

# TWO BELLS

VOL. IV

OCTOBER 15, 1923

No. 20

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

## Shops Will Build 20 More Cars

### CASH GIVEN FOR IDEAS

Prize awards for suggestions for bettering service made during the month of September, 1923, have been made as follows:

Prize No. 1 goes to Conductor V. W. Gore of Division No. 2, whose suggestion was in regard to the installation of an electric switch at 61st and South Park, and an endeavor to have such switch installed will be made.

Prize No. 2 goes to Motorman L. B. Dundas of Division 3, and is in regard to a change in signs as displayed on car of the Temple Street line. His suggestion is a very good one, although it will possibly not be used on account of certain other changes which are to be made on this line.

Prize No. 3 goes to Conductor V. G. Smith of Division 3, who recommends that dash signs showing points where cars are diverted, or any other signs calling for special operation different from that called for by the regular schedule, be painted in distinctive colors in order that passengers may readily notice same.

### Wilshire Buses Begin Service

Operation of the Wilshire bus line from Wilshire and La Brea to a downtown loop at Olive street, was started last Thursday. Five buses are operating on the line, giving a 15-minute headway. A change from the original plan has been made whereby transfers are good to and from the Los Angeles Motor Bus line on Western Avenue.

Rules governing transfers are contained in Bulletin 173.

### Safety and Courtesy Score For September

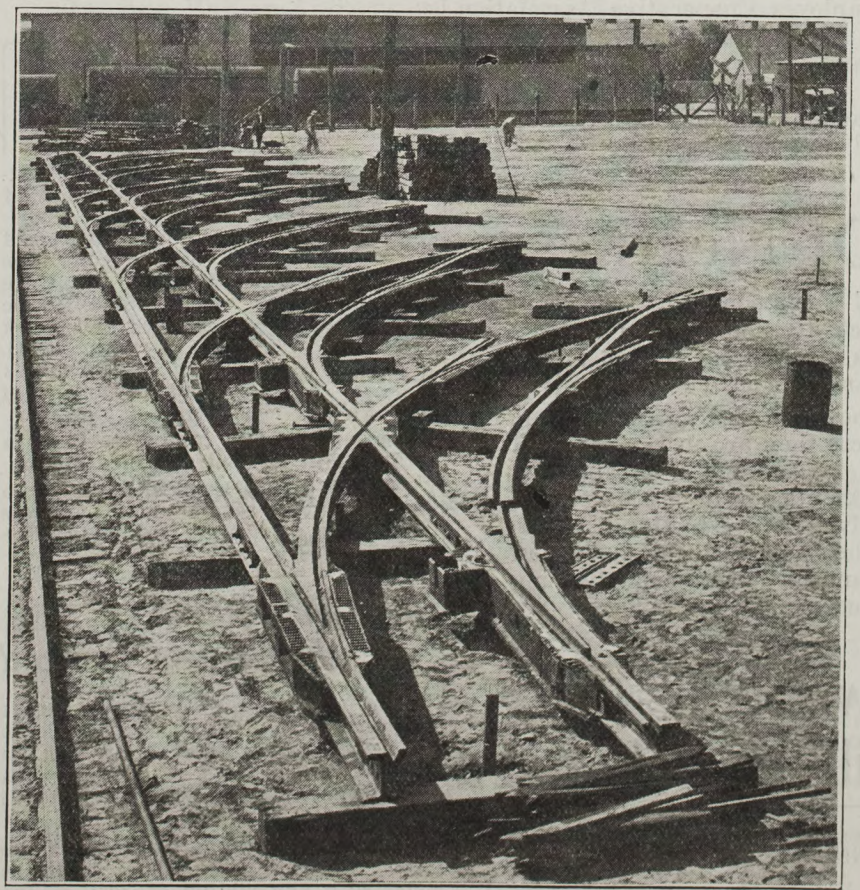
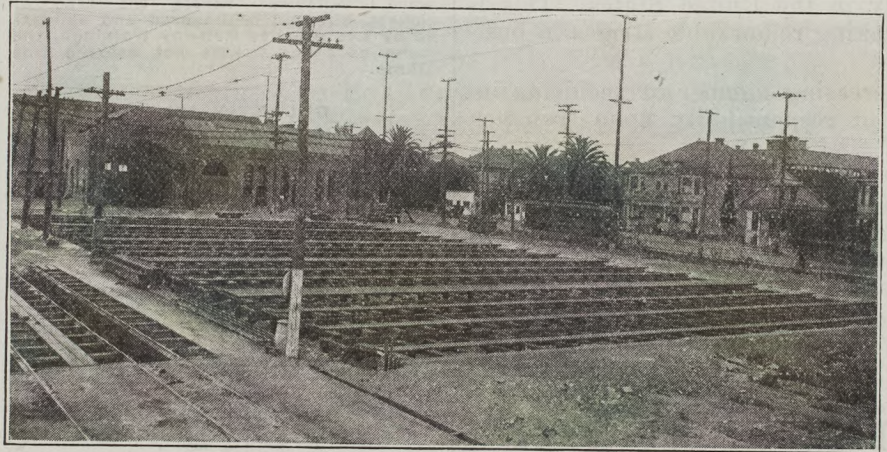
The total number of men failing to receive extra credits for clear safety record in September, reached 618, which is the highest point this year. The August number was 576.

