



# Routes of Three Lines Changed

## 13 Buses Running on Western Ave.

### LINE GAINS PATRONAGE IN WEEK

With 13 buses in operation, giving a 10-minute headway on Western avenue, the first line of the Los Angeles Motorbus Company, jointly operated by the Los Angeles and Pacific Electric Railways, is providing a welcome cross-town service in the west end of the city.

The buses are painted green. Moreland and White buses are in use.

#### Stored at Div. 5

The machines are stored in the southwest corner of the Division Five car house.

Service is being given from Western avenue and Slauson to Hollywood boulevard on the north, at which point the service is divided. Half the buses make a loop in Serrano and Russell streets, and other machines operate over Western to Franklin avenue, and over Franklin to Vermont, to Los Feliz boulevard, to Hillhurst, where they make a terminal loop. Twenty-minute service is provided on the Los Feliz boulevard line.

#### Watch Fares

Conductors are urged to pay close attention to the matters of fares and exchange tickets pertaining to operation of the joint bus line. Employees passes of the Los Angeles and Pacific Electric Railways are not good for transportation on the joint buses. Ordinary street car transfers are not good for travel on the joint buses. When a passenger asks for a transfer to the Western avenue joint bus line, he must be given a regular bus ticket for which he pays 10 cents. This covers his fare on the street car and the bus, also.

The heaviest riding of the line is north of Wilshire boulevard, although an increasing patronage has resulted along the entire length of the line since service was established, August 18.

The brown ticket marked "Pacific Electric Joint Transfer," which is sold on P. E. cars and is received by L. A. Railway conductors after a passenger has ridden on a bus and the bus operator has detached a coupon, is

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### Benefit Association Pays Member Across Atlantic

Even as far away as Sweden, the assistance of the Employee's Co-operative Association is demonstrated. The Association had a check due to E. P. Peterson, who was a conductor at Division Three. He left Los Angeles several months ago in the employ of the Swedish government in charge of a party of tourists visiting a big exposition in Gothenburg. When his address was procured, arrangements were made to transmit the money to him.

Peterson writes that he will be on the other side of the Atlantic until the fall of 1924, but intends to eat Christmas dinner in Los Angeles next year, and plans to return to street car service. He says the service given by the Los Angeles Railway cars is the best he has seen anywhere in his travels.

### All But 40 Earn Courtesy Credits

Further proof of the good courtesy being displayed on the cars is given by merit system records for July. It is shown that only 40 men failed to receive the extra credits allowed for clear courtesy record. This is the lowest figure this year, the second lowest being February, when all but 45 received the extra credits.

A total of 544 men failed to receive the extra credits allowed for clear safety record in July. This is 42 better than the figure for June and is about on an average with the last four months.

### Former Supervisor Returns to L.A. Home

H. S. "Red" Atchison, formerly a supervisor here, who resigned two years ago, returned to visit old friends last week.

Atchison has been in Kansas City and was mechanical foreman of one of the car houses there. The recent death of his father necessitated his return to Southern California, where he expects to make his home.

### Ry. Men of 3 Nations Visit L. A. Railway

Representatives of street railways of three nations have visited the Los Angeles Railway within the past few days to get new ideas for their own companies.

Superintendent Allen of employment and instruction for the San Diego Street Railway, and G. I. Plummer, superintendent of traffic of the Dallas street railway and L. M. Bramstead of the mechanical department of the Key Route system, Oakland, represented the land of the free and free transfers.

M. Ishii, with the title of chief of general affairs of the Municipal Electric Bureau of Tokio, Japan, spent several days in Los Angeles learning points of interest about this system. He will make a trip across the continent and then to Europe.

E. A. Hirschfeld, assistant traffic superintendent of the Mexico Tramways Company of Mexico City, stopped here at the beginning of an extensive tour in which he intends to visit the principal electric railways of the country.

The visitors were shown over points of interest by R. A. Pierson, chief instructor, who was born in Iowa, but votes as an American citizen since coming to California.

### Returns From Trip To Home in Scotland

J. W. Stewart, veteran motorman of Division Three, has returned from a trip to his old home in Scotland. On the trip he visited Eastern Canada and a part of England.

