

Buys Diamond For a Dollar; Worth a Dime

AND now for a little story about two of the old heads at Division Three, Conductor Jarvis Phillips and Motorman F. E. Wolfe.

Seems that Jarvis had a beautiful diamond ring returned to him from the Lost Article Department.

Now Jarvis, being no hog, offered to sell the ring for one dollar. F. E., who happened around at that time, saw a chance to make some easy money and the deal was put through.

Being in possession and undecided as to whether it was a \$15 sapphire or a \$150 diamond, Wolfe decided to take it to some good jewelry store, sell it and deposit the money in the bank while on his way to make relief. On arriving at the establishment he was told that the ring was worth but ten cents.

Wolfe now claims that Jarvis bought the ring at Woolworth's in the first place. What do you think?

NEW DIVISION DEVOTED TO L. A. BUS OPERATION

Offices Shifted By Move at Div. 4

With the moving of the employment and instruction departments from the main offices to the new building at Division Four September 22, a rearrangement of offices on the seventh floor is made.

Room 725, formerly occupied by the employment department, will be used by W. H. Van Valkenburg, in charge of investigation. Room 722, vacated by the instruction department, will be used by John Collins, of the safety bureau, and as headquarters for the supervisors under W. B. Adams.

The schedule department will expand to the extent of two rooms occupying 704 and 705 for the use of the men who make traffic checks and tabulations under L. A. Recappe.

"Jay-walking is a short-cut to the hospital."

Blanche Melbourne Promises "I Will"

Miss Blanche Melbourne, stenographer in the office of C. A. Henderson, secretary of the corporation, was married last June to Harry McCormick, a former employe of the auditing department. The interesting news has just been revealed and Blanche has been showered with the best wishes of the main office bunch. She has been with the railway since 1916.

Supt. E. C. Williams' Father Passes Away

George Williams, 80, father of Superintendent E. C. Williams, of Division One, passed away last Monday at his home in Long Beach. Mr. Williams had resided at the beach city for 19 years, since moving from northern Missouri. The funeral services were conducted last Wednesday. Members of Division One expressed their sympathy in a beautiful floral piece.

APPRECIATION

I wish to thank the boys of Division One for the beautiful flowers and expressions of sympathy extended during my bereavement in the death of my father.

E. C. WILLIAMS.

WILSHIRE LINE WILL START OCT. 10

The Wilshire bus line will begin service Wednesday, October 10, and will provide transportation from Wilshire boulevard and La Brea to the downtown district with loop terminals at both ends.

The buses will operate inbound via Wilshire boulevard to Park View, then run to Seventh and over Lake to Eighth, making a loop on Eighth, Grand, Fifth, Olive to Eighth and returning to the starting point.

Fare Ten Cents

The fare on the line will be 10c. This line will be operated by the Los Angeles Railway, entirely independent of the green busses of the Los Angeles Motor Bus Company now running on Western Avenue.

Transfer Privileges

The 10 cent fare will include transfer privileges to Los Angeles Railway cars at connecting and intersecting points. Passengers boarding Los Angeles Railway cars and desiring to transfer to the Wilshire bus line will pay five cents additional fare when they present their street car transfers to the bus operator.

Fifteen-minute service will be operated from 6 A. M. to midnight.

Machinery for Newest Station Starts Soon

The electrical equipment for the new automatic substation at 54th and Second Avenue is scheduled to be shipped from the East about October 1. The building, which is on the Division Five property, will be finished in about one month.

HEADING HOME

Mrs. Mabel Knight Roberts, secretary to the general manager, started the return trip to Los Angeles last week after a visit in Mount Vernon, Ohio, and Minneapolis. She sends her regards to all members of the Los Angeles Railway office staff.

"More headwork at crossings—less surgical work at hospitals."

GARAGE MADE BASE FOR SYSTEM

A division devoted entirely to bus operation will be established by the company at 16th and San Pedro Sts. in connection with the company garage and the new bus building to be erected there.

When the Wilshire bus line is put in service, the present street car divisions will be relieved of any work connected with bus operation, except for Division Five, which is the temporary home of buses run by the Los Angeles Motorbus Company.

Supervisor at Garage

A chief supervisor of bus service will be in charge at 16th and San Pedro to check the operators in and out and off their respective runs, and to supervise the operation of buses on their routes and at terminals. The necessary employes to receive cash issue tickets and transfers will be on duty.

