

Good Progress Made in Power Cut

WORK ON DIV. 1 SUBSTATION ORDERED

A contract has been signed and work will start in a few days on the construction of the sixth automatic sub-station of the company's electrical system.

The building is to be erected by the Willard-Brent Company. This company constructed the sub-stations at Garvanza, West Adams and Division 5.

The building will be 57 feet long and 49 feet wide. It will be in brick construction and foundations will be built for two machines, but only one will be installed by the electrical department this year.

A feature of the building will be an air-washing system which will be installed by the company so that the air which ventilates the station will be cleared of dust particles. As the station will be in the center of an industrial district, the air cleaning apparatus is necessary to protect the delicate electrical machinery.

It is expected that the station will be in operation next fall.

Div. 1 Special Work Is Nearly Finished

Installation of the special work at the north end of the Division One property to connect the main track with the new storage track will be completed within a few days and will make the movement of cars at this point much easier than it has been in the past.

The track department will start work this week on reconstruction of Pico street track from Broadway to Georgia street. New rail will be used.

Div. 5 Men Aim To Be Supervisors

Two Division Five conductors are breaking in for work as supervisors.

John Turvey, one of the best known men of the division, is in training as night supervisor of Line "S."

A. A. Blaubach, is learning to act as relief supervisor on all lines operating out of Division Five.

Conductor Pays Protested Fare "Thanks; a Transfer," She Says

SUNDAY afternoon a woman rode to the end of Crown Hill line. After leaving Edgemont the conductor approached her for another fare. "I didn't get off," she explained, "so I don't need to pay again."

"Yes, madam, you must," answered the conductor. "The fare is five cents each way."

"I can't see it," continued the woman, "and I'm not going to pay again."

"Then I'll pay it for you although I have eight kids and a radio set," said the conductor, hoping to shame her.

The nickel was dropped in the fare box.

"Thanks, conductor," piped the female, "and I'll take a transfer."

June Complaints Again Set Low Mark for Year

CONTINUING the excellent work done in advancing courtesy and bringing discourtesy to a minimum, trainmen established a record during June that beats anything done in 1923 or 1924.

After serving the thirty million or more passengers who ride the cars in a month with only 64 discourtesy complaints in May, the Los Angeles Railway men reduced this mark to 47 during June. This mark has not been

beaten since December 1922, when only 43 discourtesy complaints were received.

The total of 165 complaints is ten less than last month, and shows a steady reduction in the last four months. The figure of 165 is bettered only once in the records of 1922-23-24.

The lowest figure is 164 complaints in April, 1922. The summary is as follows:

	May	June	Loss or Gain
Discourtesy	64	47	-17
Fare and Transfer Trouble	63	60	-3
Starting too Soon	9	19	+10
Passing up Passengers	8	4	-4
Carrying Passengers Past Stop	5	9	+4
Dangerous Operation	2	2	0
Short Change	2	6	+4
Miscellaneous	22	18	-4
	175	165	-10
Commendations	47	59	+12

R. B. Hill on Auto Vacation Trip North

R. B. Hill, superintendent of operation, left, with Mrs. Hill and Bob Jr., Saturday, on a vacation trip by auto which will take him to the northern part of the state, where he will camp far away from street cars and schedules. Mr. Hill worked days and nights steadily to get the plans for the power conservation program well under way before he left.

Semaphore Replaced By Lights at 9th St.

A light signal has been installed at the junction of Main and Spring streets at Ninth, replacing semaphore arms that have been in use for a number of years. The lights will be operated by a towerman and trainmen will be required to observe the light signals, according to the bulletin issued this week.

STOP CHANGES TO BE DONE NEXT WEEK

The first two weeks' effort to meet the emergency caused by the shortage of power has produced a substantial part of the reduction in use of electricity the company has been ordered to make by the State Railroad Commission and the Board of Public Utilities. Present indications are that the company will be able to carry out its full share of the power conservation program without serious inconvenience to passengers, and without releasing any men from service.

Many Stops Changed

The greater part of the relocation and removing of stops has been done. This is one of the major parts of the power conservation program and will be finished within a week. Although the relocation of stops has caused some inconvenience to passengers, the general public is cooperating in this emergency provision and comparatively few names have been placed on the "non-cooperating" list.