On the other hand, only 42 failed to receive the extra credits allowed for clear courtesy record. This mark was beaten in July with a figure of 40, but with this exception the September figure is better than that of any other month of 1923.

Live within your income—You cannot live without it.

### PREPARING FOR BIG TRACK CHANGE

The picture above shows the new pits at Division Four which will be connected direct with track on Georgia Street. Below is a part of the special work with turn-outs.



### RECORD--SIZE SPECIAL WORK WILL BE PLACED AT DIV. 4

WITH the new pits for east and west tracks built at Division Four and the special work ready at the Vernon yards, work on the improvement of car shortage facilities will begin soon. The work involves the biggest single piece of special work installed

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

### FOUR MOTORS TO BE USED

Construction of 20 more cars in the main shops at 54th street and South Park avenue has been ordered by G. J. Kuhrts, general manager in the 1924 program of company work.

The 20 cars will be similar to the 55 being built in the 1923 program. They will be four-motor cars and equipped for single unit or train operation.

### FIRST L. A. BUILT CAR IN SERVICE

Car 1501, the first of the series built in the Los Angeles Railway shops has been put in service on line "S" at Division Two. The car was given thorough tests along the passenger routes under the watchful eye of "Doc" Robey, mechanical foreman of Division Two, and proved highly satisfactory and attracted the attention of the engineering department.

The tracks of the new mill and carpenter shop are full of new cars in various stages of construction and the "built in Los Angeles" cars will be fed into service steadily.

### 200 Car Fenders Received at Shops

Two-hundred new fenders have been received at the South Park shops. There are 100 Eclipse fenders for standard cars, and 100 for type "H" cars.

### Trucks Shipped For Construction Work

Word has been received from the St. Louis Car Company that 22 trucks with General Electric equipment and 46 with Westinghouse equipment have been shipped to the company. Thirty-two more trucks are to be shipped later. This equipment is for use in the company's construction program.

**OFFICES IMPROVED**  
The general offices of the South Park shops are being rearranged to provide additional space.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## A Credit To Los Angeles

THE placing of car 1501, the first of the "built in Los Angeles" type in service marks an important point in affairs of the Los Angeles railway. Fifty-five of these cars are being built in the South Park shops and orders have already been issued for the construction of an additional 24 cars next year.

The cars, of which 1501 is the leader, are distinctly a product of the Los Angeles railway organization. The cars were designed and the specifications prepared here. The success of the program is a credit to the entire engineering department and a benefit to Los Angeles.

By building its own cars, the company is able to get the equipment rolling much faster than has been possible heretofore when cars have been ordered in the east. The work indicates the whole-hearted determination of the company to meet the demands of the amazing increase in population to the very best of its ability.