Hayner to Employ Men

Hereafter the employment of bus operators will be handled by J. B. Hayner, superintendent of employment. The instruction department under R. A. Pierson, chief instructor, will equip the bus operators with their outfits, give instruction on tickets and transfers, issue passes, and arrange for the supplying of bus uniforms. The instruction department will direct new operators in procuring the necessary certificates and badges from the City Board of Public Utilities and the State Motor Vehicle Department.

Choice for Operators

Trainmen now employed on the buses, including extra men, will have the choice of continuing in bus service by giving up all rights of seniority and bonus, or returning to trainmen's duty on the cars.

Discipline will be handled by the manager of bus operation, F. Van Vranken, who also has charge of operation for the Los Angeles Motor Bus Company.

"Don't dash in front of a trolley—it may hide an auto."

LINES "D" AND "R" CHANGE SCHEDULE

A new line "R" schedule providing for four more cars and increasing the number of runs, is effective September 24. The daily runs will be assigned for the first few days until the Saturday and Sunday schedules are completed and a line choice can be conducted. The "shake-up" will be held within a week. The headways will be unchanged under the new schedule but additional running time will be made possible by the addition of the four cars.

A new line "D" schedule will be effective Monday and will be started under assignment, under the same conditions at the line "R" schedule, with the line choice to follow.

Third Unit of Buses Driven From North

C. B. Lindsey, foreman of the garage, drove with a crew of garage men to San Francisco last Wednesday, to pilot another five Fageol buses from the bay city to Los Angeles. The party was due to return Friday.

This is the third "drive away" made by the Los Angeles Railway men in bringing buses to Los Angeles.

"Better belated than mutilated."

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

"I intend to approach every problem with good will in my heart instead of hatred. Most questions which are settled by arms are not permanently settled. Problems can be solved fundamentally only as they are worked out in the spirit of neighborly good will.

"Good will is the only solvent of ill will. I believe this is the time for good will to be used as the great and most effective political policy in furtherance of that good understanding without which no permanent betterment in human affairs can be effected.

WARREN G. HARDING."

Benefit From Restaurant

Indicating how employes benefit by company management at the Division Three restaurant, an audit of the August receipts shows that a profit of approximately only one-third of a cent per customer was made in August.

Employes are deriving a benefit from the restaurant in prices, service, and food above the average, due to the heavy volume of business done every 24 hours.

One of the best indications of the type of service given is the fact that scores of employes from business concerns in the general vicinity of Division Three, patronize the company restaurant regularly.

The restaurant is a company institution operated for the benefit of employes and as such, it deserves the fullest support of Los Angeles Railway men.

Service That Pleases

SERVICE quite naturally makes the best impression upon patrons when it is rendered under conditions different from the usual routine. It is service "out of the ordinary" that brings the warmest commendations from passengers.

To define service "out of the ordinary" is a difficult task, as a large part of street railway service consists of "expecting the unexpected."

A crew may operate a car the greater part of the day and carry only ordinary loads without meeting any exceptional traffic conditions. On the final trip the car may unexpectedly pick up 50 passengers in a bunch. The car may run into a traffic blockade, caused by a broken down truck or some other situation beyond the control of the company.

It is the efficiency shown by the motorman and conductor in handling the extra 50 passengers that determines whether the passengers will have a good opinion of the crew and be willing to help. If no effort is made to have the passengers move forward in the car and distribute the load there will be a general feeling of dissatisfaction.

In the case of the traffic blockade, if no effort is made by the crew to remove the obstruction, the passengers will not think highly of the motorman and conductor and will not be in the frame of mind to help in such small things as alighting promptly and keeping the doors clear.

Any man can render satisfactory service with very little effort when everything is moving smoothly, but the greatest effort is required when things go wrong.

The men who master the situation when an emergency arises are the men who show themselves capable of giving the best street car service and are the men who make friends valuable to themselves and to the company.

Johnny had used some unparliamentary language, much to his mother's distress. "Johnny," she cried, "do stop using such dreadful expressions. I can't imagine where you pick them up."

"Well, mother, Shakespeare uses them."

"Then don't play with him again," commanded his mother; "he's not a fit companion for you, I'm sure."

"My sister's feller kicked my dog yesterday," said Willie, "but I'll get even with him all right."

"How'll you get even?" said Willie's friend.

"I'm going to mix quinine," said Willie, "with my sister's lip rouge."

Mike went to the telephone, when the following conversation took place:

"Is this Miller & Jones?"

"Yes."

