



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

Power System To Be Improved

REROUTING OF LINES A, L, M, IS GIVEN APPROVAL

Rerouting of Lines "A," "L," and "M" in a manner calculated to give a considerable improvement in service, was approved by the board of public utilities last Wednesday.

On Line "A," the west end will remain unchanged but on the north end all cars will run via North Broadway. At present these cars run to Lincoln Park via North Broadway and return southbound via North Main. Under the new plan they will run on North Broadway to Lincoln Park Avenue and then turn down to Mission Road, making a terminal at Lincoln Park and returning over the same route.

Line "L" on North Main

The Line "L" cars run north on Main and Mission Road and loop back southbound via North Broadway. The new arrangement calls for these cars running both directions on North Main.

The plan will eliminate steam line delays to Line "A." At present both lines encounter this delay in using North Main and Mission Road.

Fifty per cent of the Line "A" cars will turn back at Avenue 20 and Pasadena Avenue during the off-peak period but during the rush hours all cars will run through.

Split "M" Line Service

On Line "L" fifty per cent of the cars will turn back at Lamar street during the off-peak hours and at Victoria avenue on the west end.

Cars which now run to Forty-eighth street on Line "M" will continue the same route to Santa Barbara and Hoover under the new plan but at this point half the cars will run west on Santa Barbara and the others will continue to Forty-eighth street. A second split will be made at Santa Barbara and Dalton where half of the Santa Barbara avenue cars will run over the Dalton avenue line to Vernon and Arlington and the others will run west on Santa Barbara to Third avenue.

The "M" line change is expected to be very beneficial. It will provide the Dalton avenue district with main line cars running on Broadway in the downtown district and thus meet a long-standing request. Dalton avenue

10 Cars a Week Bring Equipment For More Service

INDICATING the speed at which new material is being received by the company in preparation for extension of service in various lines, the arrival of ten full carloads of equipment during a single week is reported by the purchasing department.

Large shipments of controllers and other equipment for improving cars now in service and for the new cars being built here and bought in the east, have been made recently.

The shipments have ranged from street car motors to pencils.

LINE DEPT. STORE ROOMS IMPROVED

The new store room, which has been built in the shed formerly occupied by automobiles at Sixteenth and San Pedro streets, is being filled with materials for the use of the line department. Rail will be laid in the shop, and a push car will be made to move material from one part of the building to another. A crane for handling heavier equipment is to be used.

The new arrangement will make it possible to load line department material direct from the store room to the work trucks as they start out on jobs.

Steel Casing For New Fare Boxes

Steel casing instead of bronze is specified in an order of 200 new fare boxes, 50 of which have been received. It was found that some of the bronze case fare boxes cracked under the vibration of the car or bus, and the steel case will prevent this defect. The boxes will be painted in black enamel.

The secret of saving is watching the hole at the top of your pocket.

is now served by a shuttle line. It will provide a local service to Santa Barbara and Third avenue, relieving the "F" and "E" cars of a lot of local travel and thus make riding more pleasant for the interurban patrons.

National Guard Men Drill At Training Camp



Eight trainmen are reported on leave of absence attending the National Guard training camp at Del Monte. They are, M. Taylor, T. P. Savage and G. S.

Hammond of Division 2; J. L. Latimore of Division 3 and C. K. Knittle, E. G. Kennard, H. W. A. Dalton and O. D. Sutton.

The soldiers entrained recently for the camp with rifles, dice, flea powder and other instruments of cruel warfare.

Delivery of K35 Controllers Made

The last 100 of an order of 300 K35 type controllers has been received and put in storage at the South Park shops. This controller is for use on four-motor center entrance cars used on the hill lines. Only four of the cars have been equipped with this controller to date. The new design provides for the circuit breaker under the car instead of over the motorman's head.

Are you classed as a radiator or a refrigerator?

BUSINESS UPSET BY MOVIE PARADE

General business in Los Angeles was treated to a practically complete tie-up and cessation of transportation movement during the middle of the day Friday, when a motion picture publicity parade moved through the heart of the downtown district. The loss of business caused by one of these tie-ups runs into thousands of dollars for the downtown merchants.