## Think Safety For Others

AT THE recent convention of the National Safety Council it was shown that Los Angeles has the heaviest accident toll, in proportion to its size, of any city in the United States. This is poor advertising for a city that is making remarkable strides in business and civic development.

Although the years show an increasing number of accidents involving street cars, the percentage of responsibility upon trainmen continues about the same.

If the same efforts for accident prevention were exerted by the general public as are exerted by trainmen, and the same care taken in seeing that those who operate vehicles are capable of protecting themselves and others, Los Angeles would not occupy a shameful position in the list of injuries and deaths.

A large part of a trainman's job is to protect the careless and think for those who will not think for themselves.

## Quiet But Faithful Work

QUIETLY but effectively, the Employees Cooperative Association has been doing excellent work through the years. It provides insurance at a minimum sum, and is always ready to help the minute that help is needed.

Membership in the Association should be held by every employe in fairness to those who are near and dear to him as well as in justice to himself.

## Another Bit Of Neatness

The last A-Z-U-R-I-D-E contained a cartoon and story about the plan to put full-length mirrors in each division waiting room to encourage neatness of appearance. This inspired one patron to clip out the paragraph and attach it to the following comment:

But how about the old tobacco chewers? Isn't it about time you were getting rid of them where they are in contact with the public eight hours a day? I for one am tired and sick of meeting the conductor with his mouth so full of tobacco and many a time when standing (I always have to stand, as the seats are for the women) up in the front with the motorman he has opened the front window and let out a flood of strong tobacco juice. Then I go home and pet my collie dog.

## Temple and Crown Hill Lines Will Be Changed

A change affecting the Temple street and the Angeleno and Crown Hill lines was authorized by the Board of Public Utilities, October 8, and will be effective as soon as necessary special work is installed at Belmont and Temple streets. The cars now running to Fountain and Edgemont in north Hollywood will be routed into town via Temple street to Belmont and then turn south at Belmont and run over the present Crown Hill line, entering

the downtown district via Sixth, Olive, Fifth, and Hill streets.

Approximately half of the cars will continue over the Angeleno Heights route. The other cars will turn back at Temple and California streets.

Four motor cars will be used, replacing the safety cars on the Angeleno and Crown Hill line.

Service on Temple street between the postoffice and Belmont will be handled by safety cars.

# BULLETINS

Issued October 15, 1923

BULLETIN NO. 172  
Notice to Conductors

Effective Oct. 10, 1923, a new form of hat check will be put into use, and will carry the same symbols as transfers; hat checks to be given out with transfers when conductors report for their runs, and MUST be turned over to conductor making relief. When pulling into car house all unused hat checks must be turned in with unused transfers to the Division Clerk.

Symbols on hat checks MUST correspond with symbols on transfers.

BULLETIN 173

Effective Oct. 11, 1923, a Los Angeles Railway Bus Line, known as the Wilshire Bus Line, was put into operation, the route being as follows:

From Wilshire and La Brea, north on La Brea to Wilshire Lane, east to Sycamore, south to Wilshire Boulevard, east to Park view, south to 7th Street, east to Lake, south to 8th, east to Grand, north to 5th, east to Olive, south to 8th, west on 8th and over same route to western terminal.

Los Angeles Motor Bus Co. tickets, form S-Bu-8, will be sold by conductors, safety operators and local bus operators, the same as for lines of the Los Angeles Motor Bus Co., and will be good on the Wilshire Boulevard bus line. This cancels former instructions regarding the transferring to the Wilshire bus lines.

Bus tickets sold by the Wilshire bus line operators will be stamped with the word "Wilshire" across the face of tickets, but will be honored and validated by Los Angeles Railway trainmen, the same as other tickets not bearing this stamp.

BULLETIN NO. 174  
Notice to Conductors

On October 15, 1923, Los Angeles Bus Line No. 5, known as the Beverly Boulevard Bus Line will go into service, the route of which will be as follows:

From Rossmore and Beverly Boulevard east to Heliotrope Drive, North to Oakwood, and return over same route.