"Will you send up six bags of oats, and hurry up with 'em?"

"All right; who are they for?"

"Arrah, now, don't you get gay—for the horses, to be shure," and Mike rang off.—Daily News.

"Don't cry, little boy. You'll get your reward in the end."

"S'pose so. That's where I allus do get it."

—Exchange.

"A moment of caution or a month of pain."

BULLETINS

Issued September 24, 1923

BULLETIN NO. 161
Notice to Conductors

The following pass books are reported lost:

No. 11644, issued to Guy H. Launders, care of Fire Department.

No. 12947, issued to L. A. Repscher, care of Fire Department.

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

BULLETIN NO. 162
Notice to Conductors

The following passes are reported lost:

No. 3432, issued to Chas. M. Knight, Carpenter, Mechanical Dept.

No. 5139, issued to E. F. Page, Flagman.

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

P. B. Hill

Supt. of Operation.

New Dempsey Born While Namesake Fights For Title

Friday, September 14, the day of the big fight, there was one young man in this town who did not know there was a fight on, even if his name is Dempsey.

Its a fact, and I suppose I'll have to prove it.

The young man was no other than the infant son of Motorman W. V. Dempsey, whose age could be figured in hours. There was a fight on around these parts when Dempsey strutted in with his chest sticking out a foot, loaded down with two boxes of choice La Ropas De Cabbagos, and a carton of Melocheatas.

Accept our congratulations, Dempsey, may your offspring live to be a champion like his famous namesake.

R. W. Reid Scribe For Div. 3 News

R. W. Reid, popular clerk of the Division Three office, has taken up the editorial pen in behalf of Superintendent Dye's clan and will conduct the *Two Bells* news column of that division.

News is the thing that makes this paper interesting, so lend a hand and see that no interesting incidents go untold.

Introducing New Men

The following men have been assigned to their divisions during the week ending September 15th, 1923:

DIVISION NO. 1

Motormen—B. B. Darnell, G. B. Newberry.

Conductors—O. Payton, F. S. Longley, W. S. Culver, J. E. P. Malhoit.

DIVISION NO. 1

Motorman M. V. Hunt.
Conductors—C. C. Glennin, R. M. Stone, C. W. Wianand.

DIVISION NO. 3

Motormen—J. R. Walker, E. W. Elliot.
Conductor C. P. Rudy.

DIVISION NO. 4

Motormen—I. J. Madsen, A. J. Pearce, E. B. Butte.

DIVISION NO. 5

Motormen B. Harris.

"Better be alert than a cripple."

QUICK REPORT OF DELAYS WANTED

Prompt reporting of delays to the emergency telephone board is essential to maintenance of regular service. The cooperation of every employe is necessary to prevent blockades.

A notice, directing the attention of trainmen to the importance of prompt reports has been issued by R. B. Hill, superintendent of operation, and reads as follows:

The rule regarding the reporting to the emergency board by telephone of all cases where trains become five minutes or more late is being disregarded to an entirely too great an extent. Effective at once, all cases of delays of over five minutes due to blockades, accidents or defective equipment must be reported to Dispatcher's office by telephone at the earliest possible moment.

Get to a Telephone

Use emergency phones whenever possible. When this is not possible, use pay station phone, in which case a refund will be made on the making out of a miscellaneous report, or use a private phone, if use of same can be obtained. If it is absolutely impossible to get to a telephone, stop a car going in the opposite direction and request the conductor to make the proper report, taking the number of such car and train run, and report action by miscellaneous report.

Be Sure Report is Made

Crews of following cars coming up to a blockade must immediately assure themselves that the delay has been reported by crews of cars ahead of them or make the report themselves as soon as possible. Conductors on two-man car, the conductor on lead car in two-car train and safety operators will be held solely responsible for seeing that proper reports of such delays are made, and trainmen failing to make such reports promptly will be severely disciplined.

On the Sick List

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

DIVISION NO. 1

Conductors—C. W. Austin, 1157 Delphi St.; W. R. Elliott, 143 E. 80th St.
Motormen—F. R. Rameriz, 647 Kohler St.; F. E. Brown, 3048 Whittier Blvd.; J. Hoke, 943 Blain St.; Geo. DeFrain, 566 Central Ave.

DIVISION NO. 2

Conductors—R. R. Whitson, 402 E. 46th St.; J. L. Hoffman, 236 N. Flower St.
Motormen—W. S. Campbell, 3932½ Wall St.; R. Long, 1333 E. 60th St.

