



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

DIV. 1 LEADS IN SAFETY

THROW POWER OFF INSTANT DANGER LOOMS

By JOHN C. COLLINS
Supervisor of Safety

One of the hardest things for some motormen to learn is where to throw off the power. They hold it on so long that they brake against the highest momentum. This is especially true when approaching stationary objects, putting an added strain on the car as well as themselves.



Some men put on the air before the power is off when making an ordinary service stop, when they could have coasted from one to five seconds letting the momentum die

down a little, then use a slight application of air making a smooth easy stop.

Collisions where the front of your car is involved are prevented in this way, attending to business. Study coasting in connection with road space. By road space I mean to have a system when following or approaching any object, instead of a haphazard way of doing it. To keep a certain set distance between the front of the car and that object with a safety stop planned in the clear, should this distance suddenly be cut down.

Set Safety Distance

Observe other motormen when following cars or autos on a crowded street. See how few have a safety stop that they make regularly when pulling up to a standing object. They will pull up very close at one stop, at another stay five feet back, then two, and so on, just satisfied to stop some place, using no system. Sooner or later judgment will be at fault causing an accident.

He should have a set distance on Safety Stop planned criticising himself each time he allowed his car to over run it or misjudge his distance. Three feet in Zone One is about the

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

If Gratitude Was A Mountain, She's A Billiard Table

A WOMAN with children old enough to pay fare boarded car which has Conductor Cleko in charge of the cash register. She dropped six cents in the box, thinking that was the fare.

The conductor said "You will have to pay for these two children."

She replied: "I never have paid for them and besides I have no more money."

With this the conductor expressed sympathy and generously dropped in a dime of his own money.

The woman said "thank you" and stood looking at the money in the box and at last said:

"You owe me a penny, I thought the fare was six cents."

Vaudeville Show of Four Acts to Be Given Sept. 24

A four-act vaudeville show will be presented next Saturday, September 24, at the monthly dance and entertainment in Recreation Hall. This is the biggest entertainment program that has been offered for several months and is expected to draw a big crowd from all departments.

The dancing will follow the vaudeville and punch will be served as usual.

A second postponement of the company minstrel show has been necessitated owing the vacations interrupting regular rehearsals.

Public Interest In "Two Bells" Shown

Public interest in the activities of street car men was emphatically demonstrated last week, when many requests for sample copies of Two Bells were received.

In the last issue of A-Z-U-R-I-D-E copies of the paper were offered to show patrons some of the efforts made to impress upon trainmen the principles of safety and courtesy.

Two Bells goes to officials of the majority of street railways in the country.

Standings Shift As New Accident Prevention Marks Are Established

After finishing last in three safety contests, then surprising the field by holding third place in the first two weeks of the fourth accident prevention race, Division One has pushed to the lead and now holds first place.

The total number of accidents on which safety scores are computed was the lowest last week that it has been in any contest week this year.

This is the first time since the safety contests were established that Division One has been at the top and it speaks well for the determination of Division One boys to make a showing with the leaders.

Division One took first place by holding down to 27 accidents during the week. This was the lowest number for any Division during the seven days and the mark has been bettered only four times in the last four months.

Division One takes the lead with 962 points which is three points ahead of Division Three. The pennant holders have a score of 959. A run of auto accidents gave Division Five more accidents than any other division last week and took Supt. Morrison's men from first place to third with 958. Division Four has 957 points and Division Two dignifies the cellar with 952.

It is unusual to see Division Two in last place and Supt. P. V. Mann is authority for the statement that his men will be away from there by next week. The appearance of Division One at the head of the list and establishment of a low mark for several weeks makes that Division a real contender and intensifies interest in the contests.

REPEAT TICKET RULES

Commutation and round trip tickets sold on Eagle Rock & Hawthorne line, University & Central, East 4th & Hoover, Grand & Moneta, Homeward Avenue, and Vermont Heights Shuttles, are good in the City Limits of Los Angeles to place stated on ticket, and must not be honored beyond destination.

Eagle Rock & Hawthorne ticket good to the Plaza. North bound, and to 12th & Main, South bound.

Tickets over University & Central, East 4th & Hoover, and Grand & Moneta lines, good to 5th Street only.

R. B. HILL,
Supt. of Operation.

Widow Urges All Employes to Join Cooperative Assn.

One of the best recommendations for the Los Angeles Railway Employees' Co-operative Association and its insurance, has been received in the form of a letter from Mrs. E. C. Buckner, whose husband was a motorman at Division Three for many years.

He died more than a year ago and his wife received the insurance money. A small amount remained to be paid her from assessments against employes who had been on vacation. Several attempts were made to locate her but she had left the city. Finally a tracer letter reached her in Weatherford, Texas, and the small check was mailed to her.

In reply, she sent the following letter:

Weatherford, Texas.
Sept. 4, 1921.

L. A. Ry. Employees' Association,

L. A. Ry. Bldg.
Los Angeles, Calif.

I want to thank the Association for the many favors that they have shown to me. I have a great respect for the L. A. Railway car boys, and I urge all of them to join the Association, for we never know what day they will need the benefits derived from it.

Yours truly

(Signed) MRS. E. C. BUCKNER,
Wife of E. C. Buckner, deceased formerly of Division No. 3.

Safety Bureau Has Office in Room 722

Here it is. Safety Bureau Room 722.

In last week's Two Bells it was stated that the accident prevention headquarters was Room 702. This may be blamed on typewriter or linotype but at any rate, John Collins, supervisor of safety is now doing business in Room 722, sharing quarters with the instruction department.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

School; Slow; Caution

WITH the opening of school, new responsibilities are placed upon every trainman. Hundreds of pupils from kindergarten to high school ride the street cars daily, getting the benefit of the lower fare through car books. Other hundreds play around the streets near the schools on their way to and from home.

These two things present necessity for increased alertness by conductor, motorman and safety car operator.

Safety comes first in street railway transportation and is the first consideration with the reopening of school. It is possible to calculate with some degree of certainty what another street car or automobile is going to do in traffic. Ordinarily an auto will not stop, turn right around and head in an opposite direction on the wrong side of the street, although they have been known to do some funny things.

But children at play will dash out on the street and into the path of a car with no thought of consequences. It is practically impossible to anticipate their actions. The utmost caution, particularly in school districts, must be used. Some cases of motormen failing to slow down properly in passing schools have been reported already. Rule 64 says speed must be reduced to 10 miles per hour. The need for alertness should be too apparent to warrant special mention.

Conductors and safety car operators must bear in mind that the company entitled to fares for the student it carries and the students are entitled to just as much courtesy as adults who drop a nickel in the fare box. The friendship of school children is just as valuable, and perhaps more valuable, to the trainmen and the company, as the friendship of adults, because they will soon be full-fledged citizens with a voice in the affairs of the state and city. The impressions they get in their younger days will go far toward establishing the opinions they will express when their words may carry considerable weight.

Strict Law Enforcement

NOTICE has been posted at all divisions that cases of illegal handling of intoxicating liquors for profit will bring forth the most drastic action the company can exert. Common manufacture, sale and transportation of intoxicating liquor is an offense against the constitution of the United States. The opinion of any individual or a group of individuals in the matter does not affect the case. This company, with all others, is bound to report to the federal authorities any violation of law and such action will be taken.

In the warning, it is stated that any attempt at "bootlegging" operations will bring dismissal. This does not necessarily mean trial of the case by operating department officials. If the evidence is conclusive, immediate discharge will follow.

Div. 4 Regular Men Have 100 per cent Assn. Membership

R. S. Bliss, Chairman of the L. A. Railway Employees' Association, a conductor of Division No. 4, is in line for a "bouquet."

Through the efforts of Mr. Bliss, the membership of the employees of Division No. 4 in the Employees' Association and its various branches has attained the 100 per cent mark, as we understand all the regular employees of this Division are now members of the Association, and Mr. Bliss has informed us that he "is after" the extra men.

Secretary,
L. A. Ry. Employees Ass'n.,
Los Angeles.

I take this means of expressing my thanks for the kindness shown in our loss of wife and mother.
With best wishes.

C. W. SMITH,
Conductor Division 3, and sons,
W. A. SMITH,
J. H. SMITH.

Div. 3 Mechanics Rise to Remark----

From the mechanical department of Division Three.

All those who are afflicted with that dreaded disease called sleeping sickness consult Dr. Ted Clark.

Ed Armstrong barrel inspector will testify to the good effect of his prescription.

Jack Steples the sand-bucket dabber is getting worried.

Dad Truitt said if you take his advice you will never get it. Jim Simpson said, if you keep on whistling "The Wearing of the Green" you will never get it, so don't worry Jack.

Dr. Clark's office hours are 8 to 6 or he may call on you anytime.

Big headed people are seldom big hearted.

D. D. Bacon, for several years a conductor at Divisions one and two, is now operating an up to date auto park at 2212 West Main St., Alhambra. D. D. would be pleased to cater to any of the boys whenever out that direction.

Real Sport Gives Big Fish Catch To Division Men

CONDUCTOR Duke Lowen, of Division Four, proved himself to be a real sport last Saturday evening when, after spending the day fishing at Redondo he returned with over a hundred pounds of mackerel and yellow-tail. But that is not the sporty part of the story. After going home and supplying his own larder with as much as would keep, he brought the balance of the fish (which amounted to over ninety pounds) down here to the barn and gave them out among the boys.

Don't wait for an accident to happen. Report the danger now.—Safety first and last.

Throwing Rubbish In Streets Breaks Ordinance of City

By R. B. HILL
Supt. of Operation

Occasionally we get a complaint from individuals that conductors throw transfer stubs and other papers into the streets. This is against rules and bulletins but apparently some trainmen have persisted in this violation.

The result is that the city authorities have communicated with the management calling attention to the bad practice and asking that immediate and effective steps be taken to stop it.

Perhaps the throwing of transfer stubs, etc. in the street is a result of carelessness but I wish to state that such carelessness may have serious results because it violates city law as well as company rules. Throwing newspapers from cars into the streets is another thing on which complaint has been made and this together with the throwing of other rubbish into the roads may result in the offending party being arrested and fined or jailed.

As recently as July 1 last, bulletin No. 227 was issued, warning against the practice as follows:

"Complaint is made regarding crews throwing newspapers, transfer stubs and other rubbish into the streets. Rubbish boxes are provided at the terminals for the deposit of such refuse matter."

"Conductors finding rubbish boxes filled to overflowing will please notify dispatcher of this condition."

The company is anxious to do its part toward keeping the streets of Los Angeles clean. Ordinary pride and consideration for others should prevent any individual from filling the streets with rubbish and for others there is the city law and police courts.

SPECIAL ORDER SUITS WAITING

The uniform department announces that any special suits ordered prior to August 1 and uncalled for in person or by letter or phone by September 21, will be put back in the regular stock and resold.

Trainmen who placed special orders for uniforms or parts of uniforms are urged to pay particular attention to this notice or their delay may cause them considerable inconvenience in getting the required articles.

TURN OVER IN EMPLOYMENT DEPT. LOW

Due to present economic conditions, trainmen and employees of all departments are holding to their jobs. This has reduced to a minimum the "turn over" in the employment department.

In June, 1920, when the "turn over" was at the highest, an average of 85 or 90 men a week were being passed through the employment department and being trained by the instructors. But with the change of conditions which has reduced this "turn over" there were only 11 students on hand in the instruction department last week and these men represented more than one week's selections by the employment office.

Instructors, But No Students

This condition left the instruction department with some highly capable men for whom there was practically no work. Accordingly two of the men, who were taken from the train service to the instruction department when the training of many new men was necessary, have returned to the train service. They are Frank F. Mennerich, who will be a conductor again at Division Five and Albert Miller, motorman Division Four.

Frank Mennerich entered the instruction department in August 1917 and devoted his time and energies to follow up work among new conductors, seeing that they had the necessary information and knew how to apply it.

Trained Motormen

Albert Miller was made an instructor in June, 1919, and was "rough edge" man for the new motormen. He taught them the first things about street car operation and did it well.

Many trainmen who have progressed from raw students to thoroughly capable trainmen owe much to the instruction of these two men.

L. D. Starling, former instructor, has been made traveling supervisor of safety. The instruction staff will now consist of Chief Instructor R. A. Pierson, Asst. Chief Instructor Dan Healy and Instructors Walter Hole, O. T. Elrod, Grant Clear and Henry Scott.

Cheer up if you intend to be happy. Don't wait for just a cause.

Sends Thanks for Kindness in Sorrow

To the Los Angeles Railway and Employees:

We wish to express our sincere thanks and appreciation to the Los Angeles Railway and employees for their kindness in our hour of grief and trouble over the death of our dear, loving husband, father and brother. Especially do we wish to thank the boys for the beautiful floral piece and the pall-bearers for their services.

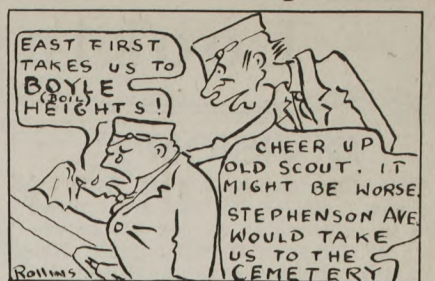
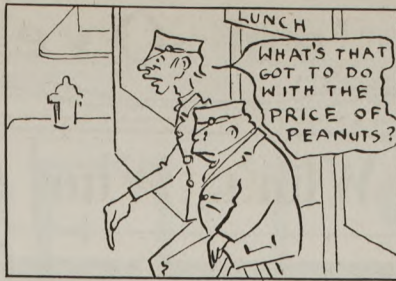
May God's richest blessings rest upon each and everyone is our prayer.

Mrs. Hattie V. Melton and little son,
Mrs. J. W. Chatman
Mrs. T. B. Lamb
J. D. Melton
J. B. Melton.

A motto for Progress: A live fish swims upstream—a crab goes backwards.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK
 Conductor A. L. Sherman, Div. 1.
 Motorman E. B. Clark, Div. 2.
 Motorman C. E. Freeman, Div. 2.
 Conductor F. H. E. Pierce, Div. 2.
 Conductor A. R. MacDougall, Div. 3.
 Conductor E. F. Rogers, Div. 5.

For Condr. C. H. Drinkwater, Div. 4
 Los Angeles Railway.
 Gentlemen:
 If such letters as this are welcomed by you, please accept this in the spirit in which it is offered.
 Many of your conductors are courteous, but I should hand the palm to No. 352. I have many times been struck with his bearing, but he excelled himself last Saturday. He pulled out from Sixth and Spring at about 1:15 p.m. in a car late on account of traffic congestion and he had a big crowd. With his gentle voice, his smile and the way he asked the people to "kindly step forward," he accomplished what a man with less courteous bearing would have found impossible. I am glad to say this word for Mr. No. 352.

A. T. WARD,
 3819 Midland St.

For F. W. Fox, Div. 2.
 Los Angeles Railway,
 Gentlemen:
 I wish to bring to your attention the unusual courtesy and patience of trainman 1028 on the Western Avenue car, last week, when I was uncertain which car would take me to a required destination, and his further kind helpfulness in directing and transferring me when I had learned which car I should have taken.

MRS. MAUDE CRAWFORD,
 177 East 35th Street.

For Condr. O. G. McDermith, Div. 3
 Los Angeles Railway.
 Gentlemen:
 I have occasion each night to ride home on the West Eleventh line as far out as Norton Avenue.
 You have a conductor on that run numbered 268, don't know his name, but he deserves something for his courtesy, his strict attention to street calling, faithfulness under trying circumstances. There is an invalid who rides home quite often on his car. He always assists the gentleman in charge of her, joyously, and without a hint of impatience no matter how bothered he is.

Respectfully yours,
 C. P. HEWITT,
 Hewitt & Son,
 3rd at Figueroa.

For Condr. M. M. Sacks, Div. 5.
 Los Angeles Railway.
 Gentlemen:
 My wife wishes me to commend to you for both efficiency and genuine courtesy the kindness of your Conductor No. 984, on the Moneta-Grand Avenue line, in restoring to her a couple of library books which we inadvertently left on his car; and I am very glad indeed to do so, and also to add my own expression of gratification.

Very truly yours,
 Herbert D. Austin,
 1040 West 78th St.

For Condr. F. H. E. Pierce, Div. 2
 Los Angeles Railway.
 Gentlemen:
 Being a patron on the Heliotrope Drive line, I wish to call your attention to the pleasant, courteous behavior of one of the conductors, No. 430.
 "Daddy" Pierce is at all times careful and conscientious, has a kindly feeling for all the people who ride with him, and well deserves all the praise and recommendation that can be given him.
 Sincerely yours,
 MISS K. MARSCHALL,
 816 N. Edgemont Blvd.

NEW SAFETY OPERATORS START AS CONDUCTORS

NEW safety car operators entering service will break in as conductors. and work a mark-up run before they are trained in the actual operation of the Birney car, hereafter, according to a plan announced by the instruction department.

The safety car operators now in service are considered high-class street car men and every effort will be made to maintain the standard.

The new plan is designed to give the new men a thorough knowledge of transfer rules and actual experience in making change without de-

lay and handling passengers before they are given cars to operate.

The mark-ups will be made at Division Four for seven days and following this period the new men will be trained in the operation and mechanics of the safety car. When they have completed this training the instruction department feels that the new men will be highly efficient and thoroughly capable of handling their work in a creditable manner.

The plan will not affect men now operating safety cars.

HOLDING POWER ON MAKES SMOOTH STOP IMPOSSIBLE

(Continued from Page 1, Col. 1)

right distance from a car, and five feet from an auto that is standing on the track, or five feet from an auto near the track, providing there is nothing ahead of it on the track. He then has a system to follow with the average in his favor.

As long as a man varies in his judgment, just that long will he have the average against himself. He must have a system to follow and follow that system regularly.

Power Off Instantly

There is not a motorman on the system who has not looked away from the front of the car for an instant, when everything looks clear. When on looking back again, had to use everything at his command to get the car stopped in time to prevent an accident, considering himself lucky that he could stop. There must be many times that the motorman does not look back in time, just as there are many many times he does not throw off the power in time. The power should be thrown off just the instant of apparent danger ahead, either on or near the tracks. In most cases that is all that is necessary. It means more throwing off, more feeding up of the controller, but it also means less air, less power, less heat, less nervous strain, less accident, less kicks, and less trouble all around.

Fifteen Have No Accidents

We have fifteen motormen who have

not had an accident of any kind since the Safety Bureau was established. All of these men are fast, and understand coasting, making less stops than other men. We have several other men just as good, who have had a few slight accidents through no fault of theirs. These men understand coasting and the application of the road space idea.

We have another thirty men each one of them having more accidents in seven months than the combined number of accidents of another thirty. There must be a reason for this. It is lapse of attention and lack of ability to get the controller off as soon as they should, knowing it will be necessary to throw it off in a few seconds any way. They hold on to it too long, making a heavy application of air necessary to overcome their lack of judgment. As to sum it up they use air instead of brains. The more air you use the more it costs. The more you use your brains, the more they are worth.

Show the Passengers

Little things show very plainly if a motorman is using his brain or not. The man who makes rough starts, tells every passenger on the car, that he is not using his head, so don't make rough starts. Watch yourself just for a test when approaching a car about to move from the rear side of an intersection. You are coasting up with sufficient speed to carry your car to its proper position, or where the other car is standing, see if as that car pulls away, how many times you feed the controller up to five points, when it is absolutely unnecessary to do so. Force of habit or power instead of brains.

This happens thousands of times each day on the system, showing over anxiousness, as well as how easy it is to overlook the easiest way.

On the Sick List

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

- Division No. 1
 Motormen: H. Harris, 1826 E. 2nd St.; D. Cronin, 2511 Trinity; C. F. Alpaugh, 640 West 41st Drive.
- Division No. 2
 Motorman Wm. Harris, 3650 Trinity.
- Division No. 3
 Conductor H. R. Langdale, 254½ North Avenue 21.
- Division No. 4
 Conductors: R. F. Griffin, 1027 W. 35th Place and E. T. Smith, 2411 W. Jefferson.
 Motormen: H. J. Robinson, 1906 2nd Ave.; W. H. Warner, 127 W. 25th St.;

F. G. Peden, 2507 Juliet St.; C. H. Thomas, 2126 Pasadena Ave.; W. J. Forrester, 935 W. 20th St.

Operators: T. M. Fitzgerald, 1343 S. Flower St.; A. W. Grunwald, 343 E. 53rd St.

Division No. 5
 Conductor C. L. Daves, 168 45th St.
 Motormen: F. E. Burcham, 5004 2nd Ave.; J. W. LaGue, 1182 E. 54th St.; E. A. Lambert, 2408 W. 54th St.

"Business is business," the man wearing blinders said; but the fellow peering into the binocular remarked, "You're all wrong—successful business is service."

Remember you are hired to stop as well as run your car.—Safety first and last.

On The Back End

(Contributed)

Conductor Comstock, Div. 3, used to be pleased when he was mistaken for Fatty Arbuckle, but it's different now.

Motorman Jake Haynes of Division Two considers the 45-second stop of the Broadway semaphores too long. She suggests cutting them to 30 second and making pedestrians move with vehicular traffic. To the latter suggestion we heartily agree. "Yer dern tootin."

Lady: "Conductor, be sure and let me know when we come to Lake street."
 (Conductor calls "Lake street" and stops the car.)

Lady: "Oh, I don't want to get off, I just saw a sign "for rent" in a window as I was passing and I wanted to see if it was still there."

A little boy watching motorman drain the air tank asked "How come, mister, there's water in the tank."

Motorman explains: "Well, sonny, the air pump has to work hard these warm days and it gets to sweating and of course the sweat rolls into the tank."

The little boy was Condr. G. W. Wilson.

A Division One conductor who recently built a new home and was rather slow about hanging the screens wants to locate a good blacksmith who can shoo flies.

In these days when a man carefully removes a bottle from his hip pocket he attracts a lot of attention.

One of the boys boarded a Maple Avenue car after purchasing a bottle of iodine and putting it in his hip pocket. Soon he got a positive hunch that the stopper had left the bottle. He withdrew his handkerchief and its shade was that of very forceful home brew.

Passengers in the car observed and had a good laugh on Conductor A. L. Johnson the rest of the way into town.

Big News. A woman passenger is reported to have said "Thank you" when she got a transfer. Condr. W. H. Snow is authority for the information.

Motorman "Mat" Runyon and Conductor L. L. Sweet feel very proud over the fact that the Los Angeles Railway entrusts three street cars to their care every day.

A school teacher got on the car the other day and was overheard telling the following to her friend.

I had a little boy that always came to school with a dirty face and uncombed hair, so finally I sent him home one day with a note to his mother calling her attention to his appearance and she wrote back—"Dear Teacher—I know my Johnnie ain't no rose, but teach him—don't smell him."

Time, the great master, may make a deal at any moment that will place you in a trump position. Be prepared but not impatient.

Looking 'em Over at the Divisions

DIVISION 1

Our stenographer having departed for new pastures we take great pleasure in introducing to you his successor, Mr. Thomas C. Nelson. Mr. Nelson was with us when the big shake-up came and was the first stenog to be assigned to the division, so he is known to quite a few of the "Old-Timers." However for the benefit of the new men, he says he wishes to be known as "Tommy."

Upon opening our mail box this week we find a note addressed to us and signed "Conductor" asking us to write an article on the poor switching service during the evening pull-in hours. Before writing said article, we took it upon ourselves to investigate, and after disguising ourself as a dead dog, we laid out in a nearby field and watched the first five pull-ins. The switchman was more than on the job, but out of the entire five crews there wasn't one conductor who thought it necessary to ride the trolley around the curve and into the house. In fact the first one, didn't even know there was a trolley on the car and had his cash almost counted before the motorman had even got his car tucked away for the night. The next two sat inside the car and softly sang "I hope she don't come off," while the fourth (a student instructor, by the way) stood on the step rolling a cigarette, and then cussed when the trolley flew off and committed assault and battery on several span wires. The fifth conductor stood on the fender in fine shape, but instead of holding the trolley rope, put in his time throwing kisses at the waitress in Anderson's chop house. Now, boys, the switchman has got about all he can handle without chasing cars to put trolleys on, so if you find you are not getting in as quickly as you should, try riding the stingers at least until they get on the straight wire and see if it doesn't help out.

H. E. MEASON.

Mr. J. B. Lair, our gallant and handsome foreman is at present acting superintendent of the division, during the absence of "Eddie" Williams and ably fills the bill and has all the true instincts of a Super. For instance his time is put in thus: 8 A.M. to 12. Sit around. 12 to 1 P.M. lunch. 1 P.M. to 3 P.M. Trainman's third degree; 3 to 5, more sitting around and go home.

Motorman M. F. Bowen out-ranks all the heroes we ever heard of in history, inasmuch as he not only gets himself into trouble, but he deliberately goes to New York to do it. Yes indeed, our one and only M. F. leaves for the City of Skyscrapers tonight to get married, when he will bring his bride back to reside in the City of the Angels, and perhaps raise—chickens.

DIVISION 2

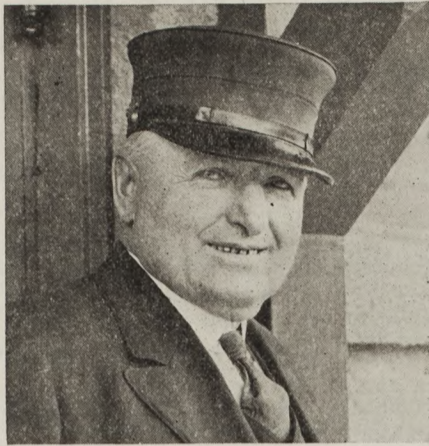
Mot. F. L. Carnine, has returned from his old home in Colorado, where he had gone to visit his aged father.

Mot. M. R. Chamblin has gone to work again, after 4 months' vacation, most of which was spent on his ranch in Palo Alto. He also paid visits to friends in San Louis Obispo, San Jose and other California cities. He reports a fine time.

Mot. A. E. Russell, who 3 months ago, went to Tennessee, to visit his mother, on their farm, is working his run again. A. E. says farm work does not agree with him, as he lost about 25 pounds, while away, and is mighty glad to be back in L. A.

Mot. H. F. Swabby, who took a month off, to rest up, is back on the job, feeling fine.

Who's Who



When he entered street car service in Los Angeles, Motorman Homer Conklin of Division Five was very fond of hiking over the hills with a rifle in one hand and a fishing pole in the other, and returning later on with limit catches. Now he prefers to do his hiking in his automobile and watch the other boys climb up the mountain sides.

This may indicate that Homer has been on the job several months and the same is exactly true. He began January 3, 1901, more than twenty years ago.

Prior to entering the street railway game here, he was engaged in mining operations in Colorado for some time. He took a short try at a trainman's job in St. Louis and found he liked it so well that he picked out the best place on the map for his new activity and came to Los Angeles.

He is one of the most popular Division Five men and a good motorman.

Introducing: New Men of The Week

The following men were assigned to their divisions during the week ending Sept. 10, 1921:

DIVISION NO. THREE
Conductors—J. B. Harrell, G. W. Stone.

DIVISION NO. FOUR
Motormen—A. M. Pirie, A. C. Loyd.

Cond. A. G. Richards, spent a short time, at Murietta Hot Springs, where, he declared, he gained 10 pounds, so he is figuring on buying a new uniform.

Mot. J. W. Sharp is taking 10 days off, to attend to some personal business.

Mot. T. A. Brewer and Cond. I. L. Harrison, are taking 30 days off, on account of their health.

We heard from our old friend, J. A. Madegan, known better as "Jimmy," of the office force, states he is having a good time and sends best regards to all the boys.

From a friend of Jimmy's:

Fellows, you know it is a long way from New York to L. A., so if you want to see Jimmy in our midst again you had better chew lots of gum and smoke lots of cigarettes and turn your coupons in at the window. I often wondered what he was saving them for.

DIVISION 3

Well we still have the flag, but it looks as if we are slipping a little. According to last report we were about in the second position from the cellar. Maybe we are running up against some hard luck or maybe you think that having won the flag it is easy to keep. If that is the case, get it out of your nut, as it is necessary now more than ever, that you should hit the ball and keep everlastingly at it, as those other divisions are going to do their utmost to get the flag away from us and that is something that must not happen. So hit the ball.

Mot. Effie Reid and Cond. Abie Wright to operate a run on the Eagle Rock line and they figure that it is the Educational Run and under the Rule of three, for have they not read and write and they figure they cut, calling to mind the old story of Reading, Writing and Arithmetic.

Mot. Big Chief Meyers has returned from a 60 days' visit to his old home in Illinois and as usual all alone. Girls please take notice.

Cond. J. C. McKassen, put one over on us last week, and "went gone and got married." Mot. J. C. neglected to put us wise to the details and also failed to enlighten us as to the name of the fortunate young lady, but knowing Jim to be a good judge in these matters, we feel that she must be perfectly okeh. This happy couple have taken a house in Inglewood. We extend to them our sincere felicitations with best wishes for a long life and a happy one.

As this division is a division of records, we beg to announce another one that we have annexed. Our old friend Mot. J. H. Critchett, has just completed a whole year without having missed out once or having been off one day. This is a record to be proud of, but what is he going to do with all his money we know not, but we do know that this is a lot better than laying off and missing out half the time and bo rowing two bits till pay day, as certain rummies do.

Our worthy supt., Mr. E. R. Dye, is spending his vacation with his family at Big Bear, in the meantime Dan Handy is officiating.

Motorman C. J. Wykoff, who won a trip to the prize fight, has returned and not alone. The atmosphere of the arena filled him with the fighting spirit and he became desperate and took unto himself a wife. We have not seen the young lady, but feel sure that Wykoff made a good choice and we extend to the happy couple our sincere felicitations.

Ted Harrison, our supervisor, is enjoying his two weeks' vacation working around his new residence. He says he considers it pretty soft compared with his arduous duties on the street.

Cond. J. R. Smith is suffering from a nervous breakdown and is leaving for a visit to his old home in Philadelphia, where he hopes, the rest and change will benefit him.

Mot. J. W. Barrett is to get a new uniform and Christmas is coming.

Cond. M. S. Fury has left on a two months' visit to his old home in Kentucky. M. S. does this about once a year and it gives us that feeling (ain't it L to be poor.)

Cond. Brothers says no more Hooper line for him as he has drawn the color line, especially when the color is feet long. We do not know what backed up with a scanty about 3 brand of face bleach he uses, but his face was sure white when reporting the incident.

DIVISION 4

In looking over the "off-on-leave" file we are reminded that the vacation season is drawing to a close. The majority of the boys took from six to thirty days vacation during the summer months and seem ready for a hard winter season. Only two boys are now on leave.

Motorman M. Zoil is on a fourteen day vacation during which he will remodel his home and Conductor S. T. Cooper who is now an extra supervisor and emergency dispatcher is taking a seven day rest.

Motorman H. R. Mason, an ex-service man and "all-round" good fellow, has left for the sanatorium at Camp Kearny. We regret to say that H. R. was in pretty bad shape when he left, being in a run-down condition and his weight having fallen off to a hundred pounds. He is on a sixty-day sick leave.

Friend George Ferguson, the traveling answer man, dropped around last Tuesday and spent the day with us. We tried real hard to stick George with questions about the transfers now being used but it was impossible. But we think a whole lot of him just the same, not only for his wonderful knowledge, but also for his never-failing good humor. Come oftener, George.

How do they do it? Over here among our past and future greats we have a trainman who has been taking things real easy all summer, laying off whenever he was asked, asking for off when he was not asked, and taking two weeks vacation besides. Now he winds up the summer season by buying a swell home down on East Third St., with fruit trees and chickens. So while we think of William (Dad) Sloane as a good motorman and bull artist we are also saving the words "clever financier" for his tombstone.

The representative of the Southern California Edison spent a couple days recently at our division. Many of the boys who are looking ahead to the future bought shares and we are sure they will never regret it. Buying these shares is not a gamble at all, but a good paying investment. Any of the boys who have since decided to take this up can do so through the division superintendents.

C. J. KNITTLE, himself.
(Thanks to Hansen)

DIVISION 5

Motorman M. E. Brown, is spending a 10-day vacation in the hills hunting and fishing.

Conductor C. L. Daves, resigned recently to take up other duties.

Conductor L. A. Powles, was courageous enough Sunday to get married, it has been reported. We have only heard this as a rumor, but from what he has said we feel quite safe in saying that he is now a married man. We cordially extend our best wishes to the bride and groom.

Supt. Morrison has instructed our janitor in the art of making crooked trees grow straight. However, he forgot in his instructions to tell the janitor that if he dug all around a tree that leaned away over to one side and did not block it up it might fall, and of course the result was that we had to go to the assistance of the janitor and help him straighten up a fallen tree.

"Fatty" E. J. Knapp, and sometimes called Windy Knapp, talked so much and blew and puffed so hard the other day that we discovered the tops of one of our trees had broken off and we are sure that it was Knapp that did it.