In his younger days, Mr. Stewart was quite a bear cat as a cricket player and on his recent trip he was a guest of his old club on an expedition to Ireland. He left his home in Perth, Scotland, about 30 years ago, but has made several trips back since he has been living in Los Angeles.

#### MADE SUPERVISOR

E. H. Langston, who has been a safety car operator at Division Four, has been appointed an extra supervisor.

## MORE MIDDAY SERVICE IS GIVEN BY NEW PLAN

Important changes in service involving new routing, become effective Sunday, August 26. More frequent service will be provided for passengers.

Line "D," which formerly operated from the Southern Pacific depot to Melrose and Larchmont, will have its west terminal at Sixth and Rampart. Owing to the hill on West Sixth street, it is necessary to use four-motor cars and shortening the route will save 14 cars of this type for use where they are needed on other lines. The new schedule provides 16 early runs and six late runs. The new schedule calls for 1320.88 car miles per day. The present headway of three minutes in the morning and evening rush periods and six-minute midday service will remain unchanged.

#### Line "R" Extended

The territory between Sixth and Rampart and Melrose and Larchmont, formerly served by line "D" cars, will be served by line "R." The name of the line will be changed from "Stephenson and West 7th" to "Whittier Boulevard and West Third St." On the west end of the line there will be a split terminal. The service will be divided with some of the cars going to Third and LaBrea and the others going to Melrose and Larchmont, until 9:48 P.M., when shuttle service will be given over the LaBrea section. The midday headway on the line will be reduced from seven minutes to six minutes.

#### Good Seventh St. Service

In conjunction with lines "H" and "S" a two-minute midday headway will be maintained on Seventh street between Maple and Alvarado. The cars in service on line "R" will be increased from 37 to 51, and the runs will be increased from 31 to 49.

Line "S" cars will be rerouted over Seventh street to Vermont, avoiding operation over Hoover, Commonwealth, Wilshire and West Sixth street. This eliminates a dangerous crossing on Wilshire by the building of new track on Seventh street be-

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## Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

### The Friendly Spirit

INDICATING a spirit that is valuable in maintaining friendly co-operation between the public and the street railway, the Walnut Park "News," a newspaper of the suburban city, reproduced from Two Bells the last article written by John C. Collins, supervisor of safety.

The paper commented on the fact that few people realize the training given street car men to protect lives and property.

Publicity of this kind gives the average citizen a realization of the trainman's problem and stimulates a willingness to co-operate with him.

### Help the "Move Ahead" Idea

BY ALL the rules of reason, employes of the company should set a proper example to other street car riders.

One person standing at the back of the car gives an almost unspoken invitation to other passengers to stand there, and soon the back end is blocked. The best example employes can set is to move forward.

When the conductor asks passengers to "move forward, please," it only takes one person to start the rest, and an employe of any department should show a willingness to help when such a request is made.

Street car service is given by the cooperative effort of hundreds and thousands of employes in various departments. The man on the cars is the man actually in contact with the public and delivering the ultimate nickel's worth, which engineering and operating department men strive to provide.

It is up to every employe of every department to help trainmen give the best service, just as it is to every trainman to deliver the best service possible.

### Inviting The Booster

WITH the aid of an adding machine, a fairly accurate figure can be reached on the cost of training a new man for street car service.

It is several days before a new man is in a position to earn money for the company.

When a man leaves the service shortly after breaking in, he causes the company a loss, because it has invested money in him, assuming that he intends to become a producer.

For every man who leaves the service, a new man must be trained to fill his place. While the majority who leave do so of their own accord, it is necessary at times to discharge a man.

One of the purposes of the merit system is to build up men by rewarding efficiency. It is easier and more profitable to build up than tear down.

In line with the policy to build up men by bringing forth the best features of service, the company repeatedly issues an invitation to the booster to have an inning.

There are no signs on the Los Angeles Railway cars inviting passengers to report any acts of inattention or discourtesy to the management. There is no intention to cover up such acts, and legitimate complaints will come in regardless of any invitation in the cars.

The company believes that if an invitation for comments on service is to be made, it should be made to the booster, as he is the type who builds up; who lets a man know when his service is appreciated, and who thus encourages men and the company as a whole to exert even greater efforts toward giving satisfactory service that they may be worthy of the praise given.

