

Power Saving Plan Nearing Goal

TEN OF NEW L. A. BUILT CARS ARE STARTED

The tenth floor frame of the 20 cars under construction in the main shops was laid a few days ago. The cars are in various stages of construction, ranging from the nearly finished product to the newest job.

The engineering department is able to make good progress on the 20-car job now as the ten flat cars for the maintenance of way department have been completed and the cars are in service. Another ten flat cars are to have new bodies built and work on the first of these probably will start next week.

While the mill is busy building cars, other parts of the shops are preparing for delivery to begin on the 100 cars built in the East which will be equipped here. A large amount of space is being used for the storing of equipment that has arrived.

During June 120 Westinghouse motors and 60 multiple-unit controllers for the new cars arrived.

SUCCESS

*It isn't the cut of the clothes that you wear,
Nor the stuff out of which they are made,
Though chosen with taste and fastidious care,
And it isn't the price that you paid;
It isn't the size of your pile in the bank,
Nor the number of acres you own;
It isn't the question of prestige or rank,
Nor the sinew, or muscle and bone;
It isn't the servants that come at your call,
It isn't the thing you possess.
Whether many, or little—or nothing at all—
It's service that measures success.*

—Exchange

Curious Male Gets Matrimonial Offer on Car

A STREET car is not intended to be a matrimonial bureau even though it does provide a place for the neighbors to meet together twice a day and discuss the gossip of the block. Possibilities for extending the use of the cars are seen in the following incident vouched for by L. C. Morton, mail man and life of the party around the main offices.

A corpulent woman boarded a Line "R" car and accepted the space relinquished by genteel male. An elderly gentleman with ill concealed curiosity finally caught her eye and went toward her. He said:

"Pardon me, madam, but might I ask how much you weigh?"

She replied: "I weigh 268 pounds. I am five feet nine and three fourths inches tall. I am 32 years old and I am looking for a man."

The surprised old gentleman mumbled out to the amusement of passengers, "I'm sorry; I am married." Then he retired.

Dipping Tank for Armatures In Use

A temporary tank has been put in use for dipping motor armatures in the electrical department of the South Park shops. This is a step in the program for improved maintenance of car motors which is being carried on under the direction of L. J. Turley, electrical engineer. The new electrical bake oven which dries the armatures after they have been dipped in the insulating liquid is in use.

When the permanent tank is installed it will be equipped so that the tank with the liquid will lift up around the suspended armatures instead of lowering the coils into the containers.

The very modern artist was explaining his theories.

"You see," he said, "what we aim at is the elimination of the egocentric vision, without destroying the essential unity of the subconscious reflex. Do you follow me?"

"I am well ahead of you," said his friend. "I came out of the asylum yesterday."

Students' Names In Real Thriller

★ ★ ★ ★ ★ ONE DAY ONLY

In addition to knowing how to train new street car men and crank a flivver, Dan Healy, chief of the Telletum Department, can wield a nifty Ever-sharp, as is proved by the following story product built around the names of the students put through the jumps in one day:

A young man named SMITH decided to try his luck at fishing, although he knew he was a poor FISHER. Being very STOUT, he was tired of being called a HAMM, so instead of using his CARR, decided to walk to the beach. He had HOPE that he could reduce this way. He did not think this would mean more work for the CHUMACHER, and when told about it said NIXON that. We found out that it required several packages of TISS to straighten out his feet. After arriving at the pier he took a little GINN to help matters, but went to sleep and then fell overboard. Had it not been for a husky PORTER, who pulled him out, he might be like others in watery GRAVES. The WIER that was used to pull him out cut his hand off, and since then he has to wear a WOOD-FIN. When he ROSE from the water, the crowd geyed him so he ran away. Someone was heard to remark he was a FLEEMAN.

Track Re-laid on Belmont Grade

Track is being put back on Belmont and Loma Drive between Second Street and Rockwood following the lowering of grade in that territory for the opening of West First Street as a traffic outlet from the downtown district. Seventy-pound rail is being put down as the work will be temporary. When the city begins paving on the new level, girder rail and pavement will be laid.

Last of Grand Ave. Track Job Started

As the last section of the Grand Avenue track reconstruction job, the southbound rail between Seventh and Eighth Streets was opened last Thursday. This job will be completed in about 10 days and will leave the full length of the Grand Avenue track in good condition.

THREE LINES CHANGED BY ECONOMY RULES

With the first rush of the emergency changes made necessary by the power conservation orders of the State Railroad Commission and the Board of Public Utilities, somewhat abated, the system is settling down to carrying out the details required by the economy program.

The line department has completed the rearranging and the removing of stop signs and new charts are now being prepared for office use showing the location of stops and the distance between them.

Three Lines Changed

Three lines are affected by changes scheduled for July 13.

The East Jefferson shuttle line, known as line "K" is to be discontinued. Service over part of East Jefferson will be provided by cars of the Griffith and Griffin line. Half of the cars of line "G" will run to the present terminal at Vernon and McKinley and the others will be routed east on Jefferson to 38th and Ascot.

Service west of Main street will be provided by lines "F" and "E" to Grand avenue, and line "J" west of Grand avenue.

Transfer Rules Given

The procedure for transferring from points on west Jefferson street to east Jefferson is covered in Bulletin 146.

Posters giving notice of this change in service have been placed in cars of lines "G," "K," "J," "S" and "H."

On line "R," the La Brea branch, extending over Third from Larchmont to La Brea will be operated by shuttle service except for six through trips made in the afternoon period. On the Larchmont division, a number of the cars will turn back at Third and Larchmont and the others will run through to Melrose.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Friendship Always Helps

THE establishment of the power saving program is practically completed, and the job that stands before the street railway organization is to maintain the economy practices efficiently and conscientiously through the summer months. The power shortage proved to be one of the worst emergency situations that has confronted the company in recent history. The fact that the situation has been met and a program put into operation which retains all trainmen in service and is causing a minimum of inconveniences to riding passengers is an achievement in which every employe may take justifiable pride.

Because the power shortage is affecting all lines of business, the public realize that conservation methods are vitally necessary on the street railway system. There has been some showing of selfishness, as there is in every emergency affecting a city, state or nation, but on the whole there has been a spirit of co-operation which springs from good citizenship. Throughout the entire period of the power conservation, it will be necessary for trainmen to exert a special effort to render accommodating service, and to bear in mind that the changes are new to many people.

Any change can be made easier, if there is friendship among all parties concerned.

Autoists Will Cooperate

AMONG the thousands of automobile drivers in Southern California, a pretty fair percentage will give reasonable co-operation to the motorman of the street car, although the reckless drivers get a lot more notice than the others.

Co-operation between motormen and automobile drivers for the benefit of safety and general movement of traffic is seen at many intersections when the autoist slows down or comes to a stop, and the motorman gives him a signal to cross the street if passengers are boarding or alighting.

A wave of the hand does not take a great deal of effort in this situation, but it is one of the many small things of street car service that make friendships.

The autoist appreciates this little courtesy and is reasonably sure to show his friendship by giving a little more attention to safe driving, especially on streets having car tracks.

Div. 2 Makes High June Accident Witness Average

AFTER leading the five divisions in April and May in the average number of witnesses procured per accident, Division Three took second place in the June figures of the claim

department. Division Two led with an average of 4.52 witnesses with each report made during the month. The average for all divisions is 4.24.

The detailed figures are as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards Per Accident
1	265	986	3.72
2	477	2,160	4.52
3	439	1,968	4.48
4	322	1,322	4.10
5	280	1,127	4.02
Total	1,783	7,563	4.24

Figueroa St. Bus Line Approved

Approval of the application of the Los Angeles Railway to establish a bus line from Seventh and Olive to Figueroa and Slauson has been given by the Board of Public Utilities.

The date for starting this service has not been definitely settled but it will depend to some extent on the speed made in delivery of buses on order.

IT'S A POEM, HONEST
To be a success be not afraid,
Few great men are born, most are self made,
Life's battle is a tussle and we all have to hustle,
For Life is a thing we all hold so dear,
While Death is a thing of which we all fear.
If Life was a thing that money could buy,
The ambitious would live and the lazy ones die.

O'HARA.

BULLETINS

Issued July 14, 1924

BULLETIN NO. 142
Notice to Motormen

School stops will be made on school days only from 7:30 A.M. until 1:00 P.M. at the points designated in Bulletin No. 139. This up to and including August 15th, 1924.

Bulletin No. 143
Notice to Conductors
Pass Found

Pass No. 6777, issued to E. C. Higgins, Motorman, Division No. 5, and reported as lost in Bulletin No. 19, has been recovered.

BULLETIN NO. 144
Notice to Conductors

Pass Book No. 18,222, issued to Fireman James F. Martin, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 145
Notice to Conductors

The following passes are reported lost: No. 1840, issued to Amanda Smith, car cleaner, Mechanical Dept.

No. 3332, issued to Mrs. A. G. H. Trager, wife of Conductor Trager of Division No. 5.

No. 3432, issued to Mrs. Anna M. DeMuth, wife of W. E. DeMuth, clerk, Division No. 5.

No. 7693, issued to D. H. Wade, special police officer.

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

BULLETIN NO. 146
Notice to Trainmen

Effective Sunday, July 13, line "K," commonly known as the East Jefferson line, will be discontinued.

Line "G" will operate a part of its service to Vernon and McKinley, and part to 38th and Ascot via Jefferson, Central and 38th Streets.

On account of discontinuing line "K," there will be no service on East Jefferson between Main Street and Griffith Avenue, except as furnished by such cars of other lines as pull in and out via East Jefferson Street. These cars continuing to carry passengers on such trips.

Passengers originating on line "J" between Grand Avenue and Vermont Avenue should be advised to go west and transfer south to line "V" in order to reach points on lines east of Main Street.

Line "R" will operate a part of its service to Melrose and Larchmont, and a part will terminate at 3rd and Larchmont, except that six trips will be made by line "R" cars through to La Brea in the P. M. Crews must use care in displaying proper dash signs on these through trips.

Shuttle service will be operated between 3rd and Larchmont and 3rd and La Brea, the first shuttle trip leaving Larchmont at 5:56 A. M., and La Brea at 6:02 A. M., and the last trip leaving Larchmont at 12:59 A. M. and returning from La Brea at 1:04 A. M. Shuttle car transfers will be used on this car, and conductors will receive and accept same as provided for by the rules for the use of such transfers and will advise passengers according to the above.

P. B. Hill
Supt. of Operation.

Appreciation

Los Angeles Railway Co-operative Assn. Gentlemen:

Today I received a letter with checks for \$33.50 and \$1.00 respectively which you sent me to help in the protection of my family during my disability.

I appreciate the assistance of the Co-operative Association and hope that I will soon be back to work.

Yours truly,

WILLIAM DOOVAS,
Division Four.

TRACK BEING REBUILT ON FIFTH ST.

Track on Fifth street is being reconstructed between Los Angeles and San Pedro streets. Similar work is being done by the track department on Wall street between Santa Barbara and San Pedro streets.

The track on Second avenue between Forty-eighth and Fifty-fourth is being reconstructed and paved. This track is not used for passenger service, but is used considerably pulling in and out of Division Five.

Reconstruction of the track on Sixteenth street between Bond and Burlington streets is under way. This involves three-rail construction as the track is jointly used by the Los Angeles and Pacific Electric railways.

The track being installed on Sixteenth street is of the 127-pound type, which is the heaviest used by this company.

East Second street from Los Angeles to Gary street is to be rebuilt shortly.

3 DOUBLE DECK BUSES DUE HERE

Delivery of three new double-deck Fageol buses is expected within a week. The full order calls for 21 Fageol double-deckers for the Los Angeles Railway and the Los Angeles Motorbus Company. In addition to this, five double-deckers are being built by the Moreland Company.

Lesson in Motoring

*There was a little motor car
All spick and span and new.
It traveled fast and traveled far,
And proud and bold it grew.
It thought it was a shooting star,
So recklessly it flew.*

*One day it saw a railroad train,
A large and ugly brute,
And with a gesture of disdain
It scorned the warning toot
And smote the train with might and main
A wallop on the snoot.*

*The little motor car arose
And went away from here.
It fled this vale of tears and woes
And left a moral clear:
"Don't bust a freight train on the nose—
It isn't done this year."*

The Spotlight

HOW WE SAVED FOR A HOME

HOW did we do it? Simply by going without everything we needed. When I was first married my salary was thirty dollars a month. My mother-in-law, who lived with us, decided to save enough out of my salary to build us a home. When the cellar was finished, I became ill and lost my position and had to mortgage the cellar to make my first payment. Although we went without food for thirty days the first year, we never missed a payment.

The taxes, interest on mortgage and monthly payment on house were now three times the amount of my earnings. However, by dispensing with the services of a doctor, we lost our father and mother-in-law, which so reduced our expenses that we were able to pay for the parlor floor and windows.

In ten years, seven of our nine children died, possibly owing to our diet of excelsior and prunes.

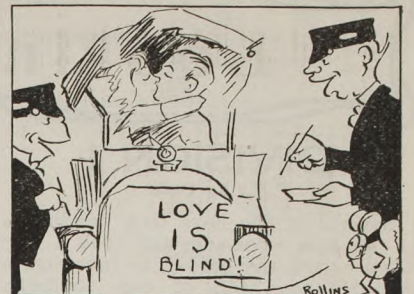
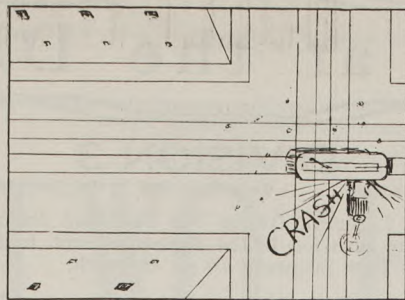
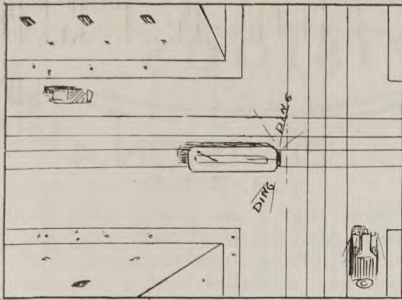
I only mention these little things to show how we were helped in saving for a home.

I wore the same overcoat for fifteen years, and was then able to build a small front porch, just to the right of the front door.

Now, at the age of eighty-seven, my wife and I feel sure we can own our comfortable little home in about ten years and live a few weeks to enjoy it.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. C. A. Park, Div. 2
For Condr. H. H. Hennings, Div. 1
For Condr. R. C. Robson, Div. 2

Los Angeles Railway.

Gentlemen:
I want to say that I find conductors 282, 2056 and 2324 always consistently courteous and under your system of honor points I think that they deserve credit.

Some trainmen are not perfect, but I do not like to complain, as I think their business is a hard one.

Sincerely,
M. K. SIEGLAUF.

□ □ □

For Condr. W. H. Devilleneuve, Div. 5

Los Angeles Railway.

Gentlemen:
Today I became interested while riding on the "M" line in watching Conductor 988 handle his passengers. This young man was most solicitous and helpful to all passengers who boarded or alighted from his car. The conductors of Los Angeles have often won praise for their attentiveness and courtesy to passengers, but this young man seemed to be particularly eager to render all necessary assistance to patrons of the railway. Every woman with a bundle or a child, every infirm man, each youngster was assisted on the steps and to safety by this conductor No. 988.

It gives one pleasure to commend an exhibition of faithfulness and courtesy such as this and there is the wish that the officers of the road have also observed and praised it.

Yours very truly,
ROBERT HAYS,
Holtville, California.

□ □ □

For Condr. E. B. Adams, Div. 1

Los Angeles Railway.

Gentlemen:
My letters to you will not always be of a complaining nature. Therefore, I take great pleasure to inform you of the admirable conduct and courtesy manifested toward the street car riders by Conductor 2056, who was in charge of car 537 on line "J," west bound. A good act of courtesy was shown when Conductor 2056 picked up the one dollar note which I had dropped, (while in the act of paying my fare) from the floor of the street car. One thing that attracted me most was the calling of each stop. This is more neglected by most conductors than anything else.

For such demonstration of salesman-ship and daily impression made upon the riding public, this gentleman should be mentioned in your Honor System. I am always, sir,

Yours sincerely,
PHILLIP BRIGLIONE,
1332 West 29th Street.

□ □ □

For Condr. E. H. Nebeker, Div. 2

Los Angeles Railway.

Gentlemen:
I left a small parcel on one of your cars yesterday, and same was returned to your Lost and Found Department by one of your employees named Nebeker, or at least his name was on the bag.

I wish to express my appreciation for the service rendered by your company, and should be obliged if you would convey my thanks to your employee, as named above and whoever in conjunction with him was responsible for the return of the parcel.

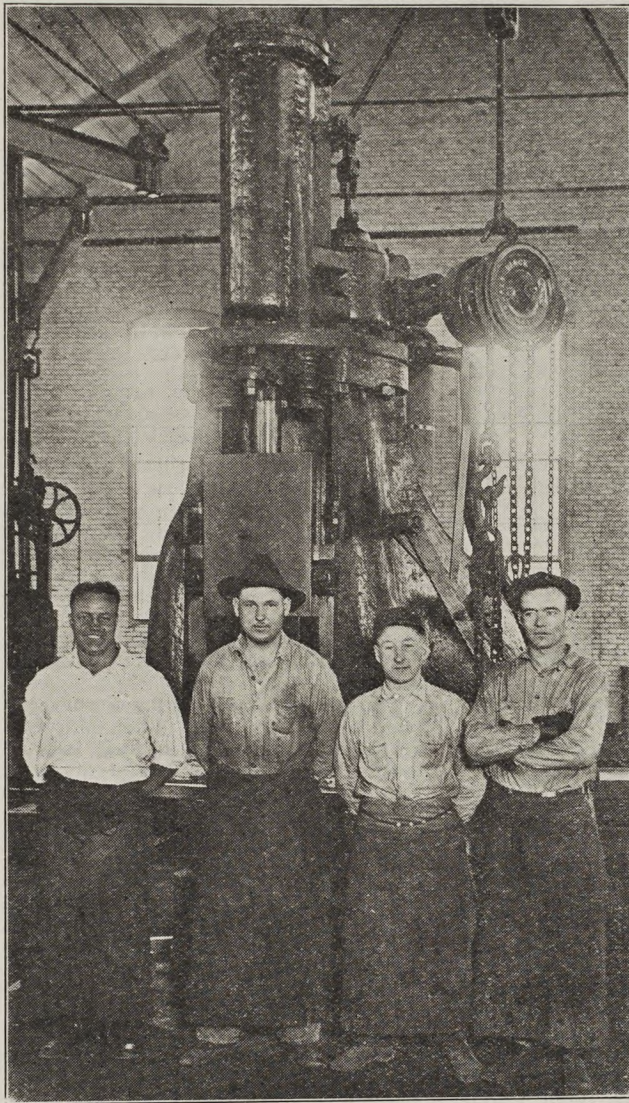
Thank you.
Yours very truly,
T. WATSON,
2824 Cochran Ave.

□ □ □

For Condr. J. J. Cresto, Div. 4

Los Angeles Railway.

Gentlemen:
I wish to report Conductor 362 on the "C" line, for three acts of real courtesy I saw him do yesterday.
Pulling the shade to keep the sun out



Operators of the Steam Hammers in the Shops and the newest piece of Equipment.

Left to Right they are:

J. A. Nutter,
R. C. Ballard,
H. P. Dicken
and J. R. Richards.

Peaceful looking citizens these, but they handle wallops ranging from love taps to blows of 1500 lbs. violence on the steam hammers in the main shops at South Park. The operators of the hammers are standing in front of the 1500-pound machine, which is one of the new pieces of equipment in the new blacksmith shop at South Park.

In all truth, the hammer cracks some hard mechanical problems and is the envy of nearby restaurants that specialize in pounded steak.

On The Back End

(Contributed)

Woman approaches the exit gate with a wistful look and the conductor sounds off: "Do you want, Arlington, lady?"
She: "I don't know, but please let me off at the next mile post."

* * *

Division Two news item reports that two trainmen intend to visit Oregon and Washington and concludes "They expect to spend part of the time with the uncle of Motorman Childress at Walla Walla, Washington." Wonder if uncle is an old inhabitant because that town with the two-time name is chiefly famous being the location of the state penitentiary.

* * *

"Mary Ann McCarthy she went to get a clam"—according to an ancient tribal melody of barber shop choristers, so Conductor Ralph Wilkins of Fifty-fourth and South Park was following a good example when he sallied forth in the same quest, to satisfy the clam appetite of his congenial motorman, W. E. Schoenbaum. Instead of trying a fish store where clams are quiet, he steered for the open sea and in time started back with clams enough to at least equal the value of his gasoline. Thirty miles from Los Angeles he broke down and had to be towed in to the city, thereby raising the price of the clams to about \$1.93 per on the hoof.

* * *

We have heard of operators carrying passengers free under certain circumstances, but when it comes to hauling live stock on the brake rods of a Birney, Operator Blodgett wins the non-refillable cuspidor. A very scared feline rode on the under rigging from some place to the postoffice where Traffic Man H. J. Burke made a noise like catnip and lured the cat from its perch because it did not have the proper fare.

* * *

ON TAMBLE STRID

Passengers, dropping nickel in box: "Change please."
Conductor: "Change for what?"
Passenger: "For anudder car."

* * *

A trainman's farewell:
"My record dropped below 75."

* * *

According to the veracious Dan Hanly, a number of ex-motormen are taking the police examination as transom inspectors.

* * *

A NEW WORRY ON LINE "E"

The other day one of the conductors of Division Five was overheard complaining of the trials and tribulations of our longest line. "Why," said he, "you have no idea what it is. You have all kinds of cash, fares, exchange checks, hat checks and then those darn 'Communication' tickets."

CATALINA ISLAND VACATION CRUISE

B. H. Eaton, engineer of ways and structures and engineer of a billow jumper motor boat while on vacation, is cruising between Los Angeles Harbor and Catalina with Austin Fleetwood, foreman of the Vernon yard acting as first mate, deck hand or passenger, according to the formality of the occasion.

The wives of the two men went to Catalina by the Wrigley boat in the belief that it would be less wrigly than the motor boat, and established headquarters for the land and sea vacation.

Though changes crowd about our heads

So furious and fast,
Would you understand the Present,
Dip a little in the Past
Scorn not the Wisdom that Old Time
With blood and tears amassed,
The Present has no better friend,
Believe me, than the Past.

of a baby's eyes; helping an old lady on the car; assisting another to pick up her bundles she had dropped, were especially noticeable; but his whole attitude was one of caring for the welfare of his passengers.

It was a pleasure to ride on his car.
Sincerely,
MRS. R. A. WHITESIDES,
1261 North Virgil Ave.

WORK STARTS ON NEW SUBSTATION

Surveyor's stakes were driven last Thursday on the property at the north end of Division One indicating the place where construction of the sixth automatic substation will start within a few days. The building, electrical equipment and feeders represent an investment of approximately \$80,000 in betterment of service.

An irritable old sportsman was aroused from his bed at three o'clock in the morning by the insistent ringing of his doorbell. On answering he found a seedy drunkard struggling hard to maintain his equilibrium.

"What do you mean by waking me up at this hour?"
"Ish you Mr. Smithers?"
"Yes, yes. What of it?"
"Ish you the gent that advertised for a partner to go lion huntin' in Africa?"
"Yes, I'm the gentleman. What do you want to know about it?"
"Nothin', 'ceptin' I just wanted to tell you that on no condishums whatsoever will I go with you."

"Who's that guy you were talking so nice to?"
"Aw that's my old family druggist."
"What did he say?"
"No."

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Several of the boys took advantage of the long week-end, and took a trip down across the border, to investigate the arid condition of our southern neighbors. Con. C. C. Lee reports that rain is badly needed there, but otherwise, there is lots of moisture. Con. R. H. Rogers stopped long enough at the first sign of relief to make up his mind to go about seventy-five miles further, to Ensenada, where the roads are awfully rough and dusty, but declares none of the dust accumulated in his throat.

Almost every week we have a joke on a certain traffic man, so his name will be omitted this time but the story must go on just the same. If you guess his name, be careful not to get him confused with his brother whom he resembles very much. Place: Seventh and Central while the new curve was being installed. Traffic man, directing traffic. Two automobiles approach, one about ten feet behind the other. The traffic man signals the first to proceed and turns on the second, but the second did not stop. A shrill peal of his whistle brought both of them to a stop, and just then he noticed a tow-line connected the two.

Con. A. F. Steiner, of the "J" line walked proudly up to the window and asked for two weeks off, and began to pass out perfectly good cigars. A bouncing nine-pound boy was presented to him last Sunday night. He was granted two weeks to celebrate. Thanks for the smokes, and congratulations.

Chief clerk Roy Ruggles, has yielded to the urge of the road, and is spending two weeks at Lake Tahoe.

DIVISION 2

R. C. Hoyle

After a few weeks absence, we are pleased to say old Cap. Stork again favored this Division with a visit. This time the lucky papa is Cond. P. F. Clark who came up to the window all smiles July 5th and reported a 7½ pound baby girl born July 4th at 8 p. m. Mother and baby doing fine. That's a great day to be born and a great flag to be born under. They ought to call her Miss America.

Cond. P. Atkinson has been granted a 60 day leave to visit his folks at Waitsburg, Wash.

Cond. L. R. Donaldson has secured a 10 day leave, which he will spend resting up after his strenuous duty on the back end working two trippers on Vernon and Vermont.

Mot. E. V. Saylor and Mot. H. W. Childress have been granted two months leave to take an auto trip up thru the northern states of Oregon and Washington. They expect to spend part of the time with the uncle of Mot. Childress at Walla Walla, Wash.

Cond. H. T. Gollar has 3 months to revisit Kansas.

B. G. Glennin has 90 days to take a delayed honeymoon and visit the folks on the farm back in Illinois.

Cond. F. W. Graves returned after 3 months spent in Iowa to find himself back on the board. Never mind, kid, there's lot of pleasure in it.

Thass all.

Leaves are plentiful.
Conductors—F. Finn and F. Ostendorf have two months to go back to Kansas and help out during the harvest. Conductors B. H. Miller, H. Habich, S. J. Bacon, H. Gibson, F. W. Baker and J. M. Hipe are on short leaves. Motorman O. Daniels will be away 60 days and L. Canderson 90 days.

Conductor S. L. Anderson had a slight argument with a speed cop the other day

Who's Who



IN THE Los Angeles Railway organization, there is a motorman who never asked for a day off in 14 years until a few days ago when he asked for five days to himself to take a trip to one of the nearby mountain lakes. No division superintendent has this bulwark of regularity in emergencies although every superintendent has many men who will work whenever they are asked. He is E. McClenathen and he is motorman of the north transfer table at the shops. The transfer table moves cars and equipment between shop buildings and from one track to another in the same building. Motorman McClenathen's line is the shortest in the system but takes in no nickels.

Mc has been with the company going on 17 years. He started in the shops but sustained a broken leg and since then has operated the transfer table without a day off until this year. The secret of it all is that his pleasure is in his work. He takes the utmost pride in moving the transfer table exactly right and with complete safety. When Mc finds it monotonous to take Sunday off, he works as relief watch man.

Introducing New Men

The following men have completed their instruction and have been assigned to their respective divisions.

DIVISION 1

Conductors—L. Wier, A. E. Woodfin.

DIVISION 2

Conductor—W. M. Patterson.

DIVISION 3

Conductors—A. H. Hamm, L. C. Graves.

DIVISION 4

Motorman—R. A. Ginn.
Safety Operator—J. Lunde.
Conductors—H. E. Stout, W. D. Porter.

about his rate of travel, anyhow Anderson has secured a few days off to visit his friend, Judge Crawford, and will put in his vacation making little ones out of big ones. Did you fellows say rock pile, ask Anderson when he returns, he will be able to give you all the pointers you need.

We have had various postcards from Motorman H. Y. Swabby, who is touring the count- breaking in a new Dodge. Last word from him he was somewhere in Ohio, headed for New York. To date he has put about 3000 miles on his speedometer.

Cash Receiver Milton has not been heard from since he went to New York about 3 months ago. We expected to see his name up as candidate for nomination in this Democratic ruckus. They are holding back there.

Cash Receiver Winchel reports a pleasant week end spent with family and friends at Lake Arrowhead.

DIVISION 3

Dan Hanley

Foreman Owens has returned from his vacation in the Schedule Dept. and is now prepared to go to work.

Reading the paper the other day I saw in one of our big department store ads: "Japanese parasols for 95c, rain-proof while they last."

A colored gentleman boarded a Brooklyn Ave. car the other day and was in a real hurry to get to town, strode up on front end for a while and said to motorman: "Please open the gate I want to get a cup of coffee and some doughnuts, and I'll catch the rear end as you go by."

When a witness in court, to forget is a grand way of evading the law, but when you swap your run for a tripper and forget, well ask Con. Volkert for the answer.

Prof. Carter of the company restaurant fame, has concocted a new drink called Grape Punch. Try a glass and you will never drink anything else (?).

The old familiar sign now appears above our office window: "Conductors and motormen, do you want off?"

We were very sorry to hear that the wife of Conductor C. McClure died July 3 and was buried July 5th. The boys express their deepest sympathy for Mac.

The above brings to me a very sad piece of information. When Mac told me about it I asked him if he had notified the company, and he said "No," as his wife did not belong to the D. B. A. It seems that three years ago he took home a card to sign and through some unfortunate circumstances it was never signed. I wonder how many of you men are in the same position, and if you were to pass out tomorrow, would you leave your wife and babies neglected?

Conductor F. Moore spent the fourth at Redondo with his wife and relatives, but did not go in swimming, as they were all sold out of boy's suits.

Conductor O'Toole left for New York by way of Denver. That is, he will go to New York if papa and mamma, who live in Denver help him out. He bought a one-way ticket for Denver.

Passenger suggested to conductor that during this power saving era, why not hang fare boxes on telegraph poles and public could drop money in as they walked to work.

Conductor Love is quite pleased as his mother will be here on a visit from Fort Smith, Ark.

"Au revoir" says the Frenchman, meaning good-bye in French, but I'll be like the Irishman and say Carbollic Acid, meaning good-bye in any language.

DIVISION 5

F. J. Mason

Word has just reached us of the arrival, on July 1, of an eight-pound boy at the home of Conductor R. M. Benesche. Also that mother and boy were both doing fine. Congratulations, R. M., and we still smoke the same brand.

Conductor J. C. Clarke has taken a couple of weeks off and expects first to visit Catalina, then, if a sword fish doesn't get him, to make a brief visit in San Francisco.

Motorman E. M. Austin has taken a three weeks' vacation which he intends to spend in San Luis Obispo.

Conductor D. L. Gragg has received a letter from C. A. Lambert, a former

DIVISION 4

A. E. Vejar

Now that I am acting as a scribe while Mr. Kittle is taking a rest, I want Division Four trainmen to overlook any mistakes that I may make, as this is my first attempt as a scribe, and do not forget if you hear or know some news to drop same in Two Bells' box, as it will sure help to fill our space.

Conductor H. L. Conine has taken a 90-day leave to go to Belmore, Ohio, for his health.

Conductor C. J. King is taking a 15-day leave, and he says he will run that new Ford sedan ragged. Go to it, King, we're for you.

Last Wednesday Supervisor A. E. Sayers went down to Santa Monica fishing. A big fish got on the line and it was so big that it broke the line, according to Sayers. But Dispatcher Porter happened to be along and he says that it was the bottom of the ocean Sayers was trying to pull instead of a fish. Good fish story, Sayers.

It seems that Traffic Man H. J. Burke was ordered by supervisor to tell train run 10 to pull in a trip early so as to save power. When he told Operator J. A. Hunter he started to worry, and he asked Burke who was going to pay him for his full time, "You or the Company," and Burke said that he was broke, so the company would.

A bunch of the boys went deep sea fishing last Monday and T. O. Jordan fed the fish as usual.

conductor of Division Five, who resigned and drove through to his former home in Staunton, Ill. He states that he had a fine trip and encountered no trouble. Also wishes to be remembered to all the boys.

Conductor on two-car train to a new man on the rear car, "You are only giving one bell to go ahead."

Very obliging second conductor—"Alright, I'll give you three after this to make sure."

O'HARA.

Passenger (on "F" car): "Give me a transfer to 14th and Grand, please." Conductor, as he hands over transfer, "Walk over at Pico."

Passenger, "Say, young man, you're smart—what do you think I want a transfer for? You missed your vocation, you should be on the stage."

Passenger — "Which would you rather be, President of the United States or a Street Car Conductor?"

Conductor—"As a Conductor I can tell more people where to get off."

Our Scribe (E. C. T.) slipped away on us last Saturday and is vacationing at the various resorts here and there. After spending the week end up the mountains he decided to pick on Catalina, but while the "ad" reads something like "See the ocean from the glass bottom boats," we believe there's something in that ocean that sees you first, so feed 'em boy, feed 'em.

"F. J. M."

Conductor I. H. Gilbert, who has been off sick since March, has been appointed temporary flagman.

A "he" passenger at Fourth and Broadway, last Friday, about 3 P.M., asked me if I went to 54th and First Avenue. I told him, "No."

"Well," said he, "I'm getting pretty tired. I've been standing here 30 minutes waiting for one of those "M's" painted red."

"L. B. F."