As usual, the street railway suffered seriously by having to keep practically all cars out of the business district. Lines F, G, O, B and E were operated over Main street, but the other lines were turned back outside the business district.

Supervisors and loaders were stationed at various turnback points, and did creditable work in restoring service as soon as possible under the difficult conditions.

Solid ground cannot be built upon a negative attitude.

BIG PROGRAM TO ADD NEW FEEDER LINES

A program for redistributing the electrical load throughout the system, and the replacement of small feeder cable by new and larger material, has been authorized as one of the major pieces of work of this year.

New cable will be placed on the West Ninth and West Eleventh street, with connections to the Ardmore and Sentous substations.

Big Expenditures

The changes necessary on West Seventh street line, with connections to Sentous and Westlake substations alone will cost \$5,000.

On West Adams street, the feed from University substation is to be abandoned, and diverted to the West Adams automatic and the Sentous street substations. West Jefferson line west of Vermont will have an independent feeder out of University substation.

Rearrangement of feeder for Vermont avenue north of Washington will give improved voltage. In a second section extending from Washington to Santa Barbara avenue, an additional feeder will be provided connecting with the University substation. On Vernon avenue, new cable will be provided between Moneta and South Park avenue.

New Cables Ordered

On Pico street west of Western avenue a new cable will be installed. Increase in size of cable is scheduled for Main and San Pedro streets south of Sixteenth; in Huntington Park an extension of the present cable south of Randolph street will be made; likewise on Hoover avenue and on Moneta south of 61st street.

Maps showing the relocation of substation connections for the various sections of the city affected have been completed, and the first work will start soon.

Live within your income—you cannot live without it.

There is more power in kindness than in dynamite.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

When a Policeman Loafs

A POLICEMAN taking five minutes out of a busy day to smoke and relax before resuming his difficult duties of directing traffic, handling a crowd or some similar assignment, is always a good subject for a newspaper cartoon or perhaps a thundering editorial about "loafing public servants wasting the tax payers' money."

A plumber, installing pipe in a new building who takes five minutes off for similar relaxation, is unnoticed. He does not get his picture in the paper and is not made the subject of an editorial.

What is the difference?

The answer is in the fact that the policeman is a public servant and the other is not.

A street railway trainman is a public servant and similarly is under continual observation of his passengers. The average street car rider attempts to be fair minded, but he often meets with a lack of accommodating service in a store, a professional office or elsewhere in the business world which he swallows and says nothing, although a corresponding lack of service on the part of the street car man would bring in a prompt complaint.

A careless trainman is a public menace. A discourteous trainman may make enemies for the company and these same people may someday be witnesses to an accident, and their attitude may cost or save the company thousands of dollars.

Every line of work has its disadvantages and its advantages. We all have a tendency to think, with the mule of story book fame, that the grass is greener on the other side of the fence. Street car work has its advantages and its features of interest to offset any disadvantages, real or imaginary, but being in the job, we have a duty to ourselves and the organization to do the best we can.

Yes, passengers watch what a street railway man does, and they have a habit of writing letters to the boss. Some of these letters have been instrumental in starting dependable men up the ladder of promotion in this organization.

? ? ? ?

By HERBERT GAY SISSON

There's a symbol that I know of,
Just a little curly-queue,
Just a common, simple token,
Neither out-of-date nor new;
But to wisdom and to power
It will guide the frailest bark.
It's the keystone of achievement—
It's just a Question Mark.

Though it isn't much to look at,
And it isn't much for size,
It's the father of ideas
And the germ of enterprise;
It's the key to vision's shutters,
Letting light into the dark;
It's the starting step to progress,
That little Question Mark.

Keep it ever close before you
In the business of the day;
Though you think you've reached perfection,
There is still a better way.
If you count yourself a wizard,
If you feel that you're a shark,
That just shows that what you're needing
Is a good, old Question Mark.

You can always do things better,
You can always use more care,
You can find room for improvement
Any time and anywhere;
You can open up new pathways,
You can clear away the dark,
If you keep before your vision
A little Question Mark.

BULLETINS

Issued August 4, 1924

BULLETIN NO. 158
Notice to Motormen

Cars are being operated over the Macy Street Bridge at entirely too high rate of speed.

At no time must a speed greater than 6 miles per hour be maintained in passing over this bridge and only one car at a time is to be on the bridge.

BULLETIN NO. 159
Notice to Conductors

On line "G" out trip transfers will be good on cars of issuing line at Jefferson & McKinley south or east.

Cars leaving Vernon & McKinley will punch out trip transfers to the right of the word "out trip," and cars leaving 38th and Ascot will place punch mark to the left of the word "out trip."

This to prevent passengers doubling back to same terminal.

BULLETIN NO. 160
Notice to Trainmen

Whenever the arbitrary stop sign now displayed at Carroll and Edgeware south-bound is removed, operators may discontinue making such arbitrary stop.

Care must be used that cars are not operated at an excessive speed on this grade.

BULLETIN NO. 161
Notice to Conductors

We are advised by the Post Office Department that the new style Shield Badge with an Eagle superimposed on same and bearing the words "Special Delivery United States Mail" with the number of the delivery man included, is the only one now in legitimate use.

Whenever one of the old style bar badges is offered for transportation, take up same, secure name and address of the party presenting it and forward to this office.

BULLETIN NO. 162
Notice to Motormen

On line "B" on arriving at Vernon and Ascot, cars turning back at that point will not pull from Ascot to Vernon for the purpose of taking the crossover until within 3 minutes of leaving time.

This to apply in all cases except when cars are out of place and a Through car is immediately following the turn-back car.

BULLETIN NO. 163
Notice to Trainmen

A portion of Bulletin No. 11 of 1915 reads as follows:

"In case one member of a crew is compelled to leave a P-A-Y-E car to go to the toilet before reaching the end of the line and the other member of the crew takes the car to the terminal, the rear gates on the car must be closed and all passengers notified to get on and off at the front end, and when returning from the terminus have the rear gates closed and stop the car so as to permit passengers to board at the front end."

This bulletin must be followed in the future and in addition conductors, when operating the front end under such conditions, must operate the car very carefully, making no attempt to operate at high speed.

BULLETIN NO. 164
Notice to Conductors

Pass Book No. 18,369, issued to Fireman George J. Bushman, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 165
Notice to Conductors

The following passes are reported lost: 2283, issued to Henry Green, car scrubber, Mechanical Dept.

5429, issued to B. F. Garner, motor-man, Division No. 3.

5705, issued to H. Nadler, conductor, Division No. 3.

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

P. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

Bulletin No. 114, July 26, 1924

ALL BUS OPERATORS:

Some misunderstanding has arisen regarding the matter of conductors on the

OUTSIDE WIRE FOR DIV. ONE SUBSTATION PLANNED

With the foundations for the walls and machinery of the new Division One automatic station made, work will start soon on a new feeder system for lines in the territory to be served by the new equipment.

A new tap will be made into the Central avenue feeder cable at Sixth street.

On East Seventh street between San Pedro and Main streets, the Pacific Electric will continue to feed the joint trolley line, but east of San Pedro street to Alameda street, the Los Angeles Railway will furnish the current instead of the Pacific Electric with a feed from Division 1 and Sixteenth street substations.

The East Fifth street line, which is now fed by the Plaza substation, will be supplied by the new Division 1 station. The same is true on East Third and Fourth streets. East Second street will be jointly fed by the two stations, improving the power conditions on that line.

On Santa Fe avenue, a new feeder connection with Division 1 will be made, tying in with the Vernon automatic substation. New feeder cable will be installed along Santa Fe avenue.

ELECTRICAL FARE BOX DEVELOPED

It will be of considerable interest to trainmen to know that manufacturers of fare boxes are now experimenting with an electrically operated box which eliminates the necessity of the conductor running the money through the box by turning a handle.

A model of this type of box was exhibited in the main offices recently and was inspected by members of the transportation and engineering departments.

The principle on which the box operates is at every coin touching the inspection plate makes a separate contact, and when a certain number of coins have touched the plate, it trips automatically and the money runs through the sorter and counter to the holder below where it can be reached by the conductor.

Don't simply see how you can "put in the day." See how much you can put into the day.

"H" line of the Los Angeles Railway Company providing for transfer to the Beverly bus line, this on account of the Vermont line now stopping at First and University at Monroa Street.

Investigation shows that there is no reason why such transfers should not be issued and when any case arises where it is demonstrated that a conductor on the Los Angeles Railway has not provided for such transfer to the passenger, will be glad to get a note to that effect.

Bulletin No. 116, July 29, 1924

ALL BUS OPERATORS:

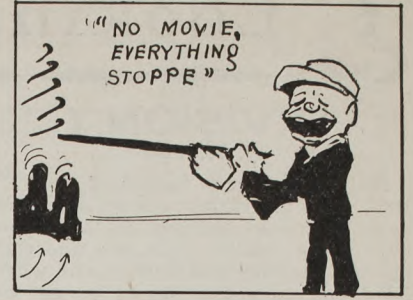
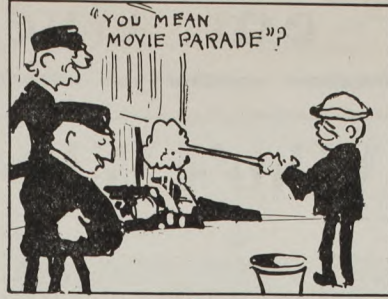
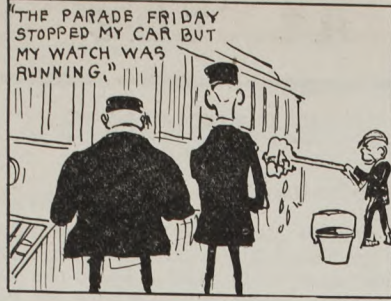
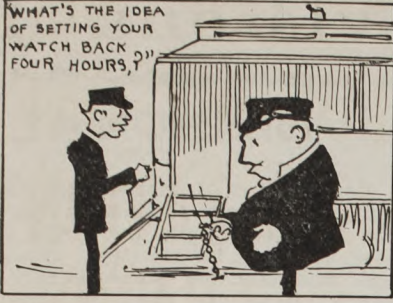
Effective August 1, 1924, A. Erskine is appointed extra supervisor in place of C. O. Morse, he having been appointed to the position of regular supervisor.

Please be governed accordingly.

F. VAN VRANKEN,
Manager, Bus Division.

Conductor Ding and Motorman Ding Ding

By Johnstone



Bouquets And Things (Hand Picked)

For A. K. Miller, Traffic Division
Los Angeles Railway.
Gentlemen:
We wish to thank you and Mr. A. K. Miller, an inspector at the Temple Block, for the kind, efficient and respectful assistance given to the funeral procession in my charge passing this point, and I assure you it is greatly appreciated by the bereaved families.
Thanking you again,
Yours most respectfully,
GODEAU & MARTINONI,
R. S. MALBURG,
828 West Washington.

For Condr. W. D. Smiley, Div. 2
Los Angeles Railway.
Gentlemen:
I have been reading your leaflet, AZURIDE, for the past year or more and rather enjoy doing so. The reason of my writing this note is to express my appreciation of a conductor in your employ—his number is 1922—he is on the "U" line. I have been riding home on his car from 6th and Flower at 11:30 every evening for the past three months and have yet to see him without a smile and a pleasant word—I feel disappointed whenever I miss his car.
Yours truly,
M. J. MALONE,
612 South Flower.

For Mtr. Wm. Carter, Div. 3
For Mtr. C. C. Plannett, Div. 3
Los Angeles Railway.
Gentlemen:
I was riding on a line "W" car today and I wish to say that in all my time spent riding on street cars I have never seen any more polite motormen than I saw today. I refer to Motormen No. 1263 and 1295, especially the latter. There were two people asked him for directions to different places, and, instead of snapping them off, like some I have seen, he politely gave them all the information they wanted, in fact he gave it so thoroughly that a blind man could have followed them and arrived at his destination O.K. That is what I call SERVICE with a capital "S." Hoping that you will see that these men receive proper credit for their courtesy, I remain,
R. S. NIMAN,
1334 Elwood Avenue.

For Condr. C. J. Knittle, Div. 4
Los Angeles Railway.
Gentlemen:
It is so gratifying to see a railroad employe, who is considerate of "the stranger in our city, or the helpless," that I want to mention the very kindly act of Conductor No. 488, Crown Hill car, (on which I was a passenger yesterday) in assisting a blind man to the sidewalk. He did it as though he expected no word of praise from anyone.
It is just those acts of kindness and courtesy that make us feel better for having been a passenger on the car.
Very truly yours,
MISS L. MILLER,
3520 Wilshire Blvd.

For Mtr. W. C. Calloway, Div. 5
Los Angeles Railway.
Gentlemen:
I have been riding on the street cars in this city for fifteen years and while your service and the class of employes have shown marked improvement, I want to call your particular attention to Motorman No. 493 on the Grand Avenue line. This man exercises the most care and diligence in the operation of his car of any man I have ever observed. In addition to that he is the most courteous and considerate of passengers of any street car man I ever saw. It is a real pleasure to say a word of commendation for this man, as I consider him the ideal.
Respectfully yours,
R. T. JAYNES,
318 West Pico.

Pioneers Hold General Choice of Flagging Shifts



FIFTY-FIVE men, whose service with the Los Angeles Railway extends from three months to thirty-five years, who work as flagmen at the various railroad crossings, held a general choice of shifts the night of July 25. The force is made up of men who are veterans in service, well on in years, and some of the younger men who are temporarily unable to work on the cars due to illness or accident. Dick Palmer, whose service record dates back to 1889, heads the seniority list. In the old days he ran a cable car on Grand avenue, and in more recent years worked as a motorman at Division Five. Although he does not hold first place on the list, L. G. Dahlbrink has the longest record of any of

the flagmen. He is an ex-motorman of Division Two, who began in the transportation business as a mule car driver. He worked several years in the shops, and this accounts for him not having first place in the list of those who have devoted many years of their life to actually transporting passengers. The flashlight picture above was made when the flagmen assembled to select shifts. Frank Christy, who has charge of this work, is shown seated in the foreground beside the box of cigars which he had just passed around in the crowd. Whether the box contained cigars or bid slips is neither here nor there.

TOWERS TO CARRY WIRES OVER RIVER

The city has granted the company permission to erect two 90-foot steel towers to carry high tension wires across the Los Angeles river at Alhambra avenue for the electrical distributing system of the railway. The wire will be of 300,000 c.m. size, used for big loads.

The wire and towers will be used for delivering power to the Plaza substation from the Southern California Edison Company substation No. 3 near the Southern Pacific Shops. The Plaza substation is now fed from the Kern station on Valley boulevard, near Lincoln Park. But this delivery will be discontinued as soon as the new connection is made.

Power for the Soto street substation of the railway, which has been coming from the Kern station, is being transferred to the new Wabash station near Soto and Morengo streets.

It is planned to have the tower built before work on the new Macy street bridge begins.

Put more interest into your work and you will draw more interest out of it.

You've got to tend the patch before you can cut the melon.

"HI-LINE" LOANED IN POWER SAVING

As one of the measures of power conservation, the company is loaning to the Southern California Edison Company, the use of a high voltage line, which makes a loop between Division One, the Soto street substation and the Kern substation, the latter being used jointly by the city and the Edison Company.

The Edison Company will use the line at a much higher voltage than the Los Angeles Railway has used it to carry power from the steam plant of the Los Angeles Gas and Electric Corporation, and connect with 60,000-volt system at its Wabash substation.

The company has been using power from the Los Angeles Gas and Electric Corporation at Division One, but the lighting and power needs of the property will hereafter be served by Edison current. Transformers necessary for the change have been put in a temporary location, and eventually Division One will be supplied with current through the new automatic substation at Sixth and Central.

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

He who learns something new each day generally knows something.

On The Back End (Contributed)

Motorman J. Koltenbaugh, of the "R" line is growing a new mustache, and when one of the boys joked him about it, replied, "I shave with an electric razor, and I am doing my bit toward saving power."
* * *

Teacher (instructing in etiquette): "Now, Willie, if you were sitting in a street car, every seat occupied, and a lady entered, what would you do?"
Willie: "I'd pretend I was sleepin', same as dad does."
* * *

The art of treating the broom and duster gently was the topic discussed at the annual weekly meeting of the ladies auxiliary corps of the mechanical department.
* * *

Paterson—"What made you start clapping your hands when that woman stepped on your foot in the crowded street car?"
Dick Love—"I was dozing and I thought my wife was signalling that was time to applaud."
* * *

Motorman T. L. Roberts reported at the window for his run all excited the other morning. "Ye Scribe" of Division Four asked him what the trouble was. After taking a couple of long breaths Roberts said that a Moneta 1200 type car was parked alongside the curve at Pico and Georgia Sts. So "Ye Scribe" informed the dispatcher and the chief told me it was a movie car and it had rubber tires. So when I told Roberts he said, "Doggone, I forgot to look at the wheels."
* * *

Conductor L. R. Chamberlain stepped in to see us Monday looking all tanned up and "arin' to go." He "went" too. Got another little extension and is on his way. Didn't say where.
* * *

Who said the early bird catches the worm? It's pretty tough for an eagle eyed motorman to stop his car and walk back fifty feet to pick up a quarter and find it's only a milk bottle cap. Besides, 4:23 A. M. is pretty early to be awake anyway, eh Bill?
* * *

O'Hara
A lady of French extraction boarded Conductor F. S. Holland's car the other day and asked to be let off at First and Western. About every other block or so she would come back and say, "Ees theese the place?" I guess you all know how it goes! Finally on reaching First Street, Holland was about to call the madamoiselle when he spied her making her way back thru the car, and the following dialogue ensued: "Ah oui, monsieur, I know theese place now. Monsieur est un tres bon homme, je vous donne le fumer," and she dropped a dime in the farebox and was on her way, leaving F. S. scratching his head and looking sideways at the ten cent smoke reposing nicely on the inspection plate.
(P.S. Excuse our French.)

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman Harry Lozier of the "N" line, had an extra conductor a few days ago, who believes in accommodating the public. His car was east bound at Second and Spring, and when he failed to get a signal to go, he looked back and saw two men struggling with a full size trunk. Finally they succeeded in getting it aboard the car and away they went to the station.

Clark C. L. Farrah is spending two weeks at Camp Curry. A post card from him tells of seeing numerous bear and deer, but he failed to make it plain whether they were in a cage or at large.

Motorman A. L. Goodrich has taken 90 days off and is motoring to Pocatello, Idaho.

A woman passenger wanted off at Hope street, and on being carried by, the conductor apologized profusely, to which the woman replied, "Well, it isn't the first time I have been beyond hope."

As the car passed under the stop sign at 30th street, the sheik arose and shook his balloon trousers. "Thirty-first," he said haughtily.

"We don't stop there," the motorman informed him.

"Don't stop at thirty-first? Stop back there then," he said angrily.

The obliging motorman waited for the stout woman, who came puffing around the corner. She clambered up the steps, "Quick conductor, before the car starts," she gasped, "tell me where is this address?"

E. M. DAVIS.

DIVISION 2

R. C. Hoyle

Mot. E. W. Lyon has secured a 60-day leave to visit back east in the region of Maine and Massachusetts.

Mot. L. Canderson has secured a 60-day leave of absence to spend his vacation back in Illinois.

Cond. C. Hogan decided that he would like the front end better than the rear, so he changed over last week.

Mot. C. E. Bower changed around the other way and now rates as conductor.

The following conductors have been sent over to Division Five to help out during a slight shortage of men at the Sea Gulls' roost: C. E. Glover, E. Bailey, J. O. Johns, A. H. Chillcut, A. Steffany, V. H. Logsdon, B. Skinner, C. D. Shaffer, O. Quinn and R. C. Taylor.

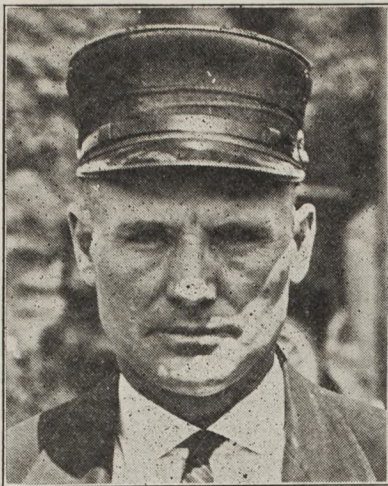
W. O. Nokes has transferred permanently to Division Five.

737 Miles Saved on New Line U Schedule

A new schedule on Line "U" was sent to Division Two last Tuesday night and is effective Sunday, August 3. The mid-day headway is changed from five to six minutes but the rush hour headway is practically unchanged. No turnback service is contemplated on this line but the new schedule, which is made under the power conservation program, saves 737 miles daily and that means saving electrical energy.

He who knows how to touch the heart, knows all.

Who's Who



Another summer will be W. M. Southers, motorman of Division Three winding up his twentieth year of service in local street railway work. For years he has been regarded as one of the most dependable men of Division Three, and his early training as a farmer in getting up in the middle of the night to begin the day's work, has kept him clear from miss-out marks. He is one of the most jovial characters of Division Three, and well liked by all his acquaintances.

Let us be thankful that we are Americans.

SERVICE

Service is something more than attending, something more than earnestness, something more than salesmanship. It is likewise much more than the sum total of the three. It is the thoughtful, kindly human, and not a mere impulse to automatic action. It depends not alone on courtesy and consideration of individual requirements, but rather on a pleasant anticipation of personal wants and desires. It means far more than routine activity; it means feeling, sincerity, initiative—the giving of something which cannot be purchased. This, alone, is SERVICE.—Arthur W. Ingalls.

A tree is known by its fruit—so is a man.

Appreciation

Co-Operative Association.

Gentlemen:

We wish to express our many thanks to the L. A. Railway Co-Operative Association for their kindness, sympathy and assistance in our bereavement, the death of our dear wife and mother.

S. D. MOODY & CHILDREN.

Co-operative Association.

Gentlemen:

I wish to express my sincere thanks and appreciation to the many friends, who so kindly remembered me during the illness and death of my beloved wife.

C. E. GREENLEA,
657 E. 53rd St.

DIVISION 3

Dan Hanley

Hello Gang!

"Tigers claw Angels at Washington Park," read Motorman Stasi in morning paper, so he rushed up to the window and asked me to please let him off, as he wanted to save the poor Angels, and I guess, he must be saving a whole flock for we haven't seen him since.

The lure of wild chickens has called Conductor Blasingame, so he is motoring in his "Jewish Showcase" to capture a few. Gee, and Venice is so close.

Conductor Olexo is trying to locate the Hotel Stockade, as he received a phone call to come and visit a friend, who was wintering there for six months.

For better or for worse, and as these last wonderful words were spoken, Miss Bessie Smith and Conductor W. H. Coffman shook hands and clinched in round one. The bride wore a wonderful gown, designed especially for the battle by Rears & Sobuck, and the bridegroom wore a natty blue serge suit from that well known firm of Taylors to men only, who have adopted the famous slogan on the cars or at receptions, they have no equal, double duty. Mrs. Lattimore gave them a delightful wedding dinner of canned tuna and pretzels and they departed on their honeymoon to Catalina for three days, special rates.

Motorman O'Hara had a couple of falls, fell heir to three hundred dollars and fell off work, no one injured but the bank roll.

The smiling countenance of Friend Gilmore will be seen on the early shift, assisted by Speed Love for the next two weeks. This will be rather hard on Harry, as he will not be able to "look them over" every morning on Spring Street.

Chief Night Switchman Curtis treated Chief Register Clerk Miller and Clerk Hanley to breakfast. Curtis remarked, "Give them all they can eat for a nickle," so Miller took doughnuts and Hanley had water and a toothpick.

I am going to leave you now, I have just been called and I have got to feed the kitty.

DIVISION 5

F. J. Mason

Here's welcoming the boys from Divisions 2 and 4 who have come over to help us out. Brush your pants off and take a seat, boys, we're for you.

A card has been received from Conductor R. J. Davis from Tacoma, Wash. He says he is having a wonderful trip taking in Reinier National Park and then on to Seattle. If the wagon is hitting all around when he gets to Seattle, he figures on making Vancouver, B. C. Keep agoing, R. J., but don't forget to come back.

Motorman J. E. Thagard and Conductors A. J. Monteverde and M. G. Law are back on the job again after a week's rest.

You'll notice, too, that A. F. Grant is back too, working with eraser and pencil on that big long board, which we are all so anxious to see at 5:00 p.m. Getting kind of thin too, isn't he?

It is with profound regret that we announce the death of Conductor L. E.

DIVISION 4

A. E. Vejar

Conductor G. S. Mattern has taken sixty days' leave to make a tour of the East, and while there will stop over and visit his relatives, whom he has not seen for some twenty-five years. Hope you have the time of your life, Mattern.

Motorman M. Zoll has extended his leave thirty days more. Zoll says he sure believes in helping out the extra boys.

Motorman B. H. Hellman is also enjoying a sixty-day vacation.

Superintendent L. L. Wimberly is now spending his two weeks' vacation at Venice "By the Sea."

Motorman Herman De Jager is taking thirty days off to go deep sea fishing. We bet Herman will have plenty of fish stories to tell when he gets back.

Conductor C. E. Robison left a little sick the other day, so Robby rushed up to the doctor's office and the doctor told him that the trouble with him was "laziness," what he needed was "exercise" and plenty of it. So Robison now rushes down to the pits and puts in two hours of hard labor mixing concrete with the Mexicans.

Conductor C. J. Knittle left August 1st for the California National Guard encampment at Del Monte. C. J. is a member of the 160th Infantry and shortly before leaving, was appointed a sergeant.

"The sunshine of the soul, the happiness of the heart, the leaven of youth, the echo of innocence, the treasure of the humble, the wealth of the poor, the bead in the cup of pleasure.

"Without it humor would be dumb, it would wither, dimples would disappear, and smiles would shrivel.

"It dispels dejection, banishes the blues and mangles melancholy, for it is foe of woe, the destroyer of depression, the birth cry of mirth and the swan song of sadness."—Boston Transcript.

Marston, who passed away at 11:15 p.m., Friday, July 25. Conductor Marston entered the service January 23, 1923, and during that time, being of a quiet and unassuming disposition, made friends with all who came in contact with him. Funeral services were held at Pierce Bros. Undertaking Parlors, July 29, and the body was sent to his home town in Maine for interment.

Conductor Marston leaves a wife and two children and all members of Division Five take this opportunity to express their heartfelt sympathies to them in their bereavement.

Conductor L. B. Fowler, who was injured Thursday, July 24, being knocked down by an automobile after he got off his car to get particulars of the machine which had collided with his car, is in the Golden State Hospital and would appreciate a visit from any of the boys from this division.

Conductor W. T. Vickers has taken a 60-day layoff for a rest and a trip up to the mountains.

Conductor J. A. Johnson is off for 30 days, vacationing.

Conductor S. G. Boswell has departed for Lockney, Texas, to visit his parents. He gets 60 days for this.

Motorman Jack Coward is resting up for fourteen days.