DIVISION NO. 3

Conductors—E. R. Blasingame, 1048 Richmond St.; A. Blish, 856 Waldron Ave., E.R.C.; E. L. Bledsoe, 121 N. Hancock St.; P. Foster, 2812 Jeffries Ave.; C. R. Certain, 2612 Idell St.; H. D. Deigh, 907 E. 7th St.; F. C. McKibben, 530 Clifton St.; H. C. Brotherton, 141½ N. Broadway; J. T. Nickels, 202½ South Broadway; F. A. Koehne, 3415 Loosmore; L. Johnson, 1720 London; O. E. Hood, 6409 Planada Ave.
Motormen—A. Stephens, 1130 S. Hope St.; F. J. Cimino, 2210 Dayton Ave.; E. Wagner, 2612 Idell St.; P. Gates, 3404 Drew St.; J. E. B. Kaiser, Baldwin Park, Cal.; H. L. Edwards, 2643 Huron St.; J. F. Howry, 221 E. Ave. 39.

DIVISION NO. 4

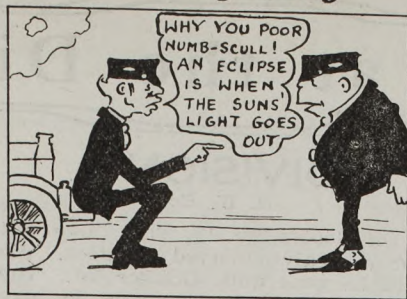
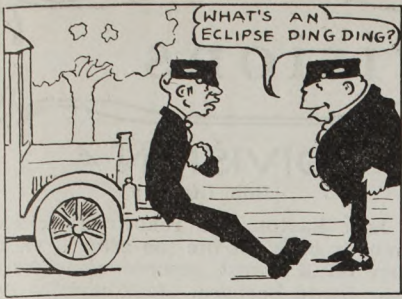
Conductors—F. Shuster, 2709 W. Jefferson; S. J. Despars, 3511 South Flower St.
Motormen—J. A. Yates, 922 N. Beaudry; J. W. Faulkner, 452 E. 42nd St.; E. T. Angus, 1242 Georgia St.; J. C. Clark, 507 So. Baylston;
Operators—C. Fanning, 1716 Oak St. (Rear); L. J. Peterson, 720 Ottawa St.

DIVISION NO. 5

Conductors—M. Casey, 623 West 41st Drive; A. W. Hall, 830 West 61st St.
Motormen—D. C. Ross, Lawdale; C. N. Stowe, 620 West 82nd St.; M. E. Phalen, 5334 Second Ave.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. H. Hazen, Div. 5
Los Angeles Railway,
Gentlemen:
I like to see a street car conductor who is conscientious in all his dealings. Such a conductor looks well after his company's interest, also the comfort and interests of the passengers under his care. Such a conductor is not afraid to smile and to look pleasant and yet can look serious when occasion requires it, and exercises a little special attention for old people, lame people and children—willingly answering the questions of strangers within our gates also our own citizens and calling streets in their regular order. Did someone say such conductors were scarce? No sir, you have many answering that description and I have pleasure in recommending Conductor No. 1442, Manchester, as one who foots up the above description.

Yours for good service,
MAJOR ELIZABETH GALLEY,
Salvation Army,
502 Chamber of Commerce Bldg.
City.

For Condr. L. C. Haynes, Div. 1
For Mtr. T. E. Mills, Div. 1
For Condr. C. E. Dewey, Div. 1
For Mtr. J. T. Daley, Div. 1
For Condr. M. S. Thomas, Div. 1
For Mtr. H. G. Loe, Div. 1

Los Angeles Railway,
Gentlemen:
At 11:35 this morning a block of wood caught under a West 9th St. car, No. 14, at Garey and 2nd. Cars No. 16 and No. 17 were held up on that account. Motormen and conductors on cars 14, 16 and 17, had to take off fender, raise car to get out the wood, because the wheels could not turn at all, then replaced fender. They worked hard and fast, then back to regular places.

Only a passenger on delayed car,
STEPHENIE J. HARROD,
1135 Irolo,
City.

For Condr. A. McKenzie, Div. 4
Los Angeles Railway,
Gentlemen:

I am writing to let you know of a commendable act on the part of one of your conductors on the East 4th Street line. Yesterday there were two very old ladies on the car, who got off at Boyle Avenue. The conductor went inside the car and helped them down the aisle and down the steps onto the street. He helped them as he would have his own mother.