Last Tuesday the Ramona Boulevard shuttle line on the east end of line "B" was discontinued. On the same day alternate turn-back service at Ninth and Vermont was established on line "N."

Two Lines Combined

A major change in routing to combine service on line "C" and "T" was made on Friday. Line "C" cars now serve Temple street from Broadway and Temple to Belmont. The grade from the post-office to Broadway will not be used except by the owl cars which will follow the regular route. Service from Temple and Hill to Edgeware and Bellevue, which approximately parallels Temple street, has been discontinued, and shuttle service is being given from Edgeware and Bellevue to Kensington Road. A walk-over transfer point has been established at Temple and Edgeware and Bellevue and Edgeware to provide connection between the main line cars on Temple street and the shuttle line.

The schedule department continues to work day and night on the new schedules affecting all lines. No date for the general choice runs at divisions has been announced.

Long Haired Reformer—"Bobby, how often must I tell you to keep your eyes closed during prayer?"

Bobby—"Yessum; how'd you know I didn't?"

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Coasting Rule Important

AS A RESULT of strenuous and rapid work which is necessary when an emergency arises, the company can see its way to making the reduction in power consumption required by the state and city regulatory bodies. Street car riders are being called upon to give up some of the conveniences they have had in the past by the removal of many of the stops, and the reduction of mid-day and night service.

The fact that the power shortage emergency will affect practically all lines of business is generally recognized, and as a result everyone realizes that some of the conveniences of electrical service must be sacrificed for the common good. The man who wastes electricity brings down upon his head the wrath of the thousands who are saving power.

One of the important parts of the power saving program is increased coasting of cars. Coasting is a matter for individual effort of every motorman.

The instruction department covered the system thoroughly a few weeks ago, showing trainmen how to conserve power. This work is being intensified at present because the need for power saving has been intensified.

The company is not going to permit a situation to exist in which passengers are put to some degree of inconvenience to conserve power, and motormen waste power by failing to coast where possible. Power conservation is a matter of orders to the street railway, and down the line to the motormen. These orders must be obeyed.

They Appreciate Service

THE following is clipped from the news bulletin of the Poultrymen's Co-operative Milling Association, and carries its own moral:

Eureka!! Yes, I have found it!

I boarded the car going east on Fifth Street, found a seat inside, placed my grip at my feet, opened the morning paper and began reading. The car stopped in front of the Southern Pacific Station before turning on Central Avenue. The stop seemed to be a little longer than usual, and I glanced up to see the conductor hurrying in the car. Approaching me, he said clearly but courteously, "Mister, did you wish to get off at the Station?" I shook my head and he hastened back, rang two bells, the car went forward, and I alighted at Industrial Street and walked toward the mill. Did I say I walked? No, I did not walk. Somehow it seemed my feet could not touch the pavement, for my head was above the clouds. There had come to me the solution of the world's greatest problem: Why one man succeeds in life and another fails.

SHOP ACTIVE IN POWER ECONOMY

Under the program of the main shops for conservation of power, work is being speeded up on the converting of machinery to individual drives with a motor operated by push buttons for each machine. This will eliminate the overhead line shafting and belts, and will mean that power will be used only when the machine is actually in use.

The individual drive system has been established on all machines in the drill-press room. The next step will be to establish this system on the lathes in the main machine room, and later some of the shafting in the mill will be eliminated.

HEARD ON THE ELEVATORS

Operator—"Express car! Direct to the Eighth Floor."

Customer—"Oh! Don't you stop at the Third Floor?"

Operator—"This is the express car direct to the Eighth Floor."

Customer—"Don't you stop on the way down either?"

Customer—"They jam us in here like sardines."

I WILL - - - -

I WILL repair my friendships that shows signs of wearing out, not through use, but through the abuse of neglect.

I WILL consign to the scrap heap my disappointments and blasted hopes, just as a house-keeper throws away a cracked vase.

I WILL air my smiles and good will instead of my personal opinion, in the humble hope that my neighborhood may be a bit better for my so doing.

I WILL scrub the grimmy foot-prints of fear from my mind and put up a sign, "No trespassing."

The following news item appeared in a metropolitan newspaper recently: "Ikey, Ikestein accidentally drove his car into the parade of the Ancient Order of Hibernians. He would have been thirty-eight years old next October."

Professor—"Can any person in this class tell me what steel wool is?"

Pie Bate—"Sure! Steel wool is shearings from hydraulic rams."

BULLETINS

Issued July 7, 1924

BULLETIN NO. 135 Notice to Trainmen

Effective July 4th, cars on line "C" will operate west on Temple street from Temple and Hill to Temple and Belmont.

Line "T" will be discontinued entirely. A shuttle car will be operated between Bellevue and Edgeware and Kensington.

Shuttle car transfers will be used on this shuttle and the walk-over privilege will be given at Temple and Edgeware in both directions between line "C" and the shuttle car at Bellevue and Edgeware.

No service will be operated between Temple and Hill and Bellevue and Edgeware.

Conductors and Safety Car Operators will govern themselves accordingly.

BULLETIN NO. 136 Notice to Trainmen

Branch Post Offices are located on or near our lines at the following points:

- Station "A"—109 North Daly Street.
- Station "B"—1960 East First St.
- Station "D"—1108 W. 35th St.
- Station "E"—1634 Temple St.
- Station "F"—3216 South San Pedro St.
- Station "G"—1007 West 54th St.
- Station "L"—3665 Whittier Blvd.
- Station "R"—4776 Moneta Avenue
- Station "S"—4316 West 2nd St.
- Station "V"—7204 Moneta Avenue.
- Station "W"—3500 West Washington St.
- Arcade—310 Central Avenue.
- Eagle Rock Branch—127 South Central Ave. (Eagle Rock).
- Pico Heights—2962 West Pico.
- Hyde Park—6424 Angelus Mesa Drive.
- Huntington Park—223 South Pacific Blvd.
- Westlake Substa.—684 South Alvarado.

When mail carriers leaving any of these stations and carrying loads offer themselves at the nearest cross-street to the substation, they will be permitted to board cars regardless of whether there is a passenger stop at the point in question or not.

Such mail carriers will also be permitted to alight from cars at any cross-street they may desire. No other special stops need be made for the accommodation of mail carriers, and these only at such times as the carrier is leaving the substation with his load.

BULLETIN NO. 137 Notice to Trainmen

Effective July 4th, service on line "T" from Temple and Spring west will be discontinued.

Cars of line "C" will operate between Temple and Broadway and Temple and Belmont.

Walk-over transfer privileges between line "C" at 1st and Broadway and Temple and Broadway and cars of other lines at 1st and Spring and 1st and Main at Temple Block will continue in force as indicated on the reverse of transfer coupons.

BULLETIN NO. 138 Notice to Conductors

Summer Schools will open on Monday, July 7, continuing up to and including Friday, August 15th.

School tickets—color light blue with red covers—have been provided, as per sample in ticket case at your division, for use during the Summer School session.

These tickets are good from 7 A.M. until 1 P.M. on public school days only. Not good on Saturdays, Sundays or legal holidays.

Conductors will honor accordingly.

BULLETIN NO. 139 Notice to Trainmen

Summer Schools will be in session from July 7, 1924 to August 15, 1924, inclusive.

On account of these Summer Schools, school stops will be made at the following points:

- LINE "A"—N. & S. Main & Ann N. & S. Alpine & N. Broadway N. & S. Thomas & N. Broadway
- LINE "B"—E. & W. Brooklyn & Breed
- LINE "C"—N. & E. Alpine & Figueroa E. & W. Temple & Rosemont
- LINE "E"—N. & S. Alpine & N. Broadway N. & S. Chickasaw & Central Ave. (Eagle Rock)
- LINE "F"—N. & S. Hoover & 52nd E. & W. 4th & Fickett
- LINE "G"—N. & S. Alpine & N. Broadway
- LINE "J"—N. & W. 7th & Wilson E. W. & N. University & Jefferson E. & W. Jefferson & 6th Ave.
- LINE "K"—E. W. & N. University & Jefferson
- LINE "L"—N. & S. Main & Ann N. & S. Alpine & N. Broadway N. & S. Thomas & N. Broadway