Passengers desiring to transfer to the Los Angeles Railway cars will pay 5c and receive local transfer. Those desiring to use the Los Angeles Motor Bus Co. will be sold the regular Bus ticket.

*P. B. Hill*  
Supt. of Operation.

## GENEVIVE WILL - - - - - be Married



Genevieve Will

Last week's matrimonial score of the claim department mentioned "one to go." She is Miss Genevieve Will. She will be married this week to Sergeant R. G. Hilf of Hollenbeck Heights Division of the Police Department.

Sergeant Hilf is a brother to Captain "Dick" Hilf of Central Police Station.

Miss Will has been with the claim department for several months and was a popular member of the main office bunch.

## Cottage Quarters For Buses Opened

The cottage at the company garage property on 16th street near San Pedro was put in use last Thursday. Clerks and cash receivers handling bus business will be stationed at this building.

A building for the transformer station at South Park shops is to be erected. The station is east of the new mill building. Brick from discarded wings of No. 2 car house of Division One are to be used, and the main part of the building will be wrecked later.

Life's happiness depends upon the amount of its service.

# ADAMS MADE CHIEF OF TRAFFIC

W. B. Adams, who has been in charge of supervisors for several months, has been appointed director of traffic, succeeding A. K. Plummer. Mr. Plummer assumes the title of general division dispatcher, having supervision over the starting of all cars in service at the five divisions, with particular regard to proper signing and on-time operation.

It will be recalled that Mr. Plummer experienced a serious illness several months ago. He has been gaining strength steadily and says he is about back in his old form.

W. H. Snyder, who has been chief district supervisor, is appointed assistant director of traffic.

## Fourth Trip Made To S. F. for Buses

Doyle Rishel of the company garage and a group of mechanics were scheduled to leave Saturday for San Francisco to drive another five Fageol buses from San Francisco. The machines are to be used in Los Angeles railway bus service.

This is the fourth trip the garage men have made.

## Claude Campbell 29 Years In Service

Claude Campbell who has been with the company for 29 years is away on a vacation of two weeks which he will spend visiting Southern California points. Mr. Campbell is the company's representative in joint pole matters and has charge of track bonding.

## On the Sick List

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

DIVISION NO. 1  
Conductor—E. A. Hanushek, 5713 Camerford St.

DIVISION NO. 2  
Conductors—S. E. Sutherland, 853 N. Hicks St.; W. R. Stewart, 519 W. 51st St.  
Motormen—C. A. Greenlea, 137 E. 59th St.; F. W. Bishop, 303 E. 52nd St.; L. Neff, R. No. 4, Box 894, Inglewood; J. G. Fakes, 319 E. 52nd St.; O. C. Milton, 1427 E. 57th St.

DIVISION NO. 3  
Conductors—C. J. Scottfield, 135½ N. Ave. 21; R. W. McDonald, 3107 Estara Ave.; C. E. Pascoe, 630 W. Ave 27; J. A. McDonald, 2617 Huron St.; B. Jones, 3222 Huron St.; W. J. Quinn, 2613 Jeffries Ave.

Motormen—T. J. O'Connor, 1425 Isabel St.; M. A. Busjager, 311 Loretta St.; V. W. Tamplin, 2626 Huron St.; J. A. MacGregor, 2616 Idell St.; G. O. Reavis, 308 Loretta St.; W. E. Ester, 281 N. Ave. 23; B. S. Head, 1557 Munson St.; F. D. Davidson, 2060 Dayton Ave.

DIVISION NO. 4  
Conductors—C. D. Cessna, 1400 So. Flower; G. F. Memmers, 811 West Pico St.; G. Prewitt, 1247 S. Vermont.

Motormen—G. H. Shaw, 1815 Berendo St.; J. E. Hauff, 901 Ocean View, Belvedere Gardens; A. J. Lange, 3723 Nopal St.

Operators—C. N. Howes, 516 Bixel St.; A. B. Hatfield, 1181 Ditman St.; F. T. Peterson, 720 Ottawa St.; F. T. Johnson, 1617 S. Vermont.