The conductor's number was 2296, car 494. This conductor certainly deserves thanks for his kindness to old people.

Yours respectfully,
GRANT R. POWELL,
2011 East 3rd St.
City.

For Condr. A. E. Heff, Div. 5
Los Angeles Railway Co.,
Gentlemen:

Coming home from the ball game this afternoon on a Grand-Moneta avenue car, I put a quarter in the box by mistake for a nickel. I did not notice it, but Conductor No. 2318 did, and adjusted it. I think Conductor No. 2318 is entitled to some merits. Please do not disappoint me—and him.

Yours truly,
CHARLES V. BARTON,
826 California Bldg.

For Condr. B. Pegalado, Div. 2
Los Angeles Railway,
Gentlemen:

Although a little slow about it, I want to bear witness to the courtesy and helpful conduct of one of your conductors. I do not know his name, and to my knowledge have seen him only once, but he is number 30.

A little more than a week ago, I had occasion to go down town on a "U" car and Number 30 was its conductor. When a crippled old lady left the car, he stepped off first and assisted her to

7th and Spring Takes Lead 4039 Cars Cross in 24 Hours

ALTHOUGH Seventh and Broadway is the busiest intersection of Los Angeles in point of vehicular and pedestrian movement, Seventh and Spring leads in the number of street cars going through the intersection. A total of 4039 car movements are made through this intersection in 24 hours.

Seventh and Broadway—North and South	1977 cars
Seventh and Broadway—East and West	2003 cars
Fifth and Broadway—North and South	1977 cars
Fifth and Broadway—East and West	955 cars
Seventh and Spring—North and South	2007 cars
Seventh and Spring—East and West	2032 cars

More than two thousand street cars cross Broadway on Seventh street east and west in 24 hours, according to a check made from the latest schedules. An even higher number are east and west bound at Seventh and Spring, due to cars making the curve in pulling in and out.

The tabulation is as follows:

Electrical Department Gives Shops New Safety System

WITH the complete installation of switches and compensators, the electrical equipment for motors which operate machinery in the South Park mill will be on the very latest standard of machine control. Each machine of the mill which has an individual motor will have the starting and stopping button control on the machine itself, eliminating the necessity of stepping to a post or switch board to turn the electricity on and off.

Where two or three machines are operated on a shaft from a single motor, each machine will have a stop button so that in case of emergency the operator of any one machine can cut off current from the others in addition to disengaging the driving belt on his own machine.

Equipment has been ordered to provide the same improvement for the machine shops and installation will begin as soon as the relocation of the machine shop is completed.

6500 School Ticket Books Sold in Week

Approximately 6500 school pupils purchased ticket books in the first week after school opened. Practically all sales were in the afternoon between 3:30 and 6 P. M., when the pupils flocked to the ticket office after school.

The final number buying ticket books will not be known for several days and the line-up at the ticket windows continues each day as new pupils enroll late or move from one school to another.

the pavement as tenderly as if she had been his own mother. Then I kept my eye on him and found he took every opportunity to be helpful to his patrons. Sometimes they were elderly people and two were young women with babies in their arms and suit cases in their hands.

He did no talking, evidently not trying to attract attention but appeared to be getting a joy out of his work by making use of his opportunity to serve others. My respect to Conductor 30, and best wishes for his future success.

Respectfully,
MRS. J. E. HARRISON,
1052 Leighton Ave.,
City.

For Mtr. C. W. Buckey, Div. 5
For Condr. F. Baglieri, Div. 5

Los Angeles Railway,
Gentlemen:
We, the undersigned, employees of the Los Angeles Post Office, wish to express our appreciation for the courtesies shown us by Motorman C. W. Buckey and Conductor F. Baglieri. Our duty at the office ends at 11:30 P.

Special Show For September Dance

A special show is being planned by Charlie Means for the monthly dance and entertainment to be held in Forsters Hall next Saturday. The last Saturday of the month is the regular date of the affair, which is open to all employes and their relatives.

"A rash minute—a human wreck."

GRAND'S THE WORD

"If I stole fifty kisses from you, what kind of larceny would it be?" asked the young man.

"I should call it grand," sighed the sweet young thing, without a quiver of an eyelash.—Yonkers Statesman.

AN OLD STORY

Irate Visitor: "Mr. Editor, I've been told that you have printed in your sheet that I am the greatest swindler the world has ever known."

Editor: "No, sir! Not in my paper. It contains only the latest news."
—Boston Globe.

M. and by their punctuality and endeavor to have us make the proper connections, we enjoy the pleasure of reaching our homes at the expected time each night. Very respectfully yours,

A. J. RADER, C. W. BROWN, W. E. SANTER, A. S. E. LANDEN, A. J. ARMSTRONG, R. D. KNOWLES, G. F. GRUBER, CHAS. E. HOWARD, JAMES L. JOYCE, G. A. LOREDITOCK, SETH GARRETT, A. M. DICKEY.

On The Back End (Contributed)

Motorman No. 543 was rounding the curve at Second and Broadway and saw a sign in the restaurant window reading "PORTER WANTED" and as his friend (S.W.) Porter works the "M" he wonders if by any chance he missed it.

At a wedding reception a baby of one of the guests had cried during the whole ceremony. "Isn't it annoying?" said the best man. "Yes," replied the little maid of honor, "When I am married I am going to have engraved right in the corner of the invitations, 'No babies expected'."
J. T. O'Hara.

My motorman and I were waiting for time at 48th and Van Ness the other day and just as I had given the bells to go, I heard someone yell, "Hold on a minute." Cancelling the bells I looked out and saw a stout lady with one arm full of bundles and the other one waving, running for the car. We waited and when she got up to the car all out of breath, said, "Conductor will you please tell me what time it is?"
L. B. F., Div. 5

Two elderly darkies were fishing on the bank of a southern river when one of the species of Fulton's invention rounded the bend all "lit up" and the whistle wide open.

Mose, after recovering somewhat from the shock, yelled "Sambo, de hand of de Good Lawd is upon us, de judgment day hab come."

Sambo (who was less excitable and more thoughtful) said, "Aw, git up from there you fool nigger, you knows de judgment day ain't coming this time ob nite."

AN AMATEUR CONDR, Div. 5

A "Jewish" lady (?) boarded car and as she handed fare to me, the car started with a slight jerk and in trying to hold about 15 packages of various size, she dropped her nickle.

She laid every one down carefully and explored car platform from end to end, but nickle evidently rolled off car. After great persuasion on my part she paid her fare with another nickle but it broke her heart.

She entered closed section and we went on our way. I soon forgot the incident but way out toward the end of line I dropped my pencil and bent over and retrieved it. I had hardly straightened up again before Jewish lady was on top of me like a whirlwind, and screeched out: "Vat did you pick up! Vat did you pick up!" If I had said a nickle, I know she would have committed assault.

"An elephant lives a hundred years, but he's careful all the time."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Extra Conductor J. D. Johns wishes to announce that he now has a regular run on the "D" line and says he likes being a regular quite well. He is especially fond of his run as he gets about ten minutes spot at each end (sometimes).

V. M. Muckenthaler, of Division No. 5, is helping out in the office for a while until things are straightened up again.

Motorman F. M. Asbury is building a new house in his spare time and now has it almost completed.

An elderly gentleman about to get off a "J" car in the center of town, came up to the motorman and said: "Is this Jefferson Street?" "No, sir, this is Broadway," replied the motorman. "Well, then, this other street must be Jefferson," said the old man. "No, that street is 7th," replied the motorman. "Well that's funny I thought I was on a West Jefferson car," replied the old man.

Conductor C. D. Milliorn is the proud owner of a new Ford—having purchased same some weeks ago.

DIVISION 2

Division Two scribe C. L. C. is on a well-earned vacation. Don't know where he is going, but we will find out when he gets back.

Condr. R. C. Hoyle, who has been breaking in for the past week, is working C. L. C.'s shift. Clerk C. J. Clark is also off for a few days having a good time somewhere along the Mexican border.

Quite a few of the boys have picked September for their vacation time. Motorman L. G. Barnard was granted three months leave, but decided after one week was up that he had enough rest and returned again.

Condr. S. J. Bacon is off for a few weeks sightseeing through California with his mother, who recently arrived here from the East.

Condr. R. Sheppard is laying off for two weeks just resting up.

Another real old timer, Conductor Bill Pilcher, has taken several months vacation.

Speaking of old timers, did you know that Dave Wood and Walter Hancock missed a relief last week, the first time in thirty years? It was all right though, their run was held out and they were unable to make their relief.

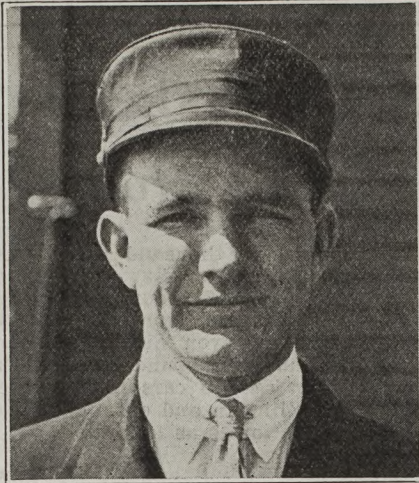
Condr. J. H. Lynch, who has been living at the Golden State Hospital since he fell off a car four months ago, and broke his hip, is able to get around on crutches now and spends a little time each day in the trainmen's room. Glad to see you, J. H., and hope you can soon sell those crutches.

Another patient, L. F. Van Zile, will soon be back with us again. Conductor Van Zile, while on a trip through the North-west, had an appendix that went B. O. suddenly, making it necessary for him to undergo an operation at Seattle, Wash.

Motorman R. L. Randall telephoned in a few mornings ago that he would be a little late having been run over by an auto at Vernon and McKinley. R. L. reported one hour late, having had to go home again and change his dirty uniform; outside of that he was none the worse.

In the recent line choice on Maple Ave.

Who's Who



THE job of ice man used to be an enviable position in the days when a large percentage of calls had to be made to places known for their brass rails, and other things. But in the course of time and political events, the attraction has waned.

This may or may not have anything to do with the fact that Motorman N. L. Goddard, of Division Two, left the piloting of an ice wagon to pilot a street car. He was in the navy during the entire war period, having enlisted in February, 1917, and receiving an honorable discharge in August, 1921.

Motorman Goddard sprang from the farm country of Kentucky. He entered service in the summer of 1922 and rates as one of the best of the younger fellows at Division Two.

Jack Defty left it to his conductor, C. Fisher, to pick out a good six-day run for both of them, and he did—not. After they missed out on Sunday, they found out Fisher had picked one that worked every day including Sunday. We are not permitted to write what Defty said to Fisher, but you can ask him about it.

Conductor B. C. Elworthy is our new register man, clerk Easingood having left to go back to his home town.

Conductor House received a letter this week from R. W. Grisham, former motorman at Division Two. Grisham is now a pilot on an Interurban line between Chicago and Elgin, Ill. Says he likes it, but still has fond memories of L. A.

Our stenographer, H. T. Hansen, just can't keep out of print. H. T. was seen to board one of the new type 1200 cars last week at 7th and Spring, and after being comfortably seated, pulled a letter from his pocket which we presume was from Frisco. Anyhow, the letter was so interesting that when H. T. looked up from it he found himself somewhere down around Mateo street. No, Harold, all those new cars don't turn south at San Pedro street, look at the letter on top. You can't go to Division Two on a car marked "R," they take you to the cemetery.

DIVISION 5

H. C. Tyler

Condr. A. B. Conway, who is spending his vacation touring the East, writes from Quakertown, Pa. He states that it is interesting to note the difference in the street railway fares in the East and in Los Angeles. For instance, in Philadelphia it costs seventeen cents to ride a distance of four miles.

Seven cents on first car, three cents for transfer and then seven cents again if necessary to ride the third car. If a child measures 31 inches a full fare is collected.

That makes us wonder if the conductors are provided with tape measures.

Now that the Wayfarer has departed and the circus has left town, do

DIVISION 3

R. W. Reid

On September 15. Supt. Dye left for a richly deserved vacation. He will be gone until October 1st. The chief refused to say where he was going but made the remark that it would be a place without telegraphs or telephones. So it looks as if he was headed for a real rest. Foreman J. G. Owens will be in charge during his absence.

We announce with deep regret the passing away of Mrs. L. Fowler at the Seaside Hospital, Long Beach, after a very short illness. Mrs. Fowler was the only daughter of Conductor A. P. Keran, who is affectionately known to all the boys as "Daddy." The funeral took place at Grageville Cemetery, Kings County.

Conductor E. C. Bradley had the good fortune to receive a substantial check from the State of Iowa for his services during the war. Don't spend it all in one store, E. C.

When Conductor D. O. Kammor, who works a swing run on line "B," called for his run the other morning a razor was found with his transfers. When D. O. was asked whether the razor was intended for shaving or for social purposes he refused to say, but considering the fact that he works Hooper Ave. we are inclined to believe that association is having its usual effect.

