

# COASTING NOW BIG FACTOR IN POWER SAVING

Thorough regard for the necessity of coasting cars as much as possible is proving one of the outstanding factors in the company's power conservation program. The eliminating of a number of stops and the continuance of the same running time between points makes possible a more gradual feeding in starting the car as well as more coasting after it is under way. The more saving that can be effected with the cars in service, the less service it will be necessary to remove from the streets.

## Two New Schedules

New schedules necessitated by the power conservation rules are effective on lines "F" and "B," July 20.

The Dalton Avenue division of line "F" becomes a shuttle line served by Birney cars with transfer connections provided at Santa Barbara and Hoover to and from lines "M," "F" and "E" and line "V" at Vermont.

## Shuttle on Line "B"

On line "B" the east end will be shuttled from Brooklyn and Evergreen to the terminal at Wabash.

On the south end of the line turn-back service will be established at Vernon and Ascot for approximately every other car. The others will run through to the terminal at 51st and Ascot.

## New Cross-over For "B" Shuttles

A cross-over is being built on the Evergreen track, just north of Brooklyn, which will be used for the shuttle cars that are to operate on the east end of line "B." The main line cars will continue to use the cross-over that is now in service and thus prevent interference with the shuttle cars.

Peck—"On the day on which my wedding occurred—"

Heck—(interrupting) "You will pardon the correction, but it is only calamities which occur." Affairs such as marriages, receptions, dinners and things of that sort 'take place'. You see the distinction?"

Peck—"Yes, I see. As I was saying, the day on which my wedding occurred—"

## When Mama Goes Where Papa Goes

WILL not mention any names, but heres' a hot one on one of the very new fathers of Division Five.

Father with wife and baby went down town to buy a baby buggy. They picked out a nice fancy one, put baby inside and started down Broadway hitting on all six, mama pushing the buggy and father strutting proudly along side wearing a million dollars worth of smiles. And why not?

Everybody coming from the opposite direction stopped, looked and smiled. Father said "Gee whiz, they all like the baby," but the smiles grew into laughs and people commenced to follow them.

At last father stepped around in front of buggy to see the cause of the merriment and then it was his turn to laugh, for he had forgotten to take the store tag off the buggy which read:

"OUR OWN MAKE."

L. V. H.

## ALL BUT 31 GET COURTESY CREDITS

Only 31 trainmen missed the extra credits allowed for clear courtesy record, according to the June report of clerks in charge of the merit system cards. This is the lowest figure for any month in 1924, and is due to the fact that the June discourtesy complaints reached a low figure for 1923-24.

The extra credits for clear safety record were lost by 436 trainmen. This shows a reduction as compared with April and May.

## New Light Circuits For Divisions 4 & 5

The electrical department has completed the installation of light and power circuits, with a new switchboard for Division Four. This electricity is supplied out of the Sentous substation.

At Division Five, similar work will be completed at the first of the week. The light and power circuit for this division is being supplied at present from the Centinela substation, but will be connected to the new equipment in Division Five automatic substation.

When your hat's in your hand  
You needn't try to doff it.  
When you've drank out of the glass  
You vainly try to quaff it.  
And please don't hold the street car  
After you are off it.

Condr. No. 1668.

## Uniform and Equipment Inspectors To Be Named For Five Divisions

AN INSPECTOR of uniforms and trainmen's equipment will be stationed at each of the five divisions within a short time to help in the maintenance of a high standard of neatness and efficiency. This step is a result of the monthly contest in which cash prizes are given for the best suggestions for improvement of service. The winning suggestion that such inspectors be appointed, was made by Conductor M. F. Hurst of Division One.

## Divisions to Have Vote Registrars

Each division is to have a deputy registrar of voters who is an employe of the division. The registering of voters will be done by these men during their regular hours of work.

Men selected for this work are:

- Division 1, J. B. Lair;
- Division 2, H. T. Hansen;
- Division 3, J. W. Allen;
- Division 4, E. G. Benedict;
- Division 5, E. C. Tyler.

At the shops, Arthur Orton will fill in the dotted lines.

## Forced Air Draft In For Garvanza Station

A forced air draft is being installed in the Garvanza automatic substation. This equipment has been found necessary to give a circulation of air which will keep the transformer cool. High temperature was resulting with only the natural ventilation through louvers.

## If You Are Well Bred!

An interpretation of the book of etiquette, better known as the Los Angeles Railway rule book, is that the regulation blue Chamberlay shirt must be worn by a trainman who discards his vest during the warm days, even if the coat is worn. When wearing the uniform coat and vest, any type of shirt may be worn.

## McRoberts at Claim Agents Convention

C. M. McRoberts, general claim agent, left for Spokane Thursday to attend the convention of the Pacific Claim Agents Association. Mr. McRoberts is ex-president of this organization which is made up of claim department executives of the electric railways of the coast. A large part of the activities are devoted to accident prevention work.

A man will be selected for each division to check up the appearance of trainmen and to prevent any man going out on the cars to serve the public when his appearance is not creditable to the company. This man also will have authority to compare time with trainmen at the divisions or on the lines, as accuracy of the time pieces is an essential part of good service. The man assigned to this duty will not have authority to censure any trainmen, but will report their findings to the division offices.

Second prize was won by Conductor L. H. Wilson of Division Three. He called attention to the fact that the names of streets that cross West Adams from Twenty-fourth Avenue to Glen Airy, have been changed recently, and advised the posting of a list of the correct names at the division office. This will be attended to immediately.

Third prize was won by Conductor W. H. Snow of Division Four. He suggested that the trainmen in making a report of an accident, place a cross or other designating marks opposite the names of witnesses who are likely to be particularly valuable to the claim department. He pointed out that a large number of the people who fill out witness cards will express an opinion regarding responsibilities at the time of the accident, and that this additional co-operation between trainmen and claim department will save a lot of time for investigators, and give the company added protection in law suits. This suggestion will be taken up with the claim department with a view to developing a system for using the plan suggested.

## Fifth St. Cross-over Will Be Moved East

During the reconstruction of the East Fifth street tracks, the cross-over that has been at Fifth and Los Angeles will be moved to a point just east of Main street. The new location will make it easier for cars to change tracks.

New rail is being laid in the reconstruction job.

Passenger boarding "S" car east-bound on 7th street, "Does this car go to the Goosier?" "Where," says I. "Goosier," says he. "You mean the Goodyear." "Yah, that's it." I think he came from Iowa.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Grasping Opportunities

THE rule book gives the things that must be done, or must not be done as general procedure in conducting street railway business. It is true that there are certain conditions under which rules have to go by the boards, or be interpreted to meet an emergency situation. The acts that may be performed by a trainman to make the passenger's ride a little more pleasant are countless.

One of the smaller features of service that appeal to passengers, particularly women, is giving the use of a stool. A large number of "Bouquet" letters refer particularly to this act of courtesy, indicating the appreciation of those who receive this special accommodation.

The trainman who is on the watch for opportunities to specially serve his passengers, is the man who is making real progress in his work with this company.

### Has It Been Done Right

NEW situations bring new demands upon a street railway and upon the trainmen whose duty it is to deliver service on the streets.

The present power shortage is typical of the emergency situations that arise in public service. New responsibilities to the public and to the company develop.

Every trainman must exercise proper judgment in his relations with passengers regarding questions. We all like to get in the way of doing things the same way week after week when we believe the most efficient system has been found. This is true of street car riders, and when changes in stops or routes are made, there are many questions to be asked and answered, and perhaps a hostile attitude has to be smoothed.

The trainmen have new responsibilities for power saving, particularly motormen, who must coast as much as possible.

All these new conditions must be met with good judgment. They are not specifically mentioned in the rule book, and there is no previous experience of exactly the same character to serve as a guide. The handling of every situation can be rated by asking the question:

"Has it been done right?"

No man can "kid" himself, and his answer to the question will be his guiding mark.



Smith's Cafe, near Division Five, advertised for a cook and the following letter was received from a man who is evidently applying for that position.—(Editor's note.)

Dear mister

ay cum by this counntry this summer I sure bane glad ay cum ay think ay stay if you bane give me job ay sure like to work by you if you one good fellow ay cum by this county by minnesota and ay work by my uncle there he was obe hel of a feller ay cant talk good english but you bane swedish feller ay sure stay by you ay am sure one fine cook one ant she work by the Crown prince of sweden ay work by her till ay get fired good bi mister ay know

Hans Carson  
General delivery  
los angeles

For Condr. A. G. Greengard, Div. 1

Los Angeles Railway.

Gentlemen:

I wish to inform you of the kind attention of one of your conductors that he gave me on a Huntington Park car, about 3:30 P.M., Thursday, June 12th, when I took very sick. I don't think he could have given his mother better attention. I surely feel grateful. A lady gave me the number, 2840. I hope it is right, as I may want to remember him again.

MRS. GEO. HUNTER,  
2531 West 58th St.,  
Huntington Park.

My watch has stopped; is your watch running? Ans.: No, I have to carry it in my vest pocket.

In the telephone booth—Say, for a whole hour I saw you holding the receiver to your ear and not saying anything. What's the matter? Ans.: My wife is on the other end.

Sour Car? Ans. No, mam, it's a Melrose.

By Jim Fenicle's Partner.

## BULLETINS

Issued July 21, 1924

BULLETIN NO. 147  
Notice to Motormen

Effective Tuesday, July 15th, cars of the Los Angeles Railway turning east from Burlington to 16th Street and arriving at that point at the same time as trains of the Pacific Electric consisting of two or more cars, will give the right of way to the Pacific Electric trains.

This does not apply to single unit trains of the Pacific Electric. Cars of the Los Angeles Railway will have first right of way over such single cars.

BULLETIN NO. 148  
Notice to Conductors

Pass Book No. 18,468, issued to E. S. Wright, fireman, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 149  
Notice to Conductors  
Passes Lost

The following passes are reported lost: 5213, issued to G. O. Reavis, motorman, Division No. 3.

7313, issued to J. W. Budge, conductor, Division No. 3.

7520, issued to C. H. Kellar, safety operator, Division No. 4.

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

BULLETIN NO. 150  
Notice to Trainmen

Effective Sunday, July 20th, new schedules will be put into operation on lines "A," "B," and "F."

On line "A" there will be no changes in terminals, signs, or transfer points.

On line "B" a part of the service will terminate at Vernon and Ascot. These cars to pull around the curve west on Vernon and take crossover. Such cars must take as much of their lay-over on Ascot Avenue as possible, avoiding delay to through cars on Ascot Avenue and to traffic on Vernon.

A shuttle service will be operated with safety cars between Brooklyn and Evergreen crossover and the former terminal at Wabash. Shuttle car transfers will be used on these cars.

Safety Operators and crews of line "B" cars must co-operate to the fullest extent in order to avoid delays at the crossover.

On line "F," main line service will be discontinued west of Hoover Street, and Shuttle cars will be operated between Santa Barbara and Hoover and Vernon and Arlington. Shuttle car transfers will be used.

Operators of safety cars will so handle their cars at Hoover and Santa Barbara as to avoid delay to line "E" cars.

Crews on all lines will direct passengers in accordance with the above.

BULLETIN NO. 151  
Notice to Conductors

Pass No. 3201, issued to Mrs. Harriet Pilcher, wife of W. A. Pilcher, conductor, Division No. 2, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

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

## BUS BULLETINS

LOS ANGELES RAILWAY BUS  
DIVISION

Bulletin No. 111, July 11, 1924

ALL BUS OPERATORS:

A new form of ticket, form U.S. 2-V has been issued. The ticket has a white body, printed with blue letters and with red numbers. These tickets will be used by the United States Veteran Bureau and must be honored and considered exactly the same as a 5c cash fare. Transfers may be issued upon them when requested.

F. VAN VRANKEN,  
Manager, Bus Division.

### RE-DECKING HALF DONE

Re-decking of the East First street bridge is approximately half done. New wood is being put in but the present rail will be retained. The job will put the track on the level of the main part of the bridge and considerably improve the appearance.

## SUBSTATIONS TO GET NEW MACHINES

Two new 1500 K.W. rotary converters previously reported purchased, are to be installed in the substations on Sentous street and Slauson avenue.

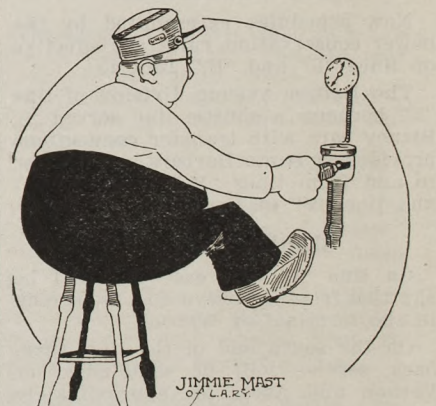
Work has started on the foundation for the new converter and the transformers at Sentous station. Recently a 600 K.W. motor generator set was moved from Sentous to Ardmore substation to increase the equipment there. This move has provided space for the new equipment at Sentous.

As soon as the foundation work is completed at Sentous substation, the same workmen will put in the necessary new base at Slauson station. The Bullock motor generator set, that is a pioneer of the electrical equipment of the company, will be removed and scrapped.

A new roof is being built at the Slauson substation. The roof was damaged in an electrical storm last winter and temporary repairs were made, but the complete job was delayed until summer to guard against the possibility of rain.

## HALF MAST

ON THE FRONT END—



The above cartoon, showing half of Jimmie Mast, heavyweight motorman of Division Five, was drawn by Fred Richards, who is in part, responsible for a radio shop near Division Five, and draws this publicity for his drawing efforts, contributed to "Two Bells."

## Appreciation

Co-operative Association,  
Los Angeles Railway.

Gentlemen:

Thanks ever so much for check received on Saturday last. I surely appreciated the kindness of the men of the Co-operative Association, and certainly feel glad that my husband was a member.

Am returning receipt as requested.

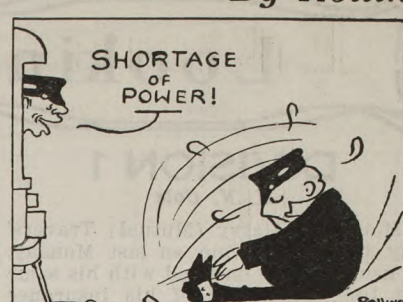
Thanking you all once again, I am,

Yours faithfully,

MRS. NORA FANNING.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Condr. O. S. Bailey, Div. 5  
Los Angeles Railway.

Gentlemen:  
Conductor 832, on the Eagle Rock line, surely deserves commendation for what I saw him do today at 4 P.M., June 17th. A badly crippled old man tried to board the car—immediately the conductor aided him and found him a seat on the outside of the car. The well dressed, ill bred old man did not even thank the conductor.

In a few minutes the conductor found a nickel, some careless passenger had dropped and he went inside the car and restored it to the owner. I remarked to the crippled old man beside me, whom the conductor had so kindly helped, that it was such an honest fine thing for the conductor to seek the owner of the lost nickel and return it, when he need not at all have taken the trouble to look for it.

The mean old skunk of a man, replied in a grouchy voice that, if it had been a dollar instead of a nickel that the conductor would never have tried to find the owner. Right then, I took that evil-minded rascal to task and reminded him of the conductor's great kindness to him and he grudgingly admitted very curtly that he had helped him.

Think of the ingratitude of that old scoundrel, I am still furious over it, for I fear the conductor may have heard what he said about him.

Yours very truly,  
MISS MIRIAM JEAN ROLLINS,  
2812 Jeffries Ave.

For Condr. E. L. Bailey, Div. 4  
Los Angeles Railway.

Gentlemen:  
I wish to thank you and a courteous conductor for what myself and several fellow passengers considered saving us from a very disagreeable ride with a dog.

While coming back to town at a rather late hour last night (June 3rd) on a Crown Hill car, two women, carrying a big bull dog attempted to ride. Your conductor, in a very nice way, explained to them he could not allow said dog on the car. The women were very abusive to the conductor. Myself and several others feel very grateful to that conductor as the dog was in a very bad humor, snarling and acting ugly. A street car is no place for a vicious dog.

The women demanded the conductor's number so I heard him say—"Conductor No. 2496." Please thank him for me.

Respectfully,  
R. WYCKOFF,  
2533 West Pico.

For Condr. F. S. Holland, Div. 2  
Los Angeles Railway.

Gentlemen:  
I want to tell you about one of your conductors, as I am an ex-carman myself. His number is 532. Yesterday on a west bound "S" car (the car was crowded) a young mother was standing up with a child in her arms. A big basket was setting on the stool. He said to the fellow, "Will you let the lady with the child have my stool?" The fellow made some ugly remark, but the conductor never became excited, but went ahead calling stops and answering questions for strangers (he had several on the car). One old lady wanted to go away out somewhere and I am sure she never missed a stop without asking if it were the place to get off. He finally had to go into the car for her, as she had become interested in talking to some one. Job never did have anything on this man, when it comes to patience.

Yours truly,  
M. J. CLARK,  
1845 East Randolph St.

For Condr. A. A. Burlingame, Div. 2  
Los Angeles Railway.

Gentlemen:  
Will you kindly see that the conductor, 886, of the Vermont car receives this carfare, which he kindly paid for me a short time ago?

Very truly yours,  
E. D. BALDWIN,  
2740 1/2 West 9th Street.

## Div. 5 Mechanics Come up for Air

These men did not wait until Christmas to come out of the trenches, but hiked right out of the repair pits and lined up. Top Row—Left to Right: V. R. Bell, F. F. Norton, A. J. Hayward, W. Frampton, C. E. Herring, W. Mack, E. Thomas, W. Hueske, H. U. France, H. Goodman. Lower Row: J. Hale, A. Shenton, A. L. Weiser, H. S. Dixon, G. Prakes, B. Burgess, E. Carlson and W. Wilson.



Let those who will, call them "pit rats" and other pet names, but they are the boys who put the grease where it belongs, (as well as on the backs of their necks), and keep the cars in fit shape to garner in the nickels.

## UNIFORM DEPT. HEAD TELLS HOW TO PROTECT CLOTHES

By C. C. "CURLEY" BEERS  
Uniform Department

OBSERVING a great deal of doubt in regard to the cleaning of clothing, I take this opportunity to explain in detail the method employed. A suit or uniform is given a thorough washing in tumblers similar to those used

in laundries, except that a good grade of naphtha is used in place of water.

Steam cleaning is usually a last resort when nothing else can clean the suit, but steam cleaning causes shrinkage, therefore it ought to be avoided. When spots come back it usually means that it was only sponged and pressed, not dry cleaned.

A good brushing each morning or night is a method of preserving the cloth from the dