



# DIV. 4 LEADS NEW SAFETY CONTEST

## WATCH ENTIRE STREET, NOT JUST ONE MACHINE

By JOHN C. COLLINS  
Supervisor of Safety

In safe operation the power of observation counts for more than most men realize. A man should center his line of vision far enough ahead of the car to take in the whole situation. You look at nothing in particular but see everything. In this way you spread your attention over a greater field and are more likely to see the unexpected, or the party who is violating the traffic rules.



Never concentrate your vision on any one object in front, or at the side of the car, because by doing so you soon blot out all surrounding objects. Take for example a man who is watching an automobile; both traveling at high speed, car about seventy-five feet from the back of the machine. The motorman is steadily watching the back of the machine for any move likely to be made by chauffeur. He knows he is too close and is on his nerve ready for instant action but such action would do him no good, for if the machine were to make a quick stop it would be impossible to stop the car in the necessary safe distance.

### Stops Come Suddenly

The motorman is just taking a chance on the auto not having to stop; neither man can tell when it may be necessary for him to stop. Conditions on the street control that, to a great extent. On account of the motorman having his vision centered so intensely on the auto, it will be all that he can see. In a very short time all other things on the side of the street or ahead of the car will be about out of his vision. His attention is concentrated on that one machine. This allows his car to get too close to danger, running over track

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

## School Schedules Begin Sept. 12

### New Library Books Range from Movies to Home Gardening

Several interesting new books have been added to the supply of good reading in the library, room 604.

"The Gardenette" contains the latest suggestions for city backyard gardening for vegetables and flowers. It contains many illustrations and shows how to make the best use of limited space.

"Animated Cartoons," tells how the latest feature of the moving picture industry was originated and developed. The funny drawings on film have proved one of the biggest hits of the movie world and the book tells about them in simple language and does not resort to technical terms. It is written by E. G. Lutz, a well known cartoonist.

Specially for office men, is Walter Camp's book "The Daily Dozen" which contains a set of exercises calculated to keep a man upon his toes.

### Phone Man Marries Then Passes Cigars

The happy smile on the face of telephone linemen is not because Pete Schaap got married but rather that he brought a box of 100 cigars to headquarters at Sixteenth and San Pedro to mark the celebration. Pete is a very popular man and receives the best wishes of his friends. His bride was Mrs. King, of the Board of Education offices.

They went on a honeymoon trip to San Diego.

### We Lost---But

(An answer to H. A. R., Div. 3)

We have read your poem in our little sheet.

And have to acknowledge that we were beat.

And had to surrender the "Premier Flag."

So go ahead with your melon jag. But just remember that in the next race

Div. 4 must hold first place. And the illusion you have about Div. 3 will be rudely shattered, take it from me.

We know we can win it if we try One thing sure, we will never say DYE.

C. W. L., Div. 4.

## Added Service To Be Set By Registration

School opens for the new term, September 12.

This brings the necessity for the special school service which is given for the convenience of the hundreds of boys and girls, particularly high school students, who ride from their homes in one part of the city to a school in another district.

Registration is scheduled for September 6th.

The students will be adequately served that day when the figures will be made for the basis for what extra service is needed. Careful checks will be made the first few days of school to determine the number of students riding to the various schools.

School tickets will be sold as usual at the ticket office in the Pacific Electric depot, Sixth and Main streets.

A mule can't kick and pull at the same time—neither can you.

## SAYS TRAINMEN ARE BEST IN U. S.

The following letter, which appeared in a morning newspaper, is a fine commendation of trainmen as it is made after comparison with others all over the country:

I wish to praise a Los Angeles feature that has not been boosted to my knowledge. I refer to the motormen and conductors on the urban and city electric railway lines.

While Los Angeles is notorious for its fast speeding automobiles and the many accidents, the result of fast and reckless driving, there would be ten where there is only one if it were not for the wideawake and careful motormen on the street cars.

The Los Angeles street car employees are far superior to those of any large cities I have ever visited and I have visited them all in this country and Canada. Have been sight-seeing by car lines and autos here for over a year and so am competent to express an opinion.

L. A. CONSTANTINE,  
Ocean Park, Cal.

## ALL CLOSELY BUNCHED IN FIGHT FOR PENNANT

With only five points between first and fifth place, standings for the first week of the new safety contest show the five divisions closely bunched. This marks the beginning of the fourth race for possession of the Premier Safety Division flag, which now decorates Division Three.

Division Four is off in the lead with a score of 988, making a good start in the effort to bring the big flag back to its former home. Division Five has second place by a narrow margin with a mark of 987. There is less than a point separating Divisions One, Three and Five and Supt. Morrison's men have second place by only a fraction of a point.

Division One has a slight lead over Division Three for third place, after splitting the fractions involved in the score of 986, with which both are credited. It is encouraging to see Division One off to a good start after having graced the cellar position.

A run of auto accidents put Division Two into fifth place for the first week, with a score of 984.

The handicaps have been calculated to show the actual improvement over the last standings so a keen interest has been aroused in all departments.

## Interest in Contest Found on Atlantic

Interest in the Los Angeles Railway safety contests is spreading rapidly and has extended even to the steamship "Aquitania" in trans-Atlantic service.

Motorman Marius Tessore of Division Four, who left some time ago for France on business, has written Supt. L. L. Wimberly from aboard ship stating that owing to a quarantine on part of the boat passengers will be unable to proceed through New York and he will be delayed 12 or 14 days. He left Cherbourg, France, August 13. He writes:

"I hope that everything is all right and the Safety Contest flag is still at our division."

Apparently there will be some sad news for him when he returns.



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### The Public Judges the System by Your Action

WE WANT the general public to recognize that the men on the cars today are, as Mr. Dunn said in last week's Two Bells, "by far the closest to 100 percent efficient that we have ever had."

The service and safety records speak for themselves. They show that **the street railway transportation is at its best right now.** All fair minded elements of the general public recognize the excellent achievement.

Trainmen have placed themselves in a favorable position with the public and should not do anything that will lessen public favor.

The trainman who never made a mistake has never been discovered. The same applies to the bank president. But when one trainman sees another make a mistake, a "bawl out" in the hearing of passengers does not help the one who made the mistake or the one who is ready with criticism. The net result is that passengers hearing the criticism decide that the one who made the mistake is representative of a class of inefficient men, whereas we know that nothing could be farther from the truth. Trainmen as a whole are highly efficient but mistakes will occur in every man's life.

This does not mean that there is no place in our lives for wholesome fun. In every department we intend to get the most pleasure out of life that we can. If one employe could not josh another, this would be a doleful system and "Two Bells" would not have as much interesting reading, but noisy criticism of a fellow employe, made in the hearing of the public, reflects on both men alike and unjustly lowers the standing of the entire force.

### Harmony Always Helpful

CRITICISM can be helpful or destructive. It all depends on the manner in which it is given and taken. It means the difference between real cooperation and selfish ignorance.

Here is an example of helpful criticism which was given as advice and was received in the proper spirit and resulted in cooperation and better service.

The safety bureau received a report that a motorman was making mistakes on his south-bound run. John Collins, Supervisor of Safety, boarded the car on its north-bound trip and observed the motorman. He noticed that he was operating the car properly. Mr. Collins told the motorman who he was and why he was on the car.

The motorman admitted he had made mistakes, but explained that it was his first service trip over the line.

It developed that the conductor, a regular man, had noticed the mistakes and called them to the motorman's attention. This was done without any loud talk before passengers and the advice was gratefully received. The crew, the company and the public were benefited.

Working in harmony in conformity with the rules and helping one another to do the work right is what makes for success in individuals and in the railway.

### BIG ELECTRICAL METERS CHECKED

The semi-annual check of meters at the substations upon which the railway's bill for electric power is calculated, is being conducted by H. H. Peterson of the electrical department at the laboratories of the Southern California Edison Company.

This is a very exacting work and requires about six weeks with delicate instruments. The meters are corrected to within one-half of one per cent.

Do not allow the glance of any presuming person to determine your standing in the world. A gentleman never dodges; his eyes look straight forward, and he assures the other party, first of all, that he has been met. —Emerson.

### S. T. COOPER ON EMERGENCY BOARD

S. T. Cooper, who has been a conductor at Division Four, is starting work as a supervisor. He has been taking a turn on the emergency board and later will be on outside work. Cooper is a world war veteran of the Canadian army.

Supervisor Londraville, who has been working in the office part of the time and helping at the junction of Ninth, Main and Spring Streets in the afternoon rush, will be on duty in the Westlake district shortly, which should be interesting news to the fair maidens of that district who admire a handsome man.

Safety First. Get the safety habit. You can't afford to take a chance. Take instead "a stitch in time."

### PROMPT REPORT OF DELAY NEEDED

By A. K. PLUMMER  
Director of Traffic

One of the most important factors in the successful operation of any railway system is the maintaining of regular service, as near as it is possible to. We of the operating department (and "we" includes every man of the operating force) are responsible for this service and it is our duty to prevent unnecessary delays as much as we can.

When your car is late and you know it is impossible to reach or leave the terminal on schedule, notify a Supervisor. Usually he will note your delay but very often his attention may be centered on some other of his many duties and he may fail to notice you. If you are unable to report your delay to a Supervisor call the Emergency Board, making your report about as follows:

"Train—3 Car—889 Grand & Moneta, north bound at Jefferson & Main, 14 passengers, delayed by auto at Washington & Main."

#### Have Report Ready

Also state how close the other car is following you.

Always have this information ready before you come to the phone; it saves delay. When you are ready to switch don't use any more time than is absolutely necessary. Remember your follower must carry your passengers through to the terminal and every second wasted by you places a heavier burden on him.

#### Report Immediately

If several cars are delayed, do not assume that one of the crews ahead has reported the blockade. Unless you positively KNOW that it has been reported, go to the telephone yourself and notify the emergency board. Your action may save you valuable minutes. The emergency board would rather have 15 calls on the same blockade than to miss a report.

Boys, good service is necessary; it not only advertises the company, and the city, it advertises you because you make up part of the company and its success is yours.

### TRANSFER RULES ON SPLIT LINES

Two matters connected with the transfers are called to the attention of conductors and safety car operators by the operating department.

The first concerns lines which have two terminals. Take for example the East Fourth and Hoover line. Out trip may start from Manchester or from Vernon and Arlington. Transfers issued before the junction of the two branches must show from which terminal the car started. This is done by punch marks at the side of the word "From" and not by punch marks beside the name of the terminal.

There is not room for a punch mark beside the name of the terminals so it was ordered in bulletin No. 165 that a punch mark at the left of the word "from" will indicate the first terminal printed on the transfer, which, in the case of the East Fourth and Hoover, is Manchester and a punch mark at the right of the word "from" will indicate the second terminal printed. This applies to all lines having two terminals. Look up the bulletin and be sure you are right. A number of conductors are making mistakes on this and close observance of the rule will be required hereafter.

The second point affects transfer walk-over privileges at Eleventh Street. They are explained in Bulletin No. 158 and should be clearly in mind.

### UNIFORM DEPT. NOW FULLY EQUIPPED

With a full line of all sizes of uniform suits and a complete tailoring service, the uniform department of the Los Angeles Railway is now equipped to meet all needs of trainmen.

Under the direction of Mr. Clayton C. Beers, superintendent of the uniform department, room 223 of the main offices is being equipped with stands and cabinets to facilitate the work.

The high quality of uniforms now worn by Los Angeles Railway men is spreading abroad, as was indicated recently when a San Francisco trainman sought to purchase a suit. He was informed that a sale could be made only to employees. Then he explained that some time ago he had bought a slightly used uniform from a man who left service here and declared it was the most serviceable he had ever worn and equal to any ready-made \$40.00 suit he could obtain in San Francisco.

When the serge uniforms are available, the same high standard of material will be maintained.

As some of the men voted a preference for the present material and will be allowed to continue its use they are advised by the uniform department to place their orders now and delivery will be made any time to suit their convenience but it will be to their benefit to order before the supply is too greatly diminished, according to Mr. Beers.

The uniform department announces that it can handle a limited amount of cleaning and pressing for employes at wholesale prices, delivery to be made at the department office, room 223.

Look out for the safety of the other man's kiddie—he is looking out for yours.—Safety First and Last.

### Little Stories OF Street Car Life

At the busiest corner in the city, Seventh and Broadway, cars and machines north and south bound were waiting for the signal to go. When the semaphore changed, an autoist east bound, failed to stop, then stalled his engine near the car tracks, but not in the path of the car.

The motorman on a south bound car saw in a glance a truck was standing just across the intersection. He knew he might just nose through, but the combination of the stalled auto and standing truck would prevent other vehicles moving south so he stopped his car although he had right of way. The auto could not back up and the traffic officer motioned it across Broadway as soon as the engine was started. This cleared the way for all south bound traffic and averted a tie-up.

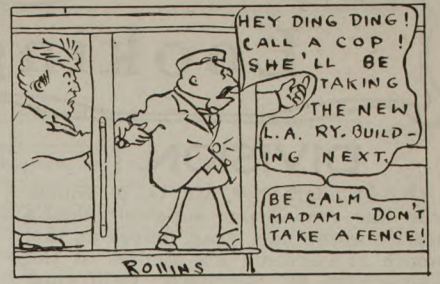
The busy traffic officer noted the number of the car and said to himself "Good work; good judgment." Later he took a precious moment to tell a supervisor of the incident.

The motorman's name and number? Never mind about that. He showed quick and good judgment in an emergency and received the credit he deserved, because he looked to see if he had a clear way through with other traffic as well as a clear way to start.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

**Bouquets Received Last Week**  
 Condr. J. E. Delaney, Div. 2.  
 Condr. A. L. Johnson, Div. 2.  
 Condr. L. C. Yarrow, Div. 2.  
 Condr. Chas E. Clifford, Div. 3.

**For Mt. E. B. Clark, Div. 2**  
 Los Angeles Railway,  
 Gentlemen:  
 As a passenger on an inbound Maple Avenue car this morning, I witnessed a very clever and skillful stop on the part of your motorman No. 1047. Had he not been alert and applied his brakes as quickly as he did, he would have crashed into a Ford delivery, that suddenly dashed in front of his car as he was crossing over one of the cross streets.  
 Yours very truly,  
 G. G. RUSSELL,  
 Box 37, Artesia, Calif.

**For Condr. D. B. Dunn, Div. 3**  
 (Following is taken from a letter received from Mrs. B. S. Galloway, 1420 W. 28th Street, Los Angeles, Calif.)  
 "I wish to recommend No. 80 as one who deserves promotion. Especially in announcement of the streets, transfers, etc., is he fine."

**For Condr. A. B. Colson, Div. 4**  
 Los Angeles Railway,  
 Gentlemen:  
 Was a passenger on a West 11th Street car today and with pleasure want to tell you of the extreme courtesy and kindness of the conductor, No. 288, to an old lady badly crippled.  
 If more of the men would be considerate of old people and women with children, how much nicer it would be.  
 Yours respectfully,  
 MRS. E. SYFERT,  
 138 N. Ave. 21.

**For Mtr. A. Mariscal, Div. 2**  
 Los Angeles Railway,  
 Gentlemen:  
 Although it is somewhat late to report this matter, I am sure it is not too late to report an experience I had last week during the rain.  
 I ride on the Central Avenue owl car leaving 5th Spring Streets at 2:05 a.m., eastbound, and in charge of Motorman 2301. I recently had to carry a large sum of money home with me and as the car does not make a regular stop at my corner I explained the situation to the motorman. This man not only obliged me by making the stop but hesitated long enough to get me safely to my door.  
 Then during the recent rainy weather, as we were crossing 5th and San Pedro Street, a yellow cab with two passengers came tearing down the street and had it not have been for the quick action on the part of the motorman, No. 2301, there would have been an accident that would have been very serious and more than likely killed the people in the cab.  
 Yours very respectfully,  
 E. L. MASTERSON,  
 1549 Essex St.

**For Condr. G. M. Smith, Div. 2**  
 Los Angeles Railway,  
 Gentlemen:  
 I understand that your company has inaugurated a system of credit markings for employes who render meritorious service, and if this is true I desire to mention for your special consideration Conductor No. 848.  
 I have observed his uniform courtesy and kindness to passengers and his general efficiency.  
 Yours very truly,  
 R. T. ARCHER, Atty.,  
 332 Security Bldg.

**For Condr. H. C. Hales, Div. 3**  
**For Condr. C. G. H. Grouland, Div. 2**  
 Los Angeles Railway,  
 Gentlemen:  
 Conductors 1040 and 1846 are most certainly perfect gentlemen and handle the public to your interest.  
 Also Inspector at Temple Block is a hard worker.  
 Yours,  
 C. E. SHULER,  
 P. O. Box 1216.

## RECORD CROWD ATTENDS MONTHLY ENTERTAINMENT

THE biggest crowd that had attended a monthly dance for some time attended the festivities at Recreation Hall August 27, when Supt. L. L. Wimberly of Division Four formally surrendered the Premier Safety Division Flag to Supt. E. R. Dye of Division Three.

There was a general sigh of relief when it became apparent that Master of Ceremonies Maggs was not going to make a speech. He introduced John Collins, supervisor of safety, and let it go at that. Mr. Collins spoke briefly on the make-up of a safety man and the importance of accident prevention work.

Supt. Wimberly expressed considerable regret at losing the big flag and predicted its return to Division Four. Supt. Dye did not want the audience to get a wrong impression, so assured everyone that the flag would remain at Division Three. Superintendents Mann, Williams and Morrison, have their own ideas as to where the pennant will repose at the end of another 10 weeks, all of which adds to the gaiety of nations.

The entertainment was clever, the punch was abundant and cooling, the music was snappy and the dance floor excellent. Eleven-thirty o'clock came all too soon at the end of a perfect day or rather a delightful evening.

## WATCHING ONLY ONE OBJECT BLOTS OUT OTHER DANGERS

(Continued from Page 1, Col. 1)

crossings, switches, curves, or anything on the track ahead.

This happens more times than one would realize. It will happen to a man who is looking ahead of him but not seeing. If that is the case, what can you expect of the man who allows his attention to be concentrated on some object at the side of the car?

### Everything In View

In scattering or spreading your attention over the street ahead of the car, the trolley wire, rails, side streets, blind alleys, as well as all objects in the street come within your scope of vision. Every man takes in about the same scope, but some see about ten times more than another because they do not concentrate on any one thing. Most of the things make no impression on them, they just catch the unexpected thing out of the ordinary or that which is liable to interfere with them.

The man who scatters his attention over the whole field in front sees the movement of cars and autos ahead, far enough away that he is prepared when he arrives at the danger point. While the man who watches only one object needs to have the machine directly on the track before he thinks it necessary to prepare for it. At times the things that are not on the track need attention more than those that are on it, in fact they need it the most, for one is where the other is liable to be.

### Mind and Body Co-ordinate

The men who are good observers are usually active both in mind and body, quick to think and act. If they were running along about to make a stop, found the air failed, or brake rod should break, they would instantly reverse the car, because they have always thought just what they would do in case they should get up against such a proposition. They do not lose valuable time debating what to do, the unexpected happens and they instantly recognize it.

Some men develop both observation and concentration. To be well balanced observation should be the stronger of the two, so that while a man concentrates he is actively observing. All public speakers are able to do this which enables them to pass over the thing of little importance, retaining those having a greater effect.

### Special Objects Noted

Things out of the ordinary is what the trainmen should see in time to protect themselves against danger. This protection is gained in most cases by simply throwing off the power at the time the unexpected is noticed. The gong and the air are the two other counter moves, which when properly used to take care of all situations.

The faster a man travels, the less he sees. He gets a combination of flashes that awake no special interest in anything, they do not have time to register the impressions on the mind.

When you sift it down you find; that to keep from injuring anyone, you must be careful; to keep from being injured "watch out".

## Sash Stops Put on Motorman's Window

The engineering department has completed installation of sash stops on motorman's window of all center-entrance cars. The stops are set so that the window can be opened sufficiently for ventilation but will prevent small boys and small persons of other ages climbing through the window to steal a ride. This is the second or third time the windows have been so equipped.

Trolleys must be changed from the outside the car on the center-entrance type hereafter.

It's a very clever man who can take a chance and not get hurt, but it's a wiser man who keeps as far as possible out of danger.

## Claim Men Enjoy Address on Movies

C. M. McRoberts, general claim agent, has returned from his vacation, part of which was spent attending the convention of the Pacific Coast Claim Agents Association. Mr. McRoberts gave a talk on the use of moving pictures in exposing malingers. The topic proved of great interest to the delegates.

### WESTERN AVE. TERMINAL

Cars arriving at the terminal of the Western Avenue line at Western and Santa Monica, will stop with the North end of car directly opposite pole on which telephone box is located.

R. B. HILL,  
 Supt. of Operation.

## On The Back End (Contributed)

A typical Dutchman, round face, rosy cheeks, Van Dyke, twisted moustache and the customary bay window boarded Motorman Louis's Pico car on Broadway and worked his way to the front end. "Vil you told me when ve got by Feeftth ave.?" he asked. "Yes," replied Lewis, "take a seat, mister, and I will call it out. It is quite a ways to Fifth Ave." "Alright," said the German as he started for a seat, "you will not forget to safe it for me?"

DIV. 4.

A Chinaman has been in the habit of riding Operator J. L. Cates Griffith car from the Plaza to Vernon and McKinley every morning. Last Monday morning on his customary trip the Chinaman suddenly jumped up as they were leaving 3rd St. and wanted off immediately. "What's the matter, Charlie?" asked J. L. in surprise. "I just happened to remember that I was robbed last night and I must report it to the police," the Chinaman responded brokenly.

The biggest job the uniform department has had so far is a pair of trousers for Mtr. J. H. Barrett of Division Three. He is a perfect 52 around the waist.

(Scene) In the Lost and Found Bureau. (Action) Phone Rings. (Conversation by Fred Clothier) "Hello."

(Female voice at the other end of line) "Oh you've found it, I'm so glad. I'll be right down."

No wonder Fred wears suspenders with his belt.

Girl: You may have your choice, you may take the mile walk with John or stay with me.

He: Well, a miss is as good as a mile—I think I'll stay.

Child: "Mamma, why does Papa go down the cellar so much? There's no furnace now."

Ma: "Hush child!"

## Vacations Still Hold Popularity

Miss Anna Westcott of the employment department is spending two weeks in the San Bernardino mountains.

H. E. Gaskell of the auditing department has returned from a vacation at Huntington Lake after accumulating pep for the coming year's work and golf.

George Erkenauf of the chief engineer's office leaves this week for rest and recreation.

Walter Brown, general foreman of the main shops at Fifty-fourth street and South Park, is taking two weeks off.

B. H. Eaton, engineer of ways and structures, is at Catalina.



# Looking 'em Over at the Divisions

## DIVISION 1

Our stenographer, Mr. O. W. Sloan, who has graced our superintendent's office for the past year, leaves us this month to continue his studies at the University of Southern California. Mr. Sloan, during his stay with us, has become well-known, and popular with everybody, and although we hate to see him go we wish him all the luck in the world, and hope he won't forget where to catch an East 7th St. car.

Motorman V. Glandor has forsaken his usual haunts, in and around the barn, and has sworn by all the Gods never to wind up a controller again. As a mode of living, he now peddles cigars in a cute little cigar stand at the terminal market. Upon being interviewed, he carelessly pushed over a package of "Home runs," flicked several sick flies off the candy, and explaining the difference between his old job and the new. But when he raised his good right hand and took the oath mentioned above, we just grinned, because we've heard that before and its old stuff now, anyway.

Superintendent "Eddie" Williams will take unto himself a vacation commencing the 14th, and informed us that he intends to get the full limit of deer. He didn't spell it, he just said it, so we must draw our own conclusions, and if he goes to the mountains—alright, but if he plays 7th and Broadway, we'll tell on him, because there's no open season on some kind.

This week's hot one: Motorman Coltzan, upon pulling his run into the barn, was told by the clerk that there was a house to be moved somewhere on Western Avenue, and they needed a crew to take a car out for a couple of hours and help out, so to show that his heart was in the right place, he volunteered, got his car and departed. Some fifteen or twenty minutes later the clerk at the division got a frantic call over the phone and when he answered was awarded with this:—"This is Coltzan; and there's no Supervisor here, and it wouldn't do any good if there was, because the house is too big to move with a two motor car, and besides there's no way for us to couple on to it, so guess we'll come in." The next prize is a beautiful water-cooled cigar lighter.

The west wall of the office is shortly to be pulled down and a big bay window will be put there in its place, all for the benefit of the office force. And, rumor has it, there will be laid out several yards of lawn in front of said spacious window, with hammocks swinging from tree to tree and clusters of little colored electric lights entwined among the boughs. Of course there must be a grand opening to all this, and we understand that our well known society leader Mrs. Lair, will serve afternoon tea, ably assisted by the Misses Morton, Rugles and Farrah, while the Misses Wiley and Fowler will entertain with classical dances, dressed as wood nymphs.

## On the Sick List

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

### DIVISION NO. 1

Motorman—H. Harris, 616 Centennial St.

### DIVISION NO. 3

Conductors—D. W. Beatty, 117 North Ave. 19; I. R. Bewley, 526 Agate St.; K. Mazurkowitz, 3404 Maceo St.

### DIVISION NO. 5

Conductors—W. S. Kennedy, 5314 Palm Lennox; E. Muller, 237 W. 55th St.

Motormen—N. Jamison, 902 W. 110th St.; M. E. Phalen, 2309½ W. 54th St.; A. B. Hamilton, Inglewood, Calif.; H. T. Smith, 2319½ W. 54th St.

## Who's Who



IT WAS hard to get this chap to keep in one spot long enough to have his picture taken because he covers a lot of ground in a day. He is C. C. Roush, acting chief district supervisor of District No. 2. Mr. Roush assumes jurisdiction over the supervising department in this district under the rearrangement of territory announced in last week's Two Bells. The district includes all territory west of Main street and south of Sunset boulevard. Mr. Roush entered street railway service here as a motorman in 1906, operating out of Division One. The system was considerably smaller than at present and he has seen some big developments and improvements. He was made a dispatcher in 1909 and continued in that position until he went east in 1917. He returned in 1920 and became a supervisor. His long and varied experience plus a likable disposition and eagerness to help the men and the railway, makes him an ideal man for the important job he holds.

## DIVISION 5

Motorman F. E. Burcham, who has just returned from his vacation at Murietta Springs, dropped in to see us and incidentally tell us all about it.

Conductor L. B. Turner is wearing a broad smile, due to the fact that the old bird stork made his home a visit and left a big baby boy.

S. W. Porter, who has been on a ninety day leave of absence, left us very quietly and married the lady of his choice at Cowden, Ill., about a week ago. The bride and groom are now at home at 5267 Lenox Ave., Lenox. We wish to extend our compliments and best wishes to the newly-weds.

Motorman L. L. Culp is now on a fifteen days leave of absence, visiting Oakland and other points of interest in California.

Motorman S. A. Johnson has left on a two months' vacation, which he intends to spend in the mountains of the northern part of the State, hunting and fishing.

Motorman D. C. Cooper and wife have returned from a visit in the East. Mr. Cooper left on a thirty days leave of absence early in the month and while away visited relatives in Indiana, and northern and southern Michigan. He reports a very pleasant trip.

Superintendent C. A. Morrison, returned to his duties Monday morning, and expressed himself as well satisfied with the conduct of the boys at Division Five in his absence. He stated that he found everything in first class condition and wished to thank the boys for their good work.

## DIVISION 3

Conductor Frank Mead who hails from Wisconsin was a guest of honor at the State Picnic last Saturday and after a strenuous day thereat, he finished by acting as assistant floor manager at the recreation hall.

Motorman H. R. Armstrong, while at the end of the line, had the misfortune to drop the fender on his foot, which was a great feat (feet), but H. R. was a hero and stuck to his post and is now perfectly O.K. again.

Boyd Waters, of the mechanical department, who has for some time been trying to horn into the Bald Headed Club, will shortly be eligible, as we understand that he entered into a state of matrimony some time last week.

Motorman Billy Southers has returned to duty after an extended visit to his old home in the East. He was accompanied by his daughter and reports having had a great trip, but very warm and he is glad to be back in old L. A.

Extra Motorman K. K. Randall is breaking in as extra supervisor.

Extra Motorman C. M. Nelson is breaking in as extra switchman.

We see in the paper that there is a movement on foot in L. A. to organize the men to train mothers-in-law and now if any of you men have had any experience in training wild women or any other wild animals, just turn your names in to Andy, who will see that you get in on the ground floor. Motormen F. C. Blake and Oscar Dunman have already enlisted.

Motorman Steve Gannon has decided to take a chance and show himself to be a man of iron nerve, so has taken unto himself a wife, this interesting event taking place Thursday, September 1st.

Our Superintendent, Mr. Dye, has entered the ranks of the auto bugs, and is the proud possessor of a brand new Gardiner, and she is some bird. Ferg said he heard that he got it for soap wrappers, but that's not true.

Conductor Ira Gott with Motorman Glen Chapman and Ira's patent fishing pole, have gone on a two weeks' trip to Radford's camp in the mountains. We are in receipt of a card from Ira on which he says he is putting it all over Chapman by catching all the large fish, but Ira being a fisherman, we take that with a grain of salt. We will see what Glen says about it.

Well, the Flag is here and as Dan says, it's nailed to the mast. Quite a crowd turned out on Saturday evening last at the Recreation Hall to witness the transferring of the Premier Safety Pennant from Division Four to Division Three.

In taking the Flag from Division Four I feel that we are taking it from a good bunch of sports,

To you motormen I would say read Johnny Collins article in "Two Bells" as it is good dope. Absorb it and the time will be well spent and after that you just keep your eye on those certain autoists and truck drivers and do a little anticipating on your own hook and anticipate that the driver is just going to do just the opposite to that which he would ordinarily be expected.

To you nickel bandits on the back end, I would say: Just keep your eye on those young and old maids and likewise the he-men that will persist in getting off a car before it stops and always facing backwards. In other words, you conductors WATCH YOUR STEP. Now if you make half a try to do all these things, there is no doubt that the flag will remain right where it is, and just where it belongs. So, "ding-ding." Let's Go! H. A. R.

## DIVISION 4

We miss the safety pennant very much these days. It seems as though the division has lost a most important accessory but the flagless pole is now our greatest inspiration to win back the pennant. The sight of it as it waved over our division gave us the determination to hold it and although we failed we still believe that it is in our power to win it back this time. We understand that some of the Div. 3 boys suggested that "Division Three" be crocheted in the corner of the pennant and also that it be buried at that division, but why go to all that trouble for the short time that they will hold it?

Mr. Wimberly wishes us to state that owing to the fact that many of the boys have returned from their vacations and also that the sick list is very low at the present time, that this is a fine time to take a few days or a week off and rest up. At the same time you will be giving the extra men a chance to get in enough time to make a fair pay. We should bear in mind that these boys are fellow-workmen and we ought to give them a little support. Conductor D. M. Best volunteered to lay-off from Aug. 24, to Sept. 1.

The driest spot on earth right now is Div. 4. (With the exception of Yuma, Ariz.) Prohibition gave us the blues but now Cash Receiver R. Smith has gone on his vacation and that leaves us without our goat milk. "Smithy" has hired a blimp to travel over his goat ranch. Cash Receiver C. A. Kelley of Div. 3 is taking his place. Kelley is quite clever as a "money-counter."

The following boys are on vacation: Conductor F. H. Cavanaugh, ten-day rest.

Conductor P. E. O'Hannon, ten-day rest.

Conductor A. Audet, eighteen-day rest.

Motorman F. E. Robertson, eight-day rest.

Motorman L. J. Cyr, thirty-day trip to San Diego.

Motorman J. E. Hauff is on a sixty-day leave and has gone to St. Louis to visit the folks at home. J. E. has not seen any of the folks for over fifteen years.

Well boys, next week our dearly beloved stenographer, Walter Hansen, is going to write the gossip of this division while I take a stroll to Mt. Wilson, Lowe and Big Santa Anita Canyon starting Sept. 6, and returning on the 11th or 12th. Walter says he is going to give you boys a little different "line."

C. J. KNITTLE.

## Introducing: New Men of The Week

The following men were assigned to their divisions during the week ending Aug. 27th, 1921:

### DIVISION NO. 2

Motormen—G. D. Hitchman, N. C. Friswell, G. R. Furnish.

Conductor—T. F. Minor.

### DIVISION NO. 3

Motorman—M. C. Eveland.

### DIVISION NO. 4

Motorman—G. A. Allen.  
Safety Operators—C. M. Gillespie, H. T. Clark, L. E. Cooper.