We wonder whether the goat which was found under a West 1st St. car by a Division Four crew could by any chance be the one lost by Motorman G. E. Kleinschmidt, who, after looking at the car number board cock-eyed, pulled out the wrong car and found himself with a two-hour tripper instead of his own perfectly good ten-hour run.

Real estate is selling well, and cigars are plentiful around Division Three. If you want to be convinced talk to Motorman A. B. Cooper.

All book-lovers would do well to talk to our jolly cash-receiver, Joe Rutland, who has been making an extensive study of literature. For further information see Joe.

your Christmas shopping early and avoid the rush.

"SHORTY" DAVIDSON,
Division No. 5.

Yes, there are some live wires at "5." When a conductor will get up in the wee small hours of the morning and beat it down to Division One to pull out a run that is scheduled to pull out of Division Five at 4:10 A. M. we will at least give him credit for being on the job, even if he did read 'em wrong. Attention, Conductor Brown.

Motorman J. Morton has returned from a short vacation spent at Murrietta Hot Springs.

Motorman F. C. Haynes, who has been on leave of absence for over a month, returned to duty last week.

Condr. H. A. Peyton, who has been on sick leave, has returned and although much improved, has not entirely recovered from his illness.

Motorman H. D. Gordon, of Division Five, does have the worst luck. He was again observed to stop his car, climb down and go back and pick up a nice bright piece of tin that looked like a dime. Some day, H. D., you will pick up a real live buffalo nickel and be rewarded for all your trouble.

"Shorty" Hague is sending out invitations for all his friends to meet him at Pico and Central Saturday night to help him celebrate his birthday. We tried to find out his age but all the in-

DIVISION 4

Bob Lindsey

Jack Barton, our renowned switchman, is back on the job after a vacation on a forest reserve somewhere near Santa Barbara. Jack says he did not kill anything but time, and as far as I can see he has not changed any, still smokes those rotten cigars, and plays pinochle.

Our Janitor, Herb, was inquiring around where he could buy a good suit cheap, and Clerk Micheals told him that Dungarees on Spring street were the best suits for the money. So that night after Herb got off he wandered up and down Spring street looking for Dungarees, and couldn't find any store called Dungarees. On top of that he was accused of spending the time wasted with—Oh you can imagine where these wives imagine their husbands are when they get home late, when they give an excuse like Herb had, "huntin' for Dungarees on Spring street."

Clerk Roffee has been trying to find out where all the roads in this state go to, and having satisfied his curiosity, understand he will be back on the job any day.

EXTREE—We will not move for another week.

Conductor Cates still claims that Firpo would have won, if—

Jack Wayne is off for a two weeks trip to Frisco, where he will take in the sights, and scratch fleas, mostly fleas, don't tell me, I was doing it this time last year, and I know. You can talk about your Jersey mosquitoes carrying off the hogs, well a fellow told me somebody told him, that sometimes the fleas get so thick in some houses that they will walk off with the house in the night, and you will find it on a strange vacant lot in the morning. Now you can take it, or leave it.

Conductor Hames, who also switches at night sometimes, has tackled the double harness. We were expecting it for some time.

Conductor Bliss is taking 30 days off to enjoy himself.

Motorman Kirkland is back on the job after sleeping late for 30 days.

Condr. Reynolds is also back from a nice trip up in the mountains, where he caught trout, and ate same, which did not fatten him up any, as far as I could notice.

B. B. Boyd has taken to the hills for a week, where he will take life easy at his cabin in the Santa Monica region.

formation to be gained was that "Shorty" was born on that corner before there ever was a Central Avenue.

One of the boys on the "E" line said: "A fellow got on my car the other day and asked how much the round trip was to Hawthorne. I told him it was two bits, then he wanted to know what it was one way. I told him fifteen cents. 'Well,' quoth he, 'I guess I won't come back, here's a dime.'"

Condr. J. E. Gee has been granted a 30-day leave of absence because of word received of the serious illness of his mother in Beach, North Dakota.

Supt. C. A. Morrison returned last Monday from his vacation spent at Murrietta Hot Springs. He looks fine and fully capable of shouldering the many cares of the fall and winter months.

H. C. Lehnhart, of Division Five, makes his debut as a violinist next Friday evening, when he plays for the Ebell Club. Lehnhart is one of our most popular conductors and Division Five wishes him the best of success.

Mechanical Foreman Carl Gordon has returned from a hunting trip with Ed Forsythe and party, and we are proud to state he brought back the first buck of the season for Division Five.