- LINE "M"—N. & S. 60th & Moneta E. & W. 54th & Western
- LINE "N"—E. & W. 3rd & Hewitt
- LINE "P"—E. & W. 1st & Savannah E. & W. 1st & State E. & W. 1st & Clarence "SLOW" sign 1st & Rowan
- LINE "R"—E. & W. 7th & Wilson E. & W. Whittier & Lorena
- LINE "S"—N. & S. Western & 2nd E. & W. Hobart & 3rd
- LINE "T"—E. & W. Temple & Custer
- LINE "U"—N. & S. Central & 20th N. & S. Central & 39th N. & S. 41st Dr. & Vermont
- LINE "V"—N. & S. Vermont & 27th E. & W. Vernon bet. Ascot & Compton E. & W. Vernon bet. Grand & Olive N. & S. 41st Dr. & Vermont
- LINE "W"—E. & W. Washington & 7th Ave. E. & W. Ave. 51 & York N. & S. Alpine & N. Broadway N. & S. Annandale & 62nd N. & S. Dayton & Loreta N. & S. Monte Vista & 54th E. & W. Washington & Budlong

School stops at all other points may be discontinued until further notice.

BULLETIN NO. 140 Notice to Conductors

On account of change in routing in line "C", in-trip transfers will be good on cars of issuing line at Temple and Belmont.

This in addition to the transfer privileges shown on reverse of out-trip transfer.

BULLETIN NO. 141 Notice to Motormen

Effective Monday, July 7th, use of semaphores at 9th and Main will be discontinued.

Signals will be given from the tower by means of lights, a red light showing continuously until changed to green by the towerman, which will be the signal to proceed.

These lights are focused to show brightly at all times of the day or night, to the motorman concerned in receiving the signal. A motorman must not proceed in any direction until receiving the green signal.

P. B. Hill
Supt. of Operation.

12 INSTRUCTORS TEACH COASTING

Twelve men of the instruction department are patrolling the lines of the system to give motormen the utmost help in the vital conservation of power by coasting as much as possible. Reports turned in by these indicate that practically all motormen are showing an excellent spirit of co-operation and doing their best to coast. Only a few cases of apparently deliberate waste have been recorded.

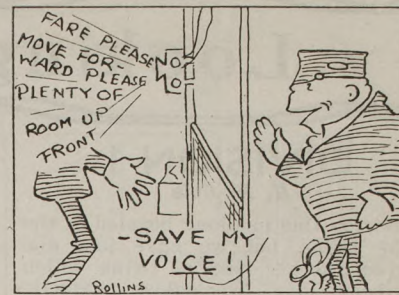
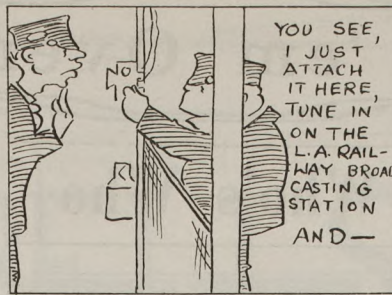
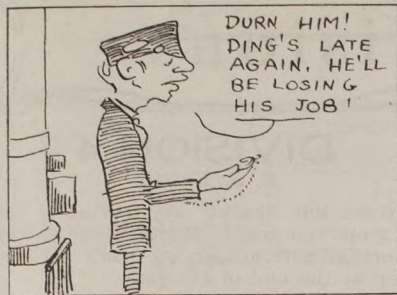
The instructors are endeavoring to reach all motormen on the cars and show them some of the fine points about the use of a controller that will reduce the energy consumption.

Tuttle on Auto Trip to Canada

Harry Tuttle, of the schedule department, and Mrs. Tuttle left recently on an automobile trip to British Columbia, where there is rain and other forms of wetness not visible to the naked eye in Southern California. They are accompanied by Mr. and Mrs. Bert Shand. Mrs. Shand formerly was chief telephone operator of the main office switchboard. The party will spend part of the time in Canada with relatives of Mr. and Mrs. Shand. On the way north a stop will be made in Yosemite valley.

Conductor Ding and Motorman Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. H. E. Heath, Div. 3
Los Angeles Railway,
Gentlemen:
Enclosed please find a nickel, kindly hand same to Conductor 2536, who so kindly deposited a fare for me, when I left my home without a cent in my pockets.

T. WILSON,
616 Amador Street.

For Condr. J. Federbusch, Div. 4
Los Angeles Railway,
Gentlemen:
I have noticed for some time that Conductor 2274 of the Crown Hill car is very pleasant, neat and can tell you, or rather answer a question intelligently, which so many cannot do. I feel that this conductor ought to get this credit.

MRS. C. HEISNER,
959 Harcourt Avenue.

For Mtr. R. N. Bolding, Div. 2
For Condr. L. Brown, Div. 2
Los Angeles Railway,
Gentlemen:

I want to give Motorman 391 some extra merits for a quick emergency stop on the "H" line on the morning of March 21st, 7th and Maple.
I was hurrying home and in boarding the car on the turn, I missed the step and was hanging on with my hands and knees dragging the pavement.
The Conductor, 2122, rang the bell and the motorman made a quick stop.
Thanking you in advance in giving your attention, I remain,

A. W. THEMANSON,
247 South Benton Way.

For Condr. W. N. Shippen, Div. 3
For Mtr. A. A. Middlecoff, Div. 3
Los Angeles Railway,
Gentlemen:

Allow me to speak a word in compliment for Conductor 3128 on the "L" line, also Motorman 2133.
My niece and I were conversing, when a very neatly dressed young man was taken with an epileptic fit as the car approached Broadway and Sixth. The conductor at once took charge of the young man, spoke to him as "Buddy," and took such kindly interest in his behalf until an officer came to his assistance. Other people on the car were heard to remark, "How kind that conductor and motorman were to that gentleman."

Sincerely,
MRS. ANGELIA J. BENNETT,
245 West 33rd St.

For Condr. A. S. Herrick, Div. 1
Los Angeles Railway,
Gentlemen:

I wish to inform you that I had occasion to notice, one day this past month, the very exceptional courtesy displayed by Conductor 2080, of the Heliotrope line.
I observed his working in the rush hours and I do not think I ever saw a conductor who was as invariably considerate and kindly toward passengers, particularly ladies who made inquiries, which seemed trivial and unnecessary.

Yours truly,
W. S. FERGUSON,
418 West 76th St.

For Condr. J. C. Rainey, Div. 5
For Condr. R. L. Meyer, Div. 5
Los Angeles Railway,
Gentlemen:

I find two memorandums about conductors that have been especially courteous.
One is about No. 2806 on the "M" car, who was especially nice about explaining how to transfer.
Another is about No. 1444, I think that was on the "F" car. He came clear into the car and gave me a hat check after I had dropped in a dime and had forgotten to get a check for the ride south of Manchester.

Yours truly,
WALTER MILLSAP,
11381 Belvedere St.

Transfer Bureau Burros Busy In Their Dug-out

The line-up of these burros who burrow into the transfer bureau and through the piles of transfers in the basement of the Division Four administration building is, left to right: Jack Epstein, Charles Tubbs, A. J. Russell, E. E. Smith, Ed. Hickey and A. M. Emerson.



"HEE-HAW, HEE-HAW."

A few brays from the burros of the transfer bureau, introducing the personnel as follows: A. M. Emerson, the straw boss, and who was formerly clerk at Division Two. E. E. Smith, intelligence officer. Ed. Hickey was formerly foreman of Division Three. E. O. Baker, consulting engineer. E. O. was formerly clerk at Division Three. H. A. Russell, cafeteria manipulator. He also was formerly clerk at Division Three. Ed. Hickey, dropical specialist, and the life of the party, was formerly conductor at Division Two, and last but not least, Jackie Epstein, the Cohen Irishman, formerly connected with most of the railroads throughout the U. S.

All the above mentioned gents are doing their best to send out the transfers to the different divisions in such shape as to make them easy for the conductors to handle, and all they ask

is co-operation on the conductor's part.

For instance, when you receive a bunch of transfers with an odd pad on top, use it. Don't ditch it to the bottom, as it is put there to be used. It makes a double entry but if you don't use it, it makes another double entry next time. Endeavor to turn your unused transfers in with the yellow and green ones together, not mixed, as it takes time to sort them. Then again, if you find a pad in your pocket that you forgot to turn in yesterday, do not put it in today's bunch, but turn it in separately, otherwise it may go out next time as a wrong symbol and cause trouble. There are several other little things I might mention, but space will not permit, but will endeavor to get them before you at a later date.

I thank you.
H. A. RUSSELL,
One of the Burros.

Appreciation

Through "Two Bells" I want to thank the many friends, in the various departments of the L. A. Railway, for their sympathy and help during the sickness and death of my dear husband, Frank Edwards.

The money received from the Association is a big help and it is such a comfort to know there are so many kind hearts ready to help in the time of sorrow and need.

Mrs. Marian A. Edwards
and children.

Los Angeles Railway,
Co-operative Ass'n.

I wish to acknowledge the beautiful token of sympathy sent by the association at the time of our sad bereavement.

Sincerely,
Wm. A. Clinton,
Howard and Harold Clinton,
410 W. 80th St., Los Angeles

Notable Railway History Dates

Liverpool has the distinction of being the first city in the world to adopt electricity as the motive power for elevated railways. That was in 1893.

Chicago two years later had the first electric elevated railway in the United States. In New York, the elevated railway company officially introduced electric service in 1902, and gradually changed all the lines from steam to electric power.

In subway lines, Boston was the pioneer in 1895 when the first spade full of earth was turned. In 1900, the first ground was broken for the rapid transit subway system in New York. The official opening of the Philadelphia subway took place in 1905.—Trolley Topics.

Farmer—"Well, son, what are you doing up that tree?"
Son—"Just got a letter from the sophomores in correspondence school telling me to haze myself."

On The Back End

(Contributed)

BUGHOUSE FABLE. A Hebrew boarded a Temple car with several other hebes and in the rush got by without dropping a fare in the box. The operator, thinking he had paid, gave him a transfer.

A few minutes later, conscience stricken, the Jew came forward, confessed his crime and begged the "skipper" to take his nickel.

"Nothing doing," growled the operator, "Fare must be paid at time transfer is issued."

Burglar (after turning dial of radio and arousing householder):
"I thought that was a safe!"

He who laughs last, laughs best, but he who laughs first is more sure of it.

O'HARA.

Our Mary Does Not Mind Giving Out Information.

(Old Lady Giving Mary's Natural Marcell the Once-Over Through "Stem Glawses.")

"My dear, one would have to look closely at your transformation to tell it is not your natural hair. May I awsk where and from whom you got it?"

(Mary, looking very unconcerned.)
"Yes, madam; same place, same feller, I got my head."

(Note—We happened to have our smelling salts in our nickle changer, and with a rapid click, we passed it to the old lady who later thanked us and said she felt better.)

One flivver owner installed a carburetor that was guaranteed to save 30 per cent on fuel. Then he put in special spark plugs that were guaranteed to save 30 per cent. Then he added an intake super-heater that was guaranteed to save 30 per cent. He next added a special rear axle that was also put on high-pressure "cords" that promised a 30 per cent saving!

And now, with a fuel economy of 120 per cent he has to stop every hundred miles and bail fuel out of the gas tank to keep it from running over! Honest!—Hardware News.

FOOLISHMENT
There was a thin maiden called Lena,
Who bought a new vacuum cleaner.
But she got in the way
Of its suction one day
And since then nobody has seena.
—Wasp.

A. B. Hughes is fast becoming a real pinch hitter around Division Two. He is a conductor by trade, but can be used as office clerk and stenographer, and recently "broke in" as register clerk, which job he holds down with both feet during the absence of H. Robertson, who is on a two weeks' vacation.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Division One has long boasted of the Burke twins, but we have just discovered another pair of twins which has been long overlooked; namely, the sewing machine twins—Singer and Wilson, conductor and motorman of the "J" line.

Cond. Sequin.

Vacations seem to be the order of the day. A great many are taking advantage of the opportunity and asking for leave. Some are asking for more time than they first expected to take, on account of the existing conditions. For instance, this Scribe spent a week at Long Beach, when he intended asking for only two days off—the Fourth of July and the day after.

Motorman Joseph Speiss of the "J" line has been granted six months' leave and will leave July 10, for his old home in Austria.

Motorman J. M. Short, beginning July 1 will spend thirty days in the northern part of the state.

Conductor J. M. Hunsaker has returned from 30 days' leave, most of which was spent up north.

Extra Clerk B. R. Caldwell has returned from a 45-day vacation, spent in Searcy, Arkansas. He reports a good time and nothing else but a good time, but is glad to be back in old L. A.

This seems to be the opportune time, for those of us who are inclined to do a little knocking and occasional fault-finding, and at times get peeved because we cannot have everything just as we would like, to forget all our petty grievances and fall in love with our work. It is up to each of us to use our very best effort in assisting to carry out the program for power conservation, and yield without a murmur, to any other change that may be made with this object in view. Take a day off and stroll up around some of the employment agencies, and observe the hundreds of unemployed, and come back with a feeling that you are lucky after all. Fall in love with your job and stick to it.

DIVISION 2

C. L. Christensen

This being Tuesday, ye Division scribe's day off, an S. O. S. call was received from the office of the Director General of Two Bells, for R. C. Hoyle to have the week's news in by Wednesday morning, and being impossible to communicate with said scribe, (he lives way out in the swamps, near Wilmington) I will try to write a few lines just to keep the division represented.—"Criss."

This is a good time for vacations, and any one desiring a day, week or month off, need not be afraid to come forward and let us know about it. Conductor J. G. Frantz has taken 2 months off, and intends to leave, in a few days, for Denver, Colorado.

Motorman W. R. T. Hensley has secured three months' leave, when asked where he intended to spend all that time, he answered, he had no place to go except home, (he lives in Santa Monica) but thought he would go swimming most of the time. We hope you will enjoy yourself, W. R. T.

Motorman A. Trouba has taken a week off to rest up.

Conductor L. R. Donaldson has left the city to enjoy himself for the next ten days.

Motorman H. Dinning has left on a three months' vacation for his old home in Centerville, Iowa. No doubt he will come back telling us about the big wheat crops he helped to harvest.

Conductor T. F. Hinshaw was reading the Bible a few days ago and

Who's Who



THIS week we cast our wistful optics on Conductor Frank Deuber, of Division Four, who entered the service in December, 1920.

The enviable part of Frank's biography started back in Pittsburg, Pa., when he played full back with Peabody High School's grid stars.

The following spring his parents came to Los Angeles and in 1916 Frank graduated from Poly High.

That summer and fall he worked as property man at the L-KO Studio but when winter came Uncle Sam began to roll up his sleeves. Frank joined the marines and was sent to the Island of Guam. From there his outfit was shipped to China, returning to the States two years later.

Today we find him a dutiful husband, taking the command, "Attention!" from his bouncing baby girl.

read the well-known paragraph: "It is not well for men to live alone," so he decided at once to go to San Diego, proposed to his best girl, and was married in the southern city July 1. The lady's name and all details are yet unknown, but Division Two wishes the young couple a long and happy married life.

Motorman R. W. Grisham has returned from a three months' vacation, spent on the plains in Kansas.

Conductor V. H. Logsdon, who has been off the last two months to build himself a house. Evidently he did not finish the job, as he called for 30 days more, which was granted.

B. O. Gause, the Texas gentleman, who recently returned from the deserts of Texas, where he spent a couple of months, has made application, passed examination and can now be seen daily in a city fireman's uniform at 34th and Central ave. He has 90 days to decide which job he likes best.

Conductor J. E. Llewellyn dropped in to see us the other day after an absence of about two months under a doctor's care. He thinks he will return to work in a few weeks.

DIVISION 5

E. C. Tyler

We believe that the prize "boner" of the week was pulled last Sunday by one of our most excellent crews. Early in the morning one of the supervisors came in the division and wanted to know who the crew was on a certain train on line "M" and after being told said: "That crew takes the prize for although they are a Mesa Drive, the motorman almost refused point-blank to throw the switch at 54th as he said, 'I'm going to Manchester'."

Well we didn't think so much of

DIVISION 3

Dan Hanley

Scribe Reid. Vacation, rattling good car, month's pay. Nuff said.

Accident report from an Italian conductor describing same. "Hitta da Aut, broka da step."

Con. Sweet is taking a whirl at the office job and is heard humming, "Sundays come and Sundays go but I work every day."

Radio electricity, gas, coal and wood may run cars, but we operate one every day with Mudd.

Motr. Harkness, known in the Pacific Coast Service as "Spec" whizzed a few over Monday afternoon at a benefit game for one of his old pals who is down and out in the hospital.

Condr. Sleeper is now the proud papa of a bouncing baby and during the excitement he forgot to ask whether it was a boy or girl.

Schedule Dept. please remember we only loaned you our foreman.

Mtr. Gilmore is working the early shift at a great sacrifice, loss of sleep and loss of coin.

Three important events: Mtr. Bryde, Con. Orndoff and Con. Gillespie took to themselves better halves.

During the month of June no demises were recorded.

Extra, day switchman Walker worked an hour overtime. Pretty tough luck.

Con. Love is holding down the night trick and is a regular bear cat at it.

that as we surmised they might be trying to conserve the power required to throw an electric switch but when a report came in later in the day from the dispatcher that Motr. Blakely and Condr. Burton had stood on the corner and let the car go by they were supposed to make relief on and only woke up after it was several blocks down the line—we can only find one lone excuse—the heat.

The following vacation news, only tends to make all of us have a desire to put away the old working clothes and follow the crowd.

Motr. J. W. Nestor enjoyed his ten days off so well that he has invested in a flivver and will try another month of ease.

Condr. E. O. Davidson is taking sixty days off in order to visit his parents in Guymon, Okla.

Condr. R. M. Clarke has decided that he would make a pretty good "smoke eater" and has been granted ninety days to try out on the Fire Dept.

We beg leave to correct an error in last week's vacation news as it was Condr. J. H. Field who is taking the week off and Motorman J. V. Field left on a sixty day leave on July 1st and expects to spend his time away from Central Ave.

Motr. S. W. Porter has been granted a 90-day leave to visit his parents and old home in Hindsboro, Ill.

Condr. G. F. Engeler is taking 15 days off for a rest but according to his statement, does not expect to leave the city.

Motr. M. Knudson is taking a couple of weeks off and is going to spend it around home taking it easy.

Condr. C. D. Underhill is taking two weeks off and will visit relatives in Burbank.

Motr. S. J. Bayliss has been granted sixty days off and will make a visit to Seattle and other points in Washington.

Motr. F. E. Burcham is taking thirty days vacation and expects to motor to the Yosemite and through

DIVISION 4

C. J. Knittle

Gosh but "haint" we having a lot of stops removed? Maybe if the power shortage gets acuter we won't need to stop at the end of the line.

Conductor Larry Smith is on a ten day vacation.

Safety Operator C. A. Erickson is taking a fourteen day rest.

Conductor A. J. Nielson has been granted ninety days' leave to visit his mother who is ill in Lyman, Wash.

Conductor H. W. Butler has received a ten day leave and has left to sell some land holdings in Imperial Valley.

The following conversation was heard when Motorman Joe Yates attached himself to a company phone early last Sunday morning. "Hello, I want the dispatcher—Oh you are?—Howza boy?—What time you got?—44:30!—Well you're ten seconds slow."

Conductor Duke Lowen returned from the ocean with a mighty mess of fish last Tuesday. All who wanted some were invited to help themselves.

Motorman W. L. Patterson is trying out the police force on a six months' leave.

"Ladies, gentlemen, children, babes-in-arms and others:

"This concludes the reporting of events by 'ye scribe' until September. No—I am not going on a big vacation—just a little one next month.

"The idea is I get a lazy streak every summer. Don't ridicule me and say, 'Why how strange!' I know it's fearfully strange and oft times I wonder why God didn't make me the same as the rest of the human race.

"Anyhow, one of our able bodied clerks is going to take my place and give you some sparkling wit each week like Motorman Bob Lindsay did last summer and when I take up the work next September I hope to be a little more interesting and 'effervescent' than I have in the past."

the Feather River country in the north part of the state.

Condr. "Johnnie" Robinson is taking thirty days off which he expects to spend around home, but according to his own statement, he is very much interested in an English ship that is anchored off Santa Monica.

Condr. H. M. Mayo is taking a couple of weeks and states that he make take the boat trip to San Francisco.

Motr. W. A. Wood has been granted sixty days which he expects to spend in Montana.

Condr. L. G. Goodger follows his example and says that he is also bound for Montana. Couldn't you pick out a little cooler place, fellows?

Condr. Casey and Motr. Stephens the inseparable Pinochle twins were observed the other day playing at different tables, Casey playing in a four-handed game and "Steve" playing single.

Can it be—No we just can't believe it.

"H. B." wants to know if our genial foreman knows the difference between a day off and a four A.M. shine. Says he asked for a day off the other day and received a 4 o'clock. Now he wants some other fellow to ask for a 4 A.M. and see if he gets the day off. He warns you however, that if you get the shine, don't think you're off and miss out for he assures you, that if the foreman doesn't know the diff between shine and a day off he sure knows the penalty for a miss-out.

The following sign was observed on a fruit stand:

"Don't pinch the fruit: If, however, you must pinch the fruit, pinch a cocoonut."