DIVISION NO. 5  
Conductors—L. K. White, 1416 West 57th St.; J. A. Johnson, 319 West 56th St.; H. Thagard, 10819 Grevilla Ave.; Lennox; H. J. McDonald, 1256 West 53rd St.

Motormen—A. P. Williams, 1230 West 102nd St.; M. Perlin, 7921 San Pedro St.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

## CHIEF PRAISES TRAINMAN

CITY OF LOS ANGELES, CALIFORNIA  
Department of Police

## On The Back End

(Contributed)

For Condr. G. B. Lindersmith, Div. 2  
Los Angeles Railway.

September 28th, 1923

Here's one on our genial Div. 3 foreman, J. G. Owens. After being served a planked steak at the company restaurant, he asked the gum-chewing young waitress for some Worcestershiresauce.

Gentlemen:  
Thursday last I found the courtesy of Conductor 186 so general to the passengers that I take time to bring it to your notice. In fact, it would seem, that many of those riding with him, apparently knew him, and greeted him like a friend.

Mr. George Kuhrts, General Manager,  
Los Angeles Railway Corporation,  
Los Angeles Railway Building,  
Los Angeles, California.

The young lady looked at him curiously for a moment, while shifting her gum from one side to the other, and answered: "Sorry, sir, we ain't got none, but we got some dandy apple sauce."  
"Yes, we have no bananas."

In general, I find when on the cars of the L.A.R.Y., an atmosphere of civility and politeness prevails with your employes and it is gratifying to experience it.

Dear Mr. Kuhrts:—

Did this ever happen to you?  
Old lady comes back after dropping pennies in the fare box, "Conductor, I remember now, I only dropped four pennies in the fare box. Have you change for a nickel?"  
Pope, Div. 5.

Respectfully,  
H. F. BERNSEN,  
740 So. Broadway.

Enclosed herewith you will find reports submitted by Capt. H. R. W. Kriege, commanding the Hollenbeck Heights Division of the Los Angeles Police Department and from Desk Sergeant R. L. Sholty of the same division, in which the conduct of one of your employes is highly commended.

Our prodigal midget, Conductor F. A. Bryant, has returned to Division Four. Several months ago he left us to go to Imperial Valley and work on his father's farm, but something about it did not appeal to His Lilliputian Majesty. He decided that as a hay-tosser he'd make a good nickel bandit, so he's back—and we're glad to see him.

For Condr. C. W. Manning, Div. 5  
Los Angeles Railway.

I believe it only proper to let you know of the services rendered by L. A. Moyer, #3017, and to give you an opportunity of having mention made of this matter in "Two Bells".

Riddle:  
Change made,  
Fare paid,  
No word spoken  
Nothing said  
With outstretched hand  
The passenger stands.  
What does he want?  
Ask any conductor.  
T. N. T. Div. 5

I wish to inform you of the courtesy of one of your employes. Several people were much pleased at the manner in which the conductor on the U line, TR 11, helped a feeble old-lady to alight.

Kindly convey my regards to Mr. George Baker Anderson and Mr. Ed. Sleeper.

Once upon a time, Pat wrote a letter to Mike, who was in Ireland. He wrote "Mike, when you come to Los Angeles look for house 869 Adams." Later Mike came to Los Angeles and saw Adams car 869 on Hill street. He then called Pat and said "Pat, faith and I've seen your number there running away with your house."

The incident occurred about 4:30 or 4:45 P.M. at 36th and McClintock. The car was headed south.

Yours truly,  
(Signed) August Vollmer,  
CHIEF OF POLICE

Ralph Neefus, one of the eminent motormen of the north side, got homesick for Minneapolis. After about three weeks "he ban no like Minneapolis so he ban cum back." California isn't so bad, it is Ralph?

Probably you will think it strange for me to report the incident, but the public should be just as anxious to report the merits as well as the demerits of conductors and motormen.