### Conrad Made Chief Claim Adjuster

Effective at once Mr. C. H. Conrad is hereby appointed Chief Claim Adjuster of the Los Angeles Railway Corporation.

(Signed) C. M. McROBERTS,  
General Claim Agent.

Approved:  
(Signed) G. J. KUHRTS,  
General Manager.

### Auto Caravan Is Heading For Home

Heading south, a post card received from T. Y. Dickey, foreman of Division Two, says the party is happy and enjoying life to the utmost. They found the Yellowstone National Park wonderful and report the fishing to be on the same grade with trout 12 and 18 inches long. The motor caravan is returning via Salt Lake City.

## BULLETINS

Issued August 27, 1923

BULLETIN NO. 147  
Notice to Conductors

Pass No. 4860 belonging to Motorman S. McDonald, reported lost in Bulletin No. 141, has been recovered.

BULLETIN NO. 148  
Notice to Conductors

The following passes are reported lost: 1789, issued to Carlos Mirabile, Mechanical Department.

5808, issued to W. J. Williams, Conductor, Division One.

7036, issued to A. C. Watterson, Conductor, Division Two.

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

BULLETIN NO. 149  
Notice to Conductors

Effective at once and until further notice, honor old style Mail Carriers' Badges for transportation.

These badges will be good from 1:00 o'clock A. M. until 7:00 P. M.; and use of same will be discontinued as soon as the Postal Department can equip all carriers with the new style badge.

*P. B. Hill*

Supt. of Operation.

### Instructors At Divisions Show Use of Bus Fare

Instructors at the five divisions will devote two weeks or more to teaching trainmen how to handle the various fare combinations resulting from the introduction of motor vehicle service by the Los Angeles Motorbus Company, which is a joint company of the Los Angeles and Pacific Electric Railways.

The five special instructors are Ed. Urban, Div. 1; T. C. Chase, Div. 2; Harry Beals, Div. 3; A. A. Goldsmith, Div. 4; V. M. Muckenthaler, Div. 5.

The instructors have authority to inspect the turn-in made by any trainman and it is urged that trainmen show the proper spirit of cooperation so that they may avoid errors and get the system started properly.

### Green Buses Run On Western Ave.

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classed as a ticket and should be put in the ticket envelope and not in the transfer envelope in turning in. The slip is good for a full transfer on the yellow cars.

White tickets sold by bus operators and then presented to L. A. Railway conductors are full fare tickets, good for transfers and go in the ticket envelope. If the circle mark is runched on one of the white tickets, it is not good on a Los Angeles Railway car as it indicates the ticket was issued on a six-cent fare which is good for a single ride in territory north of Wilshire boulevard.

### Monthly Dance and Program Saturday

If you get Two Bells on Saturday, make a date with yourself to attend the monthly dance and entertainment for employes, their relatives and friends at Forrester's Hall, third floor, 955 South Olive street.

Notice sent out by Charlie Means, who has charge of the program, says that special features will be introduced to make up for the absence of a show at the last party.

The dance and entertainment is held the last Saturday of every month.

## DIV. 3 LEADS IN GETTING WITNESSES

Division Three made the best showing in July in procuring witnesses to accidents, with an average of 3.94 cards per accident, according to the monthly summary made by the claim department. The marks of the other divisions are as follows:

Division Two—3.90.

Division Five—3.66.

Division Four—3.51.

Division One—3.37.

The average for the system was 3.70 witness cards per accident, which is better than the June figure, but not as high as the May average which was 4.25.

## ROUTES OF FOUR LINES CHANGED

(Continued from Page 1, Col. 4)

tween Hoover and Vermont. Service is improved by reducing the midday headway from seven to six minutes. In addition to single cars, nine two-car trains will be operated in the morning rush period and 12 in the evening rush period. Fifty-fourth street and South Park avenue, adjoining the Division Two car house, will be the point for connecting and disconnecting the multiple unit equipment.

On line "H" a new schedule provides six-minute service in the midday period instead of seven minutes as heretofore. No change of route is involved.

## On the Sick List

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

DIVISION NO. 1

Motorman—H. F. Cannon, 221 E. 12th St.

DIVISION NO. 2

Motormen—E. G. Smith, 147 W. 25th St. A. M. Jones, 687 E. 54th St.; O. L. Harrison, 201 E. 47th St.

DIVISION NO. 3

Conductors—J. W. Bonato, 274 S. Main; E. H. Schultz, 327½ Lincoln Ave.; O. A. Dixon, 2209 Dayton Ave.; J. E. Gorham, 3226 Dayton Ave.; R. Dean, 211 E. Ave. 28; W. W. Kidd, 1827 W. Ave. 56; S. J. Riggs, 3534 Arroyo Seco; D. O. Kammer, 3414 Loosmore; C. C. Coates, 2947 Sunrise St.; C. A. McFarlane, 2612 Idell St.; J. Becker, 4244 Glassell.

Motormen—D. E. Schmitz, 3223 Huron St.; J. F. Vincent, 3310 Seymore St.; A. N. Swanson, Argonut Hotel; H. A. Drake, 507 Sierra St.; J. M. Drogus, 1801 Isabel St.; W. H. Twombly, 2626 Granada St.; H. E. Crooks, 2833 Gay St.; R. B. Marquez, 229 So. Ave. 17.

DIVISION NO. 4

Conductors—J. D. Randolph, 1320 Georgia St.; J. T. Wright, 1224 Georgia St.; D. W. Gibbs, 940½ West 12th St.; H. E. Rollins, 3021 Severance St.

Motormen—W. Doovas, 743 E. 17th St.; J. J. West, 1334 Albany St.

Operator—C. F. Foster, 239 E. 52nd St.

DIVISION NO. 5

Conductors—H. Dean, 160 E. 67th St.; H. J. McDonald, 1256 W. 53rd St.; A. W. Hall, 830 W. 61st St.; R. M. Benesche, 159 W. 78th St.

Motormen—E. Kasal, 5320 S. Van Ness Ave.; H. M. Bush, 828 Larch St., Inglewood.

"Now, Suh, I jes' couldn't get no results with them dices. I's only got one shirt between me an' stahvation."  
—Nashville Tennessean.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Mtr. C. L. Seibert, Div. 4  
For Condr. J. M. Elliott, Div. 1  
Los Angeles Railway.  
Gentlemen:

From time to time while patronizing the street car service, we see lots of cause for complaint from the lack of intelligence displayed by numerous conductors and motormen; but occasionally we see one of the conductors or motormen who display so much more ability and intelligence than the average man, that it is a pleasure to commend them for their manner in handling the public in an efficient manner.

While on one of the P cars during the early part of this week, I noticed that upon the arrival of the car at the street crossings, Motorman 655 called out the streets in a very loud and distinct manner, which was of wonderful assistance to many people who were not familiar with the streets and unable to recognize same by landmarks.

And during the previous week I also noticed while on the N car, that Conductor No. 930 called our streets so loud and distinctly that I understood him thoroughly.

Yours very truly,  
H. HATCHFORD,  
331 Mason Bldg.

For Condr. D. W. Beatty, Div. 3  
Los Angeles Railway.  
Gentlemen:

Being a passenger on your cars a number of years, think it well worth mentioning Conductor No. 444 as being the most polite and courteous I have ever seen.

Very truly yours,  
F. B. REHBEIN,  
408 South Chicago St., City.

For Condr. L. E. Marston, Div. 5  
Los Angeles Railway.  
Gentlemen:

Enclosed herewith please find 5 cents, which belongs to Conductor 2744:

In this connection I would like to state that I got on the car on Central Ave. yesterday P.M., May 7, and had no change, only a \$5.00 bill. This conductor was so very courteous and considerate. I explained to him that I ran to catch a car and that was all the change I had (and if I had to wait for another one, of course, I would be late, etc.) He did not have change for the bill I had, and very kindly paid carfare for me. I never saw this conductor before, but would just like to inform you that out of ever so many of them I have had occasion to observe, he is the most courteous of them all.

Respectfully,  
MRS. O. STUBBLEFIELD,  
1321 West 51st St., City.

For Condr. F. C. Buhles, Div. 2  
Los Angeles Railway.  
Gentlemen:

Instead of registering a "Kick," I wish to speak a word of appreciation of your conductor 958 for his courtesy and pleasant manner. He was working on the Vermont line this morning. Kindly record a merit to him.

Very truly yours,  
R. C. ALLEN,  
1465A West Adams, City.

For Mtr. G. F. Morgan, Div. 2  
Los Angeles Railway.  
Gentlemen:

Motorman 725 deserves much credit for his attention to duty and efficiency in making a quick stop—when three automobiles, standing by curb—without signal, pulled across the track.

FRANK WIGGINS,  
1139 East 42nd St.



## Abe Takes The Cake For Courtesy on "T" Line Cars

HERE'S the boy who takes the cake and a lot of publicity for Division Four; modest young Abe Rubenstein, who is not an Irishman either. His first name is pronounced A. B. (as in 'atta boy.)

Abe is a new man on the cars but got the courtesy idea right on the jump. Although on the extra list, he showed special capabilities on the Temple street line, and helped build

up a little more business for the company there. The cake with his cap number, was left at the car house with a note of appreciation by a woman passenger. The note was signed "Mrs. M. G., 435 North Lake street." She mentioned particularly that Abe gave her his stool to sit on when the seats were all taken and said that he had shown her consideration on several other occasions.

## PROPER CARE AT TERMINALS WILL AVOID SERIOUS DELAY

Carelessness in two details of operation resulted in annoying and unnecessary service delays recently.

The first case involved failure to pull completely over a switch point in making a turn-back. This resulted in a derailment and a blockade.

Changing trolleys too soon at terminals has caused several delays and is the second point to which the trans-

portation department directs attention. The practice of changing trolleys near a terminal, while waiting for the leader to pull out of the hole, and then running the car with the wrong trolley has caused damage to overhead and smashing of trolley poles.

Attention to details and ordinary gumption are the only things necessary to avoid trouble of this kind.

## Introducing New Men

The following men have been assigned to their divisions during the week ending August 11th, 1923.

**DIVISION NO. 1**  
Motormen—L. Watterson, G. L. Carpenter, C. Ellwood, J. J. Lynn.  
Conductors—H. L. Sisco, C. L. Adams, H. R. Hay, C. E. Van Loan, L. R. Erickson, W. J. Wyatt, R. W. Guyett, K. Toney.

**DIVISION NO. 2**  
Motormen—E. E. Griffith, E. M. Musgrove, G. Evans, G. G. Nagle, J. T. Velarde, L. W. Beck.  
Conductors—H. Van Doorne, J. C. Fitters, F. T. Ginger, C. S. Grigory.

**DIVISION NO. 3**  
Motormen—D. Holmes, R. W. Davis, P. A. Whipple, M. F. Coggins, W. M. Basham, E. Erickson, C. E. Knowles, D. G. Haverstock, R. L. Sufficool, C. E. Hayden.  
Conductors—J. A. Meissner, E. M. Henson, O. G. Nelson, G. G. Rice, F. E. Sparks, L. A. Johnson, H. L. Prusank, L. C. Stroman, W. H. Clemens.

**DIVISION NO. 4**  
Safety Operators—H. M. Brown, Jr., R. A. Clapp, E. C. Blodgett, F. T. Johnston.  
Conductors—A. C. Conger, H. F. Barnaby, R. W. Lawrence.

**DIVISION NO. 5**  
Motormen—E. R. Jones, H. T. Bayliss, P. J. Frank, H. Thomas.  
Conductors—H. R. Gleason, V. R. L. Brown.

## On The Back End

(Contributed)

Wise cracks and fool questions:  
Going up Spring Street the other day a mechanic was on top of a car fixing the gong while the car was in motion. A lady boarded the car and exclaimed in loud tones, "These hoboos are sure nervy. Why there is one now on top of your car stealing a ride, and the officer on the corner hasn't sense enough to chase him off."

Motorman J. W. Allen of Division Three has returned from two weeks' vacation with the appearance of one who had a glorious time. He has now settled down to another 365 days of rest, peace and quietness.

The Adams Owl and the money are still running on schedule despite the fact that Conductor Geo. Chapman has been laying off for the past few days. Oh well, its only history repeating itself as he did the same thing several years ago.

Overheard on back end of W. 9th car the other day:  
Lady passenger says to conductor: "This car rides just like a boat."

Conductor: "Yes, there is a reason why it should, we just passed Catalina."

When it comes to a first-class "information man," Motorman R. W. Harvey would make a first-class deck hand on a submarine. He was asked where "New Jersey," (Street) was the other day, and answered that he thought it was "back east somewhere."

Autoist: "I'm sorry I hit you, but I think you must have been careless. I am an experienced driver. I have been driving an auto for seven years."  
Victim: "Experience? Huh! I've known how to walk for 57 years."  
Frank Cimmino.

Yardmaster Ed. Forsythe of Division Two is leaving on his annual quest of peaceful rest. Ed's idea of a peaceful and restful time is to pack a fishing pole, a shot gun and a rifle, a tent and two blankets, a collection of kitchen tools and the pet canary up the mountainside and then pick on the trout and game.

Conductor J. A. Johnson of Division Five tells the following on Conductor F. W. Buxton, another one of the Gulls. It seems the other day Buxton was working his run on the "F" line, and a lady and two little girls boarded the car. Arriving at the east end they were still on the car so F. W. approached the lady, and said, "Pardon me, madam but this is the end of the line."

"Why this isn't Rosehill," said the lady. Buxton verified that statement, and the lady came back, "Well this is a red car."

Now F. W. was sure that the car had been yellow when he took it out of the car house, but to satisfy his own mind he accompanied the lady to the outside of the car and was able to convince her that the car, though somewhat soiled, was still yellow, and that she was on the wrong car.



# Looking 'em Over at the Divisions

## DIVISION 1

G. E. Corson

Mot. F. B. Harvey says the following happened to him the other day when working on the C. C. C. & C. line. He arrived at Second and Alameda streets and had to give the conductor bells to come forward and flag the crossing. The conductor went to first track and then came back to motorman and said, "Where is the flag, so I can flag you across." I told him we didn't have any flags now but probably would receive some later.

By a Conductor:—She wanted to give her 8-year-old boy a ride but save a nickle so she put a little baby cap on his dome and told him not to wipe his nose until he passed the conductor. On boarding the car the boy sneezed, grabbed his cap off his head and wiped his nose before passing the conductor. The next day the boy was found chained to the coal stove.

Did you ever hear of a cat dying of fright? Well, Mot. Dillard says his two boys had a pet cat, and on the floor they had a rug made of rabbit skins which the cat always fought shy of. A few days ago the cat approached as near the rug as he thought safe, when one of the boys lifted the rug with his foot, the cat made a wild dash for the door and the next morning was found dead under the house. The question is, what killed the cat.

Mot. M. D. Anshutz was out to see our old comrade, Harry Cord, and found him doing fine. He said he would like to see any of the boys who would care to drop out his way. His address is 2011 West 43rd Place.

Had a letter from Mot. J. F. La Barre the other day from Indianapolis, Ind., asking for a thirty-day extension on his leave; says he is having a fine visit and sends his regards to all the boys.

Scribe D. B. Kohl is back in town after spending 10 days at Catalina, he is looking fine and says he took on about 10 lbs. Also has the same fish stories to tell, only that he caught one weighing 225 lbs. Some fish.

Work has been started on the new office again after a few days lay-off. We hope they will go right along until same is finished as we are all anxious to get in and get settled down.

All the boys on lines "D" & "R" are seen looking over the new schedules, getting ready to choose their new runs. Some inquired of the foreman if he had a schedule man to read and explain the new schedules to them.

## DIVISION 2

O. L. Christensen

Cond. T. C. Chase has been assigned to temporary duty instructing conductors in the handling of bus tickets since the operation of buses on the Western avenue line commenced.

C. J. Clark of the office force has returned to work after a well-spent vacation at San Diego, Coronado and, of course, he made a trip across the International Line to the well known city of Tia Juana, in Mexico.

Cond. J. I. Burns of the Central avenue line, is back at work after a forced vacation spent mostly at home under a doctor's care, having undergone an operation several weeks ago. Glad to see you back, J. I.

J. G. Mackie, who has worked as motorman for a short time, is now breaking in as conductor. Good luck, J. G.

Conductor H. L. Hansen has secured a week's leave of absence, and intends to take thing easy during that time.

Mot. B. T. Glennin has returned to work after a two months' vacation

## Who's Who



A LOT of young fellows at Division Three learned to take the rush and excitement of running a street car through traffic with the ease that spells safety because they broke in with Motorman J. L. Messick.

Jim has been at the street car business here since 1905 and is one of the best-liked fellows of the north side division. He got his first taste of street car life as a motorman in St. Louis and followed the same line when he heeded the call of California.

He saw the best part of four years' service in the United States Army and was in active service in the Philippines.

spent in the Middle West, looking after personal affairs.

I. F. Graham is taking a couple of weeks off, and I. F. says he is not going to do any kind of work at all during that time, but let friend wife do the dishes, herself—good idea, I. F., I don't like work either—that is housework.

A Postal card received from Cond. E. A. Moxley, who is spending his vacation at Yosemite National Park, informs us of one continuous grand and glorious time he is having on his long trip.

## DIVISION 5

E. C. Tyler

Welcome to the Sea Gulls nest, Bus Men. You are now a part of Division Five and we want to extend you a welcome and an invitation to join in on all the amusements and pastimes on the Roost. You are not allowed to play golf with the switchmen or shoot pool with the janitor for it keeps them from their many duties, but you can "kick-in" on the Two Bells column, so if any "tin can" tourist from Tall Corn, Kansas tries to drive his flivver under the bus and then apologizes for not first taking off the bed roll and lowering the top; drop a note in the Two Bells box and give the rest of us a laugh. Kenos.

And still they are going on their vacations and returning all tanned up and full of "pep."

Conductor Frank Nelson picks the mountains and says that it will take sixty days to get a good coat of tan and be already for the holiday rush.

Conductor S. G. Boswell has taken fifteen days and is going to Phoenix, Ariz., where he expects to meet some relatives from Texas who are visiting in that city.

Motorman W. W. Campbell has been granted a ninety-day leave of absence on account of his health. He is going

## DIVISION 3

H. A. Russell

Mot. Easton, who has been trying out on the mail service for the past few months, was in to see us. He tells us its a great life. He now has corns on his shoulders as well as his feet. He still holds his seniority here. I wonder why? Maybe he will be back—and why not—they all do it.

Cond. Harry Beals, our unfatiguable collector of the elusive jitneys, has been appointed instructor to the boys in the handling of the new bus tickets, etc. Harry is the frog's hair at the instructing game, as he never gets any trip sheet over slip. Oh, no. I was going to tell you one on the old boy but it would be a shame. But Harry says do as I say not as I do and "them's our sentiments."

Cond. I. W. S. Miller witnessed an accident in which a dog was run over by a car. Being of the hero type, he rushed to the rescue but said dog was in a bad state of mind and brooked interference and proceeded to eat up a couple of Miller's fingers. A quick trip to the Receiving Hospital for cauterization which no doubt prevented a terrible catastrophe. "Bow-Wow."

Mr. A. R. Miller our worthy Register Clerk, driver of the money car, likewise the raiser of thoroughbred rabbits and a being somewhat of a judge of poultry, hid himself away last Sunday to Venice to look over the broilers, chickens and squabs in the bathing girl parade. He reports them all running strictly to form. Some form! From the description that he gave me of one of the chickens, she must have been some chicken and one that I evidently overlooked, as I was there too.

Harry Gilmore, our portly night clerk, has returned after a few days off, suffering from an attack of gastritis, superinduced, no doubt, by the heavy gas pressure outside the window when he is checking out the runs in the A. M.

Ex Conductor Ivan Wishnewskee (if you cannot pronounce it, sneeze it), was in to see us the other day. He is now with the P. F. & E. and wishes to be remembered to all the boys.

Trying to keep the tips on the pool cues is as hard a problem as trying to get news notes into the "Two Bells" box. It just can't be did. Some gink that believes that he is the know-it-all of pool games will endeavor to push the cue through the brick wall in an attempt to roughen the tip, with the result that the tip is twisted off. This gink should realize that he is not the only one that wants to play and every man should take care of these things that are supplied to you free for your amusement.

Division 4 scribe appears to be elated over the myth that they do not require any goat glands over there. Oh, well, we have our doubts—but its proof positive that we don't need any, otherwise we would not have let the goat get away, as we are not in the habit of letting things we want get away from "The Division."

to Globe, Ariz. and the boys of Division Five hope that he will soon be able to return.

Conductor V. C. Allenby is taking ten days off, which time he will spend at home resting up.

Motormen Jack York and I. D. Brown and Conductor A. V. Smith have returned from their vacations during the past week.

A letter received from Conductor L. K. White who is on leave of absence in Montana states that he is having the time of his life.

He wishes to be remembered to all

## DIVISION 4

Bob Lindsey

Will the young man working at this division who stops at the "Ambassador," (I don't know how long he stops), anyhow he uses Ambassador stationery, please call at the office for the two letters he mailed in the "Two Bells" box, to his lady friends in New York, as he forgot to put the necessary stamps on them. Some class to you Buddy, must be nice to eat in the "Coco-Nutt" Grove, n'everything.

Speaking of "nuts," the other day I had a car on which one seat was shy a couple of nuts on the bolts that hold the frame down. A couple sat down and noticed the I. W. W. (wobbly) condition of the seat, and the gent examined things announcing, "There's some nuts missing under here." Whereupon the sweet young thing who comprised the other part of the couple, remarked, "Somebody must have had a squirrel on the car."

Every day in every way—listen to this and finish the sentence—a lady walks back to the third car, waiting on First Street west of Spring for power to come on—an East First car. She complains about having to walk back so far to board car. She fights her way through the mixed former inhabitants of Mexico, Russia, Italy, Jerusalem, etc., to the front platform, where she complains on the crowded condition of the cars in L. A. Finally the power comes on and the car reaches Main Street. The lady gets off. This actually happened, now finish the sentence.

Wouldn't it make you mad? B. B. Boyd and Joe Micheals blew into the Georgia Hashery (where you eat inside, and die outside) on one of our late hot days, and the waitress whispered something which brought a quick answer from our two friends, accompanied by broad grins, and a subdued smacking of lips. They were served shortly, gee it looked nice and cool those drinks, looked like gin rickey's too. BUT, it takes more than lemon, sugar and water to make gin rickey's, don't it, fellers?

You never know what will happen next, that's the way I've come to thinking. A few days ago a man boarded my car, eastbound to Pimple Heights, and proceeded to imitate a scene in Pittsburg with a cigar on the rear end. I touched him on the shoulder and pointed to the "No Fumar Aqu!" sign, and he threw away the "two for." Arriving at the Union Pacific Station, he got off, after tipping me a nice little dime for spoiling his smoke. Can you beat it?

Did you ever have this one pulled on you? A friend asks Speed to loan him four-bits. Speed produces a silver dollar, all he has. Friend reaches down, digs up four-bits, hands it to Speed, walks off with the \$1.

When I was a kid, the greatest outdoor sport of my gang was to paste rocks at what remained of the windows in the old L. A. Railway power house at Downey Avenue (now No. Broadway) and Workman Street, and the car house, also abandoned, at Eastlake and Downey. It was my neighborhood for 25 years. Well the point is, should I know where Workman Street is? Anyway, last Sunday I was on a West Sixth Street car, and overheard the conductor instruct a passenger that Workman Street was over by the "post office," and to transfer to a "W" car. I sided over to the conductor, and started to tell him in a quiet tone of voice where Workman Street was and which car to direct the passenger to take. I hadn't said ten words before the fireworks started, and I got a worse bawling out than I have ever experienced to the amusement of the passengers. Mr. Conductor informed me that he had lived here for eight years, knew what he was talking about. If you happen to read this Mr. Conductor, just take a tip from me, "it's no disgrace to say you don't know, but willing to learn." but it's wrong to be positive when you "just think you know." It will cause you trouble, and the other fellow too. "An open ear is a good sign of an active mind."

the boys and says "that if any of them feel the need of exercise they can come up and help him pitch hay."

### THE KICKER

When he reaches the Golden Gate And the golden street does see, Will say, "It'll do very well, I suppose. But it ain't what it ought to be." He'll remark on the way its kept. He'll desire to change its size. "If I were God, I would make it sod. This is hard on the eyes."

(Donated by)

J. S. JONES, Div. 5