.

I am addressing this communication to you for the purpose of expressing my appreciation to Mr. Gayle for his honesty and to commend your company for having men of this character in your employ.

Yours truly,
C. L. KILGORE,
412 O. T. Johnson Bldg.,
4th and Broadway.

DIV. ONE SHOW SETS HIGH STANDARD

After seeing Dad Rafferty, the retiring and quiet janitor of Division One, get out in front of a hall filled with railway employes and dance a jig, nothing can be classed as impossible. Mr. Rafferty's stunt was only one of the many surprises that made the program given by Division One at Recreation Hall, May 27, a notable and successful occasion. Credit is due to Motorman Nate Robinson, for mobilizing the theatrical talent and putting the show over in good shape.

Mtr. G. L. Daniels, the jokesmith, and Mtr. G. L. Ker, impersonating a bowery flapper, opened the show with a bang and were followed by the daughter of Mtr. William Matthews, with pleasing vocal selections.

Just to show that you can find any talent among street car men, Condr. J. L. Krc put on a comedy rapid-fire drawing act that had a professional finish.

Conductor Impusene and his young cousin, Roosevelt Baio, put on an amusing stunt. After the younger member had told a few stories with his cornet, the two put on a humorous mind-reading demonstration.

Mrs. Impusene, wife of the conductor in the previous act, kindly helped the program with some clever magic tricks. Her partner in the act, Mtr. Robinson, insisted on exposing the sleight of hand work and brought out many a hearty laugh.

Miss Orphan, daughter of Motorman R. J. Orphan, pleased the audience with clever dancing numbers.

The wind-up was a boxing bout, with impersonation of Dempsey and Carpentier. Just to make it realistic, two cops staged a raid and then joined in the singing. The gloves were handled by Condrs. Krc and Shubert. Mtr. Daniels was referee. Mtr. Ramsdill and Mtr. Ker acted as managers to collect the gate receipts. Mtr. Robinson and Condr. Considine acted as seconds and Condrs. Urban and Perl represented the stern arms of the law.

The two division shows staged so far have set a high standard, which will keep the others on the jump if they intend to take first honors.

Keep your health and your health
will keep you.

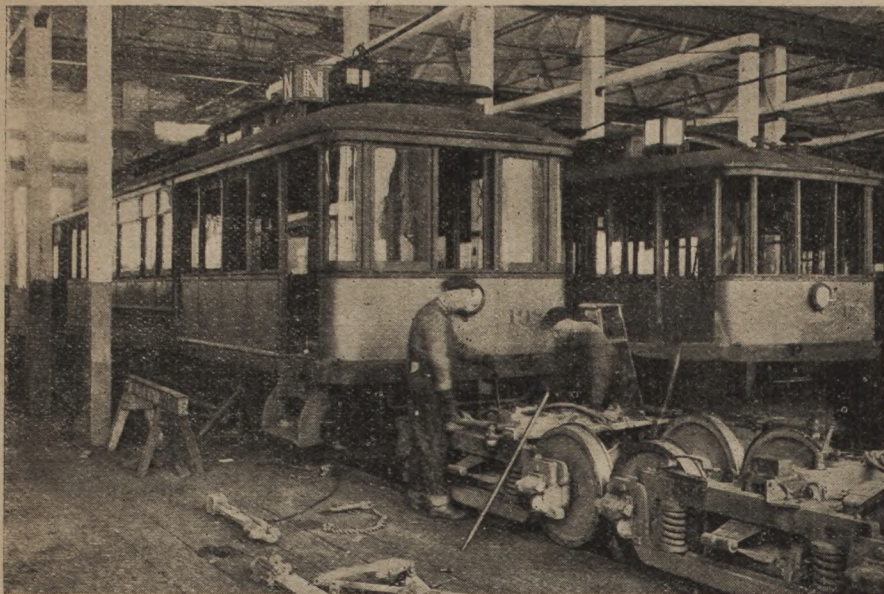
Motorman's Child Wins Beauty Prize

Little Miss Frances Orpha Wolfe, daughter of Mtr. Frank E. Wolfe, of Division Three, who was winner of a prize in the contest conducted by Two Bells a year ago for cute sayings of children, has added to her fame. She won a prize at Lincoln Park, May 20, for being the prettiest child between four and eight years participating in the events.

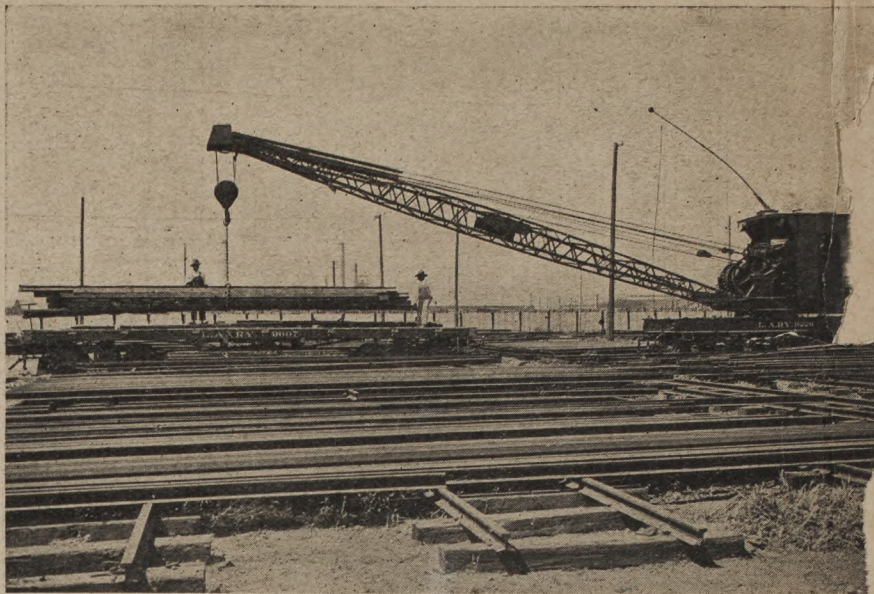
A fellow who stands on his own feet
is never walking on his uppers.

The test of a man is the fight he makes,
The grit that he daily shows,
The way he stands on his feet and takes
Fate's numerous bumps and blows,
A coward can smile when there's
naught to fear,
When nothing his progress bars,
But it takes a man to stand up and
cheer
While some other fellow stars.
—Chord

Backing Up The Street Car Service



Jacking up a Car and Removing the Trucks is Almost a Daily Event in the Big Task of Keeping Equipment in First Class Condition.



This Husky Crane Has Picked up Almost 25 Tons of Steel as Easily as You Would Pick up a Controller Handle or a Few Pads of Transfers.

ENGINEERING DEPARTMENT COVERS EXTENSIVE SCOPE

WHEN the track is smooth, the power good and the equipment is in first class condition, we are apt to take these conditions as a matter of course. Behind it all, backing up the street car service, is the engineering department. Engineers, electricians, mechanics and track men give their best work day and night to maintain good service.



P. B. Harris

The department is under the direction of P. B. Harris, chief engineer. In addition to the offices and drafting room in the main building, the department has an important center at the main shops, Fifty-fourth street and South Park avenue. There the repairing and reconstruction of cars is carried on with the aid of the machine shop, carpenter shop, painting rooms, etc. A large building is devoted to repainting cars.

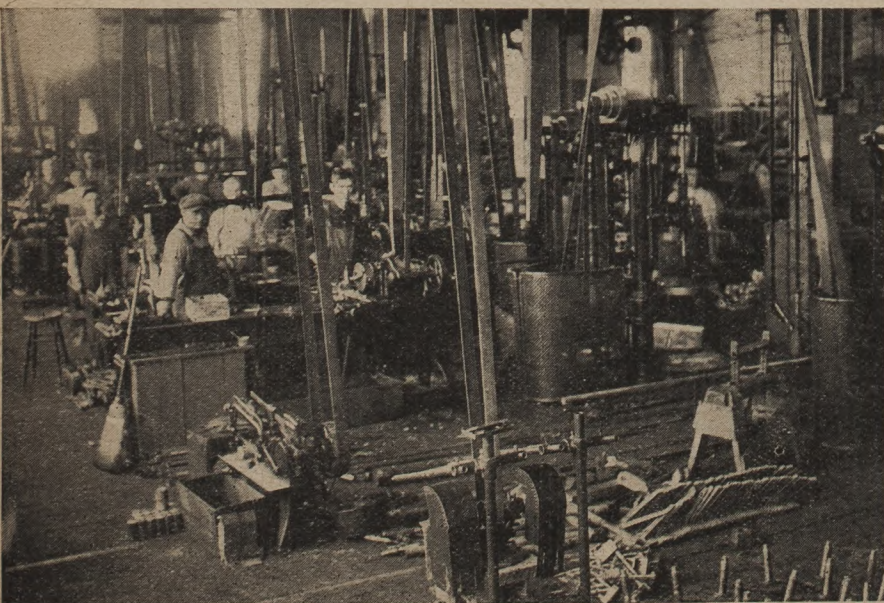
At the Vernon Yards, Vernon and Pacific Boulevard, track and other maintenance of way department equipment is kept. The first of the automatic substations is located in the Vernon Yards. The work trains from the rock gondolas to the 15-ton crane operate out of "the yard," which

comprises 43 acres.

The electrical section of the engineering department has charge of substations and electrical repairs. Considerable space at the South Park shops is devoted to the work on motors. The rainy season sees activity there at the top point as it brings a lot of motor trouble.

The Los Angeles Railway operates several trucks for hauling track work material. The line department uses the tower trucks and automobiles are necessary in connection with work of the main offices. In horse-car days there was no need for an automobile department, but today a garage is an important adjunct.

The mechanical departments of every division car house are important units. They take care of minor repairs to street cars.



This Corner of the Machine Shop is One of the Busiest Spots at South Park as the Machines Handle a Varied Line of Work in a Day.

MAINTENANCE OF WAY MEN HANDLE 384 MILES OF TRACK

THE Los Angeles Railway has 384 miles of track. The job of looking after making extensions and changes falls to the maintenance of way structures. In charge is B. H. Eaton, engineer of



B. H. Eaton

This work is in very close connection with the actual operation by trainmen.

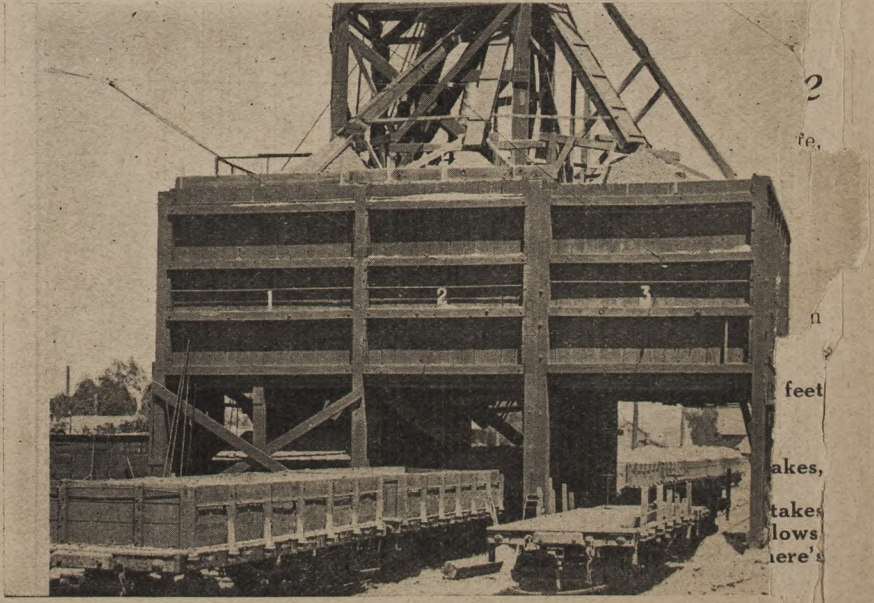
In addition to track, the department has charge of bridges and repairs to company buildings.

The track work requires a considerable amount of equipment and material, which is handled out of the yards. The big crane, shown above, is electrically operated and is mounted on a car so that it can be dispatched to any point on the system. Recently the big fellow has handled 60 carloads of steel in a week. The shipment is made east on a steamship. A lighter crane is used for lighter work of similar nature.

An electrical ditch digger is another interesting piece of machinery used by the department. It is used to dig a ditch for trolley wire and will cut a clean and even ditch for new track and with a great saving of time. It was used recently in working on street, Inglewood, in changing the level of the track to conform with paving.

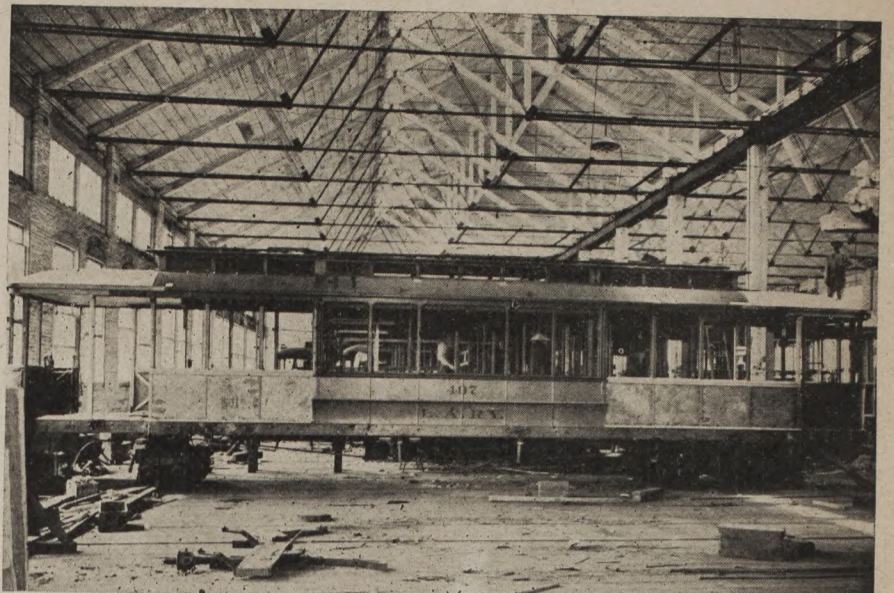
Track repairs usually call for installing new ties and ballast. The ballast is hauled from Vernon yards, where it is loaded into cars, as shown in the picture below. Tile drains underneath the surface carry off the water seeps through from the street surface and minimizes damage to track. This work has to be done at night so as not to delay service. This is especially true where installation of special work at curves and switches is necessary.

Track grinding is necessary to overcome the effects of sudden stop and gradual wear. Particularly where the brakes of scores of cars are applied at almost the same spot, a gradual wearing of the track results.



Rock is Loaded in Maintenance of Way Department Cars at Vernon With This Equipment and is Used For Ballast in Construction Work

Stations Generate Power



No, It Is Not a Library or a Cafe, But the Garvanza Substation Which has One of the Automatic Motor Generators Recently Put In Service.

This Picture Shows How Little Ones Are Made Into Big Ones By Lengthening the Ends of Loading Platforms and Adding Some New Seats.

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ELECTRICAL DEPARTMENT DIRECTS MIGHTY CURRENT

ches of the controller and the car picks up speed. The operation but behind it is the organization of the electrical end of the enginment with powerful generators and miles of wire which bring the y waters from high in the Sierras to the controller box for the sengers.

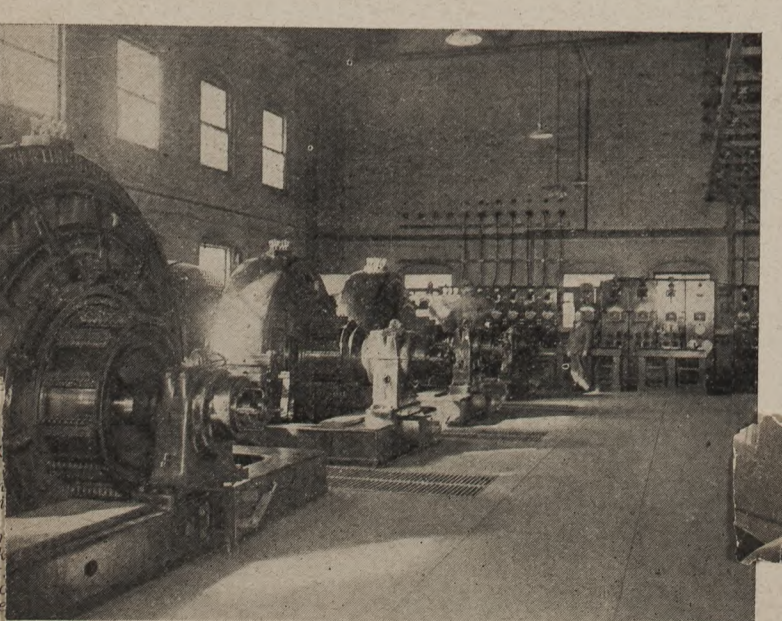
The twelve substations, with their motor generator, which send current over the feeder wires and into the trolley wire, may well be considered the key points of the electrical system. The main station is located at Sixteenth and San Pedro streets and others are at strategic points along the lines.

The electrical department directs all line work. Every morning tower trucks leave Sixteenth and San Pedro with equipment for installing new wire, repairing or tightening hangers and other parts of the wire. The line work also includes installation and supervision of telephones on the company system. The emergency telephone lines extend throughout the system and center in the

Turley, electrical engineer, is in charge of the varied work of the

complete program for giving adequate electrical power facilities through e of automatic substations has been occupying the attention of the dent recently. The first automatic substation was installed in the Vernon The equipment is the latest thing in electric railway work and at- considerable interest. The second unit was installed in Garvanza.

third automatic station is being built in the Melrose district and will



The Interior of the Main Substation Located at Sixteenth and San Pedro Streets, Where Four Motor Generators Operate Daily.

REPAIRS GREAT AND SMALL DONE IN THE MAIN SHOPS

A VISITOR was being shown through the main shops at Fifty-fourth and South Park avenue. As he passed from the boiler room, through the blacksmith shop, the electrical repair room, the machine shops and paint shops, he exclaimed: "Gee, it sure takes some stuff to make the street cars go," according to E. L. Stephens, master mechanic.

All manner of repair work to cars is handled at the main shops. Sometimes it is a case of a bolt or two needed and in other cases practically a new car is built around the old gong.

The boiler room, which supplies steam to the big steam hammers, has been rated by state inspectors as a model for cleanliness and safety.

In the blacksmith shop, oil furnaces heat heavy pieces of iron and steel for shaping under the hammers.

The electrical repair department is under the supervision of J. L. Clarke. Here all motors damaged by weather or by careless operation are fixed and restored to service. The department also handles the wiring of cars.

The picture gives a glimpse of the machine shop with its lathes, drills and other machinery. The safety idea is carried out just as strongly in the shops as on the cars.

The picture above, taken in the carpenter shop, shows one stage in the reconstruction of a street car. The program of rebuilding older type cars has occupied the carpenter shop and in fact all shops through 1921-22. Cars damaged in accidents usually visit the carpenter shop for repairs, then go to the paint rooms.

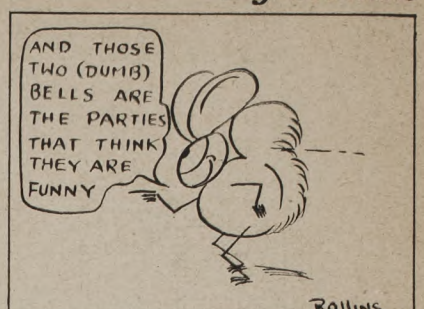
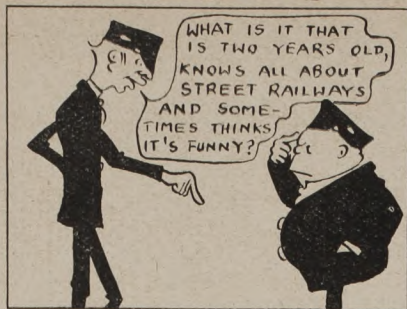
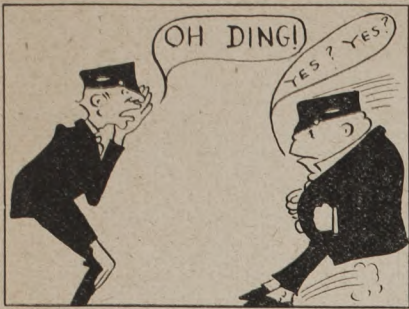
The paint shop occupies one of the largest units at South Park as the company aims to keep the yellow cars neat and clean while in service. The transfer table for the paint rooms on which cars are moved from one section of the shops to another, is being extended.



Grouped Around the Speedy Emergency Truck, the Men of the Company Garage Are Looking Handsome With the Garage Building For Background.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. T. C. Riffe, Div. 4
Los Angeles Railway.
Gentlemen:

With your kind permission, would bring to your notice the politeness of conductor 1458 in assisting an aged woman to the Pico car in vicinity of Pico and Alvarado sts., Sunday, May 21. As the conductor handed her an ungainly parcel which he had picked off the floor, the old soul appreciatingly remarked, "It is very kind of you to help an old woman." Have noticed considerable kindness and courtesy to aged patrons by your men, so much so that the question today is "What would our community do for specimens of its lost art of politeness, were it not for our corporations, the railways, telephones, etc.?"

For instance, when a young lady on entering an office building, avoids slamming the doors in one's face, the probabilities are that at one time that particular Miss was a telephone operator. Politeness is an unknown word in Miss Los Angeles' make-up. Watch her entering an office building at any hour on any day, but be careful to dodge doors.

It is up to the School Board to publicly thank our local corporations for their extension courses in courtesy and politeness.

With best of wishes, I remain,
Very truly yours,
EGBERT G. LEWIS,
1032 Citizens Natl. Bank Bldg.

For Mtr. J. H. Critchett, Div. 3
Los Angeles Railway.
Gentlemen:

Patrons of your railway certainly must appreciate a motorman such as 1681, who not only calls out names of streets, but in a voice that can be understood.

In a city like Los Angeles, where there is such a floating population and so many strangers, such courtesy on the part of your employes ought to be recognized.

I am a daily passenger on the different lines and think it only just to mention this matter.

MRS. K. M. MIHLFELD,
321 So. Olive St.

For Condr. E. F. Page, Div. 5
Los Angeles Railway.
Gentlemen:

Again I wish to commend one of your conductors, 2520, on a Santa Monica car.

I am sorry that the truth is that I seldom receive from an L. A. Ry. conductor a civil answer to a civil question. For instance, recently I told a conductor that I was not familiar with the street at which I wished to leave the car, and requested him to make sure I was not carried past it, and would he come to the floor of the closed part of car when he called the street, as I could not hear very well from my seat inside—he rudely answered, "then sit outside!" And when I quietly replied that it was too cold for me outside (I am 62 years of age) he roughly said, "Well, it's not my business to go after you!"

I found myself in a similar situation the other morning on the Santa Monica car, with this marked difference: the conductor, 2520, pleasantly said, "You take a seat inside, and I will come and get you know when we reach your street," which he did.

Sincerely,
MRS. HELEN STUART-RICHINGS,
2703 So. Hoover st.

For Condr. C. F. Abbott, Div. 3
Los Angeles Railway.
Gentlemen:

I feel impelled to report a little incident that occurred on a West Adams St. car yesterday evening. I stepped on a large tack just before boarding a West Adams St. car at 11th and Hill. I tried to get it off, but couldn't, then conductor 2582 came to my aid, picked up a piece of tin or sheet iron and pried the tack out. Just think of it. A conductor acting in such a friendly and neighborly manner. This man was different. This is a very small insignificant incident, but it showed the kind of stuff this man is made of.

Yours truly,
C. E. CARTER,
219 1/2 West 11th St.

SPECIAL SAFETY RULES TO PROTECT CHILDREN

Impulsive Acts Present Different Danger and Require Greater Care

By JOHN C. COLLINS
Supervisor of Safety

I WISH I had the power to vividly describe some of the things I have seen or take you men to some of the places I have been. For in the past it has been my painful duty to have carried little children who were injured by cars or autos to their homes. One cannot describe the anguish that is expressed in the faces of the parents as they recognize their own child.



First the fear that the child is dead, then the poor excuse of a smile when they find a spark of life exists. They all turn pale, some get hysterical, others just cling to the injured

one, refusing to let anyone help relieve their suffering. It is the most heart-rending scene imaginable. You are willing to do so much and are helpless for there is so little you can do.

I have seen children suffer, brothers and sisters cry, fathers smiling encouragement through their tears, and the poor mother just heartbroken, willing to do anything to ease the suffering and save the life of her loved one. As I see these people and know what they are suffering, I would rather be one of them and bear their trials, than to be the man responsible for the child's condition. The parents are pitiful enough, but when you see a strong man break down completely, you then gaze on the most pitiful sight one could possibly see. You know you would rather be the child or the parent of the child and suffer their loss, than to be the man and suffer what he must for the rest of his days. This is one reason why I am a safety man today.

Children playing in the streets, on or near the car tracks, is always dangerous condition. The thought of injuring a child is unthinkable, a regular nightmare to a motorman or a conductor. There is nothing so trying on his nerves than to have a close call of injuring one.

Not one parent in a hundred knows how to teach safety to children. "Don't" is the word most used in correcting them. They hear it so often that they pay no attention to it. "Do" is the word they should use. In order to get children to think, they must have something to think about and you must supply the thing.

Every time you are about to cross a street with children make it appear to them as though they are taking you over safely, make them think they can do it better than you can. Give them some little responsibility instead of always looking out for them, get them to take care of you. They must have a purpose to make them think, for purpose is the big guiding motive of all life.

There is no need to say, "Why don't you look after their children and get them off the streets?" Those who

say that do not know children and are not fathers and mothers, for it is almost a hopeless task. They cannot keep the children inside all the time, neither can the mother be with them all the time.

Rest assured they have been warned to be careful many times before starting to school, but they soon forget. Their active little minds run wild with imagination and are impulsive to action, so that one cannot tell what their next move will be.

There is but one fact for the trainman to recognize and, regardless of parents, the children are there and in probable danger. Do not hesitate about what action you take. Be safe.

There is no doubt but that a great deal of luck is attached to the fact that any of us are here, for more than likely some man saved our lives when we were children. Nowadays a child needs to be more lucky than we were in order to reach the voting age, for the danger has greatly increased. Not a day passes but some of our men save the lives of somebody's children. Quick action on the part of chauffeurs may have saved your own child's life many times. You must recognize the fact that the children are there, and schedules, time, conductor or anything on earth should not prevent you from slowing down ready for any move they are likely to make. Never allow yourself to get hardened so you pass children the same as you do autos. If a condition involving children shows up just enough to attract your attention—that alone is all that is needed to tell you that action is necessary. Do not take one single chance, plan your stop at a point before reaching the children and be ready for any move on their part.

If you have children yourself you know how irresponsible they are and how badly you would feel were you to injure one. You are capable of keeping from hurting one of them, if you but recognize the conditions when they arrive, passing schools, crossing streets that lead to or from schools, places where children congregate to play and any place where rails are above the ground so they can walk on them, as on private right-of-ways.

If it looks as though conditions are dangerous, let us know, and we will do what we can to help. But remember it takes just so many feet to stop that car at a certain speed; if you allow it to get too close to a condition, no matter how anxious you may be to stop, you have waited too long. You are dealing with a mechanical apparatus that can do only what you permit it to do.

THANKS FOR HELP

Wm. Lunn, formerly night foreman at Division One, wishes to thank all fellow workmen most sincerely for the kind manner in which they have come to his assistance during his sickness, both financially and otherwise.

On The Back End (Contributed)

The Los Angeles Railway co-operated enthusiastically in the round-up of 8,000 traffic law violators and was ably represented in police court by C. J. Knittle, scribe of Division Four. Knittle is delighted to know that the affair was such a success and is glad to have a chance to co-operate. He still feels that Los Angeles is a "fine" city.

Eddie Cruzat, jovial janitor of Div. Five, is noted for his wit and his southern philosophy. Last Saturday when he was preparing the safety flag for a transfer out to Division Three, he was heard to remark that it was mighty hard to have to give up the flag. "Yes," said Supt. Morrison, "I sure hate to see it leave here, for we fought mighty hard to hold it." "Well," said Ed, "It is a good general who will give up his flag rather than sacrifice a lot of valuable men."

Conductor E. Brown, the Swede, was waited on by a delegation of Division Three men recently and presented with a cute little box of genuine Copenhagen, but it was not appreciated. S' nuff sed.

Mike says it's great stuff working as a trackman, because he has to quit every minute or two to let a car go by.

Motorman Butler and Conductor Grigsby, of Division Four, would like to know if Division Three lost a conductor the same time that a stool was lost from car 288, May 25, at Tenth and Main, at 8 A. M.

On the Sick List

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

- DIVISION NO. 1
Conductors—E. S. Wright, 207 N. Chicago.
Motorman—C. S. Johnson, 1950 Penn. Ave.
- DIVISION NO. 2
Conductors—F. F. McGinn, 4421 S. Stanford; E. L. Corwin, 242 E 52nd St.; N. E. Olton, 3727 South Hope St.; L. Light, 1914 Clippell St.
Motormen—J. E. Carlsen, R. F. D. No. 12; W. W. Stewart, 1052 E. 51st St.
- DIVISION NO. 3
Conductors—J. B. Lovelace, 2612 Huron St.; J. Pewitt, 7344 Aragon; W. Elliott, 437 Isabell; E. P. Voorhees, 118 S. Ave. 18; A. E. McGilliard, 236 E. Ave. 38.
Motormen—G. David, 1950 Cypress; J. C. DeDeck, 2616 Idell.
- DIVISION NO. 4
Conductors—C. Wearren, 801 1/2 West Pico.
Motormen—G. A. Allen, 1413 Girard St.; G. Jensen, 3306 Opal St.
Operator—J. P. Michels, 1182 West 24th St.
- DIVISION NO. 5
Conductors—G. R. Stevens, 5341 3rd Ave.; F. D. Groff, 5349 1st Ave.; A. A. Sprung, 123 W. Jefferson; A. W. Hall, 830 W. 61st St.
Motormen—J. F. Beswain, 1213 W. 52nd St.; A. W. Fletcher, 4500 Willow St., Inglewood.

Looking 'em Over at the Divisions

DIVISION 1

Well the Big Show is over and all the boys think it was a great success.

Condr. P. Combs is back from a three months' leave of absence from Arizona, where he has been recuperating on a farm.

Motorman T. C. Jones left for sixty days to visit relatives in Oklahoma.

Motorman F. J. A. Sharon is back from a sick leave. He has been confined to his home with a case of "Flu."

Conductor H. H. Wulf relates the following experience on West Pico St. the other night, "I was east bound on Pico car. Just before we came to Mott Street a colored man asked me to let him off at Savannah Street. I said, "Alright," and then called Mott. As he thought I said alright Mutt, he made a swing at me. I ducked and none too soon. After some explaining he said he was glad he missed me and got off at Evergreen and walked back to Savannah."

Conductor W. C. Young resigned this week and is going to work in the Ford factory on Santa Fe Ave.

Division One wishes to thank the employes and their relatives who took part in the show.

The fellow who does has it on the "I'll try" bunch.

DIVISION 2

C. L. Christensen

Motorman C. Haggard, recently received news of his father coming to Los Angeles from the east, so was anxiously waiting for a telegram, stating when he would arrive. Instead, C. H. received a wire stating that his father was taken off the train in Kansas City, where he later died.

Motorman W. S. Ferguson's father-in-law passed away May 26, at the family home at 394 West 69th street.

Conductor E. A. Schoenbaum took off a few days recently and thought he could slip something over on the old man by getting married to Miss Mercilla Todd of Los Angeles, but the old man caught on and on the young couple's return, congratulated them with a smile and made them welcome to his home.

The happy folks will be at home to their many friends at the Marie Antoinette Apts., at 11th and Union sts. Congratulations.

Conductor I. P. Stoner is taking a couple weeks off to go to a rest resort in the mountains to improve his health.

Conductor A. C. Walinder has a couple of months' time to visit friends and relatives in Detroit, Mich.

Conductor C. E. Finney is on a short vacation to rest up.

Switchman Chas. Halderman is on the job again, having spent several weeks at a local hospital, where he underwent an operation. Glad to see you back, Charley.

Motorman W. E. Schoenbaum has secured 60 days' leave of absence and is making a combined business and pleasure trip to Salt Lake, Minneapolis, Chicago and other middle west cities.

Politeness immediately pays the principal back and 100 per cent a day.

Who's Who



IN service since March 5, 1906, Mtr. J. E. Stewart, of Division One, begins to rank as a real veteran of street car service. He did his first railroading as a brakeman on the New Mexico and Arizona Railroad, dodging rattlesnakes and other playthings of the desert.

He came to Los Angeles from San Diego and took up the street car game as a motorman. His work attracted favorable attention and he was made an extra towerman in 1909. In 1911 he was assigned to this work regularly and continued until 1916, when he returned to car service.

He is one of the best liked men of Division One and a general good fellow.

The way to success is—Turn to the right and keep going.

DIVISION 5

L. V. Burwick

Motorman A. L. Mann has taken a leave of absence to look after a mineral prospect in Arizona.

T. M. Schrader and W. E. Shepherd are taking short vacations to rest up and to attend to some personal business.

Clarence F. Kadow, who was formerly a conductor out of this division, as well as several of the other divisions, paid us a short visit last week and renewed his acquaintances around the division. Kadow left the employ of the company in 1917, and has been very successful as a rancher near Chowchilla, Calif.

Conductor C. M. Smitt has resigned to accept other employment in Oakland, Calif.

W. H. Hobbs took a short vacation some weeks ago to try out the garage business in Hawthorne and met with so much success that he has handed in his resignation. If, during a joy ride through the Hawthorne district, especially during the wee small hours of the night, you should happen to run out of gas or blow out a tire, Mr. Hobbs will appreciate being awakened to remedy the trouble.

R. M. Fisher is taking a sixty-day vacation to visit his parents in Lamar, Colorado.

Motorman C. A. Durrett is back on the job after being on the sick list for the past two weeks.

A good fellow is a man who is a good fellow—not an empty-headed spender.

DIVISION 3

H. A. Russell

All of us who attended the doings at Recreation Hall last Saturday enjoyed, besides the presentation of the flag, the excellent program put on by Division One, and those who failed to attend missed a good thing. It will soon be Division Three's turn, so get busy boys. It will be necessary to go some to beat the last two shows, but you know our reputation and it must be sustained.

Vacation time is with us and the following are some of those who are vacationing: Mtr. E. Gardner, 60 days to Ohio; Mtr. V. A. Light, 60 days to Chicago; Condr. J. D. Bartlett, 60 days to Murietta; Condr. T. M. Adams, 90 days to Imperial; Condr. E. C. Croughan, 60 days to Steventville, Montana; and Condr. H. F. Smith, 60 days to Alabama and Kansas.

Mtr. De Deck, who has been laid up with La Grippe for sometime, the first day out had the misfortune to step on a large nail and is now on crutches, but expects to be on the job again soon.

Mtr. Horace Miller, who is at present on his ranch at Artesia, was in to see us and is certainly looking a whole lot better and says he feels that way too. He says when feeling bad there is nothing like getting out onto the dirt.

Mtr. Charlie Aldridge, usually quiet and peaceful, was insulted by an erratic auto driver who followed him to the end of the line to unload a heap of abuse, but from reports he now wishes he had not, for Charlie administered to him a dose of what was good for what ailed him.

We've all heard of the flapper girl. Have you lamped Mtr. J. W. Stewart minus his moustache? Well!

Don't that old flag look comfy though up there on the wall? Looks right at home, says Premier Safety Division and this is sure IT.

What's the matter with getting up a baby show, we are sure the Childs, Jaquish and the Taylor babies that we see around here evenings would be hard to beat, and you know this division's reputation of winning things.

Some of the conductors are complaining that there are others that have evidently overlooked paragraph "B" of Rule 7, in new Rule Book. It is up to relieving conductor to catch his car at least one block before relieving point. This is the rule and it is only fair to the conductor who is to be relieved, but quite a few make their relief at relief point standing on ground until passengers are all on. This is not fair, so get busy and play the game square.

Introducing New Men

The following men have been assigned to their divisions during the week ending May 27, 1922:

DIVISION NO. 1
Motormen—G. H. Thomason, B. C. Byrd, C. W. Curtis, J. W. Tuberdyck.
Conductors—O. L. Vernoy, G. C. Westfall, O. B. Welch.

DIVISION NO. 2
Motorman—F. S. Ramsey.
Conductors—J. E. Land, C. M. Oderfield.

DIVISION NO. 3
Motorman—L. L. Wilson.
Conductor—G. R. Whitney.

DIVISION NO. 4
Motorman—A. H. Montrose.

DIVISION NO. 5
Conductors—N. L. Cullum, W. E. Robinson.

DIVISION 4

C. J. Knittle

This is the second anniversary of Two Bells. With this issue our fearless publication starts its third year of service. We are mighty proud of our little weekly. Every issue conveys a lesson and we always get a good kick out of the "back end" column, Rollins' cartoons and the news. We earnestly hope for the continued success of Two Bells.

Many of the boys here have answered the call of the open road. Others have answered the call of the railroad. For example: Mtr. W. F. Murphy is on a ninety-day leave to visit mother in Brooklyn, N. Y.; Mtr. Frank Lehman is on a fourteen-day leave to attend to business in Arizona and Condr. H. G. Vantyle is on a thirty-day leave to attend to business in Climax Springs, Mo. Operator E. J. W. Brown is taking a thirty-day leave to attend to local business. Conductor A. B. Colson is taking a nine day rest and Conductor T. W. Laughlin has been granted a thirty-day extension to a former leave to take care of his mother who is ill.

Merchanic "Shorty" Welsh was quite peeved the other day. Said that patience had ceased to be a virtue and that he was through being the goat. Investigation of Shorty's trouble revealed that Foreman Ed Meuse, not being content with seeing him drive to his home at 63rd and Compton with a complete feminine undergarment fanning the breeze behind, had slyly attached a sign the next evening, "Don't tease the animal."

Operator A. Vejar is quite willing to meet Switchman Byers, of Division Two, in the previously mentioned buck and wing dance contest.

"It's a damp, cold night," mused an elderly gentleman as he clambered on my car last Monday evening. "Yes," I agreed, "it got damp quick."

Conductor D. W. Gibbs found a lady's black patent leather hand bag containing a dollar and forty cents, powder puff, two door keys, a brown hair net and has initial "W" on pull tab. Owner may have same by proving property.

Conductor T. H. Speed calls my attention to an error in last issue. I reported that he is back on the job again but I must confess a falsehood this time. Speed is still laid up on account of the accident at 11th and Main.

A fellow gets a great kick out of making good.

For Motorman A. J. Spohn, Division Five

Los Angeles Railway,
Gentlemen:

Allow me to commend to you Motorman No. 1769 for his strict attention to his duty on April 13, when coming in from Hawthorne on the trip arriving in Los Angeles about 3 p. m.

When about a quarter of a mile out of Hawthorne, with the car going at a fair rate of speed, he saw a small child about three years old playing in the grass, close to the tracks, and it was impossible for him to see the child until within 50 or 75 feet from it, but he stopped his car within 10 feet of the child, and it would have been impossible to do so unless he was paying strict attention to his duty.

He also took time to pick the child up and carry it to its mother across the street.

Yours respectfully,

WM. DICKS,

5524 New Hampshire Avenue,
Hawthorne, California.

Efficiency means sufficiency for the energy expended.