The above letter received from Chief Vollmer refers to good work done by Operator L. A. Moyer of Division Four in assisting two officers of Hollenbeck Division in apprehending a wanted man. Through Mr. Moyer's good work the man was delivered to police officers and convicted in court.

Yours for courteous trainmen,  
SYLVIA HUGHEY,  
c/o Lyceum Theatre.

## Tracks Will Be Turned In Big Change at Div. 4

(Continued from Page 1, Col. 3)

Had occasion this afternoon to ride quite a distance on the Washington line. Sat in a front seat near the motorman, whom I observed was a very kindly man, as well as a very careful driver. Several things happened during this trip which brought out these traits, and as one is apt to be so ready to complain, wished to speak a word of deserved praise for Motorman 2133.

by the company in recent years. The track layout shown in the picture was photographed at the Vernon yards. It shows the eight turn-outs which will be made from the south bound track on Georgia street between Girard and Pico. Each turn-out from the main track divides again, and a single turn-out on the west track will be placed at Georgia and Girard.

nated on the west side of Georgia street and a culvert to carry storm water will be built under the sidewalk.

Very truly,  
M. M. GREENE,  
1103 Ingraham St.

There will be a cross-over at 12th and Georgia, and another one at Girard and the one near Pico street will be moved to a point south of its present location. The new tracks will be laid on the east and west pits first, and later on, additional storage facilities will be provided where the old Division Four buildings now stand.

The present north and south storage tracks will be removed, providing space for the new east and west tracks to extend across the full width of the yard. The change will be a tremendous help in getting cars in and out of the division, and involves a big track job, which will be watched with interest.

For Condr. O. Strand, Div. 1  
Los Angeles Railway.

In all, there will be practically two blocks of special work with 29 turn-outs from Georgia street. The curb and gutter will be eliminated

The happiness of your life depends upon the character of your thoughts and the safety of your acts.

On the morning in question I had nothing but a bill too large for him to change and the manner in which he handled the situation reflects credit both to him and to your company.

Very truly yours,  
JAMES H. DAVIDSON,  
414 So. Berendo.

Cheerfulness greases the axles of the world; some people go through life creaking.

For Condr. C. R. Aker, Div. 3  
Los Angeles Railway.

I would like to say that I find most of the men on the West Adams line courteous and gentlemanly. I'll cite an instance of one, Condr. 1828. He was very highly complimented by passengers on his car when he went and aided an almost helpless old lady to alight from the car and put her safely on the sidewalk.

Yours truly,  
J. S. LAVIS,  
5339 Smiley Drive.

When in a fix, sweating will get you farther than swearing. Let mules do the kicking.

E. N. Butcher of Division Five is such a radio fan that he is working on a plan to run street cars with the trolley wire but no trolley pole.

There must be something very attractive, something that draws, about Division Two, as no less than four former trainmen returned to the old roost, during the last week. They were G. S. Hammond, F. E. Wilson, E. J. Monroe and S. T. Millard, who some months ago, went to Division Three. They are all saying, they are happy to be back home again.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Extra! Big automobile accessory robbery right in front of Division One, committed right under the eagle eyes of two night watchmen. According to the watchmen's report of this baffling mystery, they were not supposed to be on duty at this hour, but were just changing their armor and therefore was not responsible to prevent any robbery being committed around the premises.

Chas. Farrah, night clerk, has returned to work after an absence of about four weeks, caused by having his leg injured.

When it comes to awarding booby prizes for boners pulled, don't forget to mention Conductor Fairbrother's name, as he will probably grab the first prize. Instead of making a relief on the P. M. part of a run assigned to him, Fairbrother takes up with another car and pushes a new man right off and takes possession of the man's run. The new man, being a little bewildered by this action, sees Fairbrother's car coming, so he gets on that car and relieves the conductor. Well, after a lapse of about an hour, Fairbrother wakes up and finds he is on an "R" car instead of a "J" car and there the new man is on a "J" car instead of an "R" car and—Oh, Boy, page a Philadelphia lawyer to straighten it out, will yer?

Motorman C. Ellwood takes a few days off after nearly resigning, but then decides to come back before his time is up anyway. Some day he might make up his mind to resign for Good, "can't never tell."

## DIVISION 2

C. L. Christensen

Motorman H. L. Clayton, who lives near the Sea Gull Division, has traded seniority with J. M. Anderson of Mr. Morrison's klan. Welcome to Division 2, J. M.

C. A. Park, who was an inmate of the soldiers' hospital in Sawtelle for several months on account of ill health and later was appointed flagman, which position he held more than a year, has now fully recovered and returned to train service at this division a week ago. Glad to see you back.

D. W. Sherman, who was formerly a motorman at Division One, is now working as conductor at Division Two.

Motorman O. J. Lamm, while riding his bicycle on South Main Street on the way home from work, had the misfortune to hit a bump in the road which upset the wheel and O. J. hit the pavement with his forehead, while the right side of his head was badly cut with a saw he carried with him. O. J. did not know where he was, nor what had happened when he woke up at the Receiving Hospital, two hours after the accident occurred. However he was taken home the same evening and is now on the road to recovery.

Conductor A. A. Burlingame is about to enter upon the sea of matrimony, as he says it is mighty lonesome to live a single life forever. Details next week.

Conductor J. E. Summers and Motorman O. O. Obenshain, have chosen employment with the Los Angeles Motor Bus Company. Sorry to see you leave, gents.

Motormen G. L. Goddard and H. S. Best are working at the present time as supervisors. We wish you success, boys.

## Who's Who



## DIVISION 3

R. W. Reid

To show their appreciation of great heroism, the British Empire awards the Victoria Cross, but it took the L. A. Ry. to find a new use for it when on Oct. 9th their conductors took over the privilege of royalty and issued 330,000 of them, that being the number of transfers given to passengers that day on which the Victoria Cross was printed.

We claim Motorman J. H. Critchett as the champion early-riser of the division. Critchett, whose merest whisper is like the bellow of a fog-horn, while sleeping peacefully several nights ago, gave voice to an unusually loud snore which woke him up. Thinking that it was the alarm clock he got up, and after putting a hearty breakfast where it would do the most good, he headed down the car tracks for the barns. Half way there he had to make room for an out-bound car loaded with passengers. Now, Critchett, being an unusually intelligent man, suspected that something was wrong, so he pulled out his watch and it was just 11:45 P.M., only six hours before his run was due out. Can you imagine the disgusted expression on his face as he headed for home? I'll say we can.

Motorman F. P. Leatherbury left for a visit to his home in Joplin, Missouri. He will be gone a month.

And the stork made another visit! This time he stopped at the home of Conductor L. B. Vande Sande and left a dandy eight-pound boy. Mother and baby doing fine. Congratulations.

Motorman P. Gates will be sleeping late for the next six days, having secured that much time for a vacation.

Conductor W. G. Knight will spend one month at his home at El Paso, Texas, getting acquainted with the folks.

Conductor E. A. Volkert (who is little, but loud) has secured a fifteen-day leave of absence, which he will, no doubt, spend entertaining the boys with his stories. We'll tell the world he can peddle it.

Conductor P. Hau has left for Streeter, Ill., on business. He will be gone for some time.

Conductor H. J. Hortsman will spend two weeks in San Francisco. We understand that he is on pleasure bent.

## DIVISION 4

C. J. Knittle

When the scribe breezed into Supt. Wimberly's office for the weekly news last Wednesday, he found the stalwart figure of Foreman Boyd draped over the superintendent's new mahogany desk chair. The super has left on his annual vacation. Whether he is stretching his graceful form on the ocean sands or fishing for deer or hunting for fish or sipping to the tune of a Spanish guitar, we know not. But he will twinkle forth on the 22nd. Till then Mr. Boyd will give us our pats—and rats.

A few days ago Conductor Bill Huddy arrived at the division at 5:50 a. m. to report for his run, which is due out at 6:10. On entering the trainmen's room, a couple of fellows called him aside to ask him some questions about boxing. Bill answered the questions, threw in his opinions of Firpo and Dempsey and gave them a little line on our local pugs. Then he stepped over to the window for his transfers and found—oh dear!—that an extra man had been given his run 'cause he had missed out while he was talking.

Conductor M. A. Griggsby of Temple line was struck by a speeding woman motorist, when he alighted from his car to turn the light for the single track, at Virgil and Fountain, last Tuesday morning. He received a fractured nose, lacerated face and abrasions of both knees. The woman stopped but offered little assistance. Griggsby is resting comfortably at the Golden State Hospital.

Another lost sheep has rejoined the gang here—Conductor J. L. Lyerle. J. L. deserted us to try the "auto top" business and worked three months trimming the feathers off the black duck. He says he is glad to be back.

While going west on Pico last Friday, between Olive and Grand Ave., an autoist knocked the front step off Motorman Lourdou's car, but did not stop. Seeing that the driver did not intend to stop, but would be blocked by traffic in the next block, Lourdou hopped a passing flivver to catch him and get his name and address. In the meantime, his conductor, H. Taylor, wishing to be real accommodating, decided to run the car up to where Lourdou was talking it over. He started it up. Becoming intensely interested in the numerous autos and making sure he did not bump any, he did not

## DIVISION 5

E. C. Tyler

All you have to do nowadays to get the goat of Condr. Von Hagn, is to ask him the simple question, "When are you moving to Culver City?" And the answer to the riddle is that L. T. was driving blissfully through that beautiful little city the other day at what he considered a reasonable speed, when one of the guardians of the road said, "tag your it." He was to the tune of 40 plunks.

And still the wandering Sea Gulls return, Condr. E. Waterhouse and C. W. Bridger have returned to the roost during the past week.

We have a report that Motr. Geo. Pape will hunt no more without an iron clad, indisputable and bona fide permit, having gained his experience to the tune of \$10 and.

The popular representative of the Pacific Mutual, Harry Travis, wishes to inform the men at Division Five, through this column, that in future he will be at Division Five on Thursday of each week instead of Friday.

Word has been received of the death of Emmett L. Vaughn, one of the conductors of Division Five, at his old home in Commerce, Okla. Condr. Vaughn came to us in February, 1922, and was granted an indefinite sick leave on April 5, 1923. His brother, G. V. Vaughn, is a motorman at Division Three, and the boys of Division Five take this opportunity to extend to him our sympathy.

A news item states that it now costs 10,000,000 marks to ride a street car in Berlin, so all you heavy burdened conductors of our fair city should be thankful that you only have to play chaperone to two or three hundred nickels.

Motr. J. F. Davidson drops us a card from Seattle, Wash., that although Washington reads and listens well in the school books, he is ready to return to Los Angeles.

The following article, which appeared in Illustrated Daily News of October 3rd and refers to Conductor H. M. Fenton of Division Five who entered the service on Sept. 14, 1923:

"She was old and bent. Her shabby attire and hesitancy betrayed that she was in poor means and unaccustomed to the whirl of city travel. The little old woman boarded Moneta Ave. car No. 586 in the down town district. After it had rumbled on for several blocks she peered this way and that, anxious looks graven about her mouth and eyes.

Conductor 2520, a silent observer of this little drama, intruded herself at this moment. He ascertained where the elderly woman wanted to go, loaned her his stool until the car had arrived at her transfer point and saw her safely to the curb.

"Real courtesy," some one muttered as the conductor gave two sharp yanks to the bell cord."

**There is a better market for smiles than frowns.**

notice the electric switch at Grand Ave. and started around the curve. According to one report, a passenger tapped him on the back and asked him not to go down Grand, because he had an engagement out on Pico St.

Last week it was stated Bob Lindsay, conductor and former scribe, was going to go on the buses. He will stay on the cars. Not that he isn't good enough. Oh my, no! Bob went out on the instruction bus recently and found himself equal to the task, but he says his reach is too short for the gear shift lever. And even if he did have longer arms, he'd have to work for his living. So he might as well stay on the softest job of them all—the back end.

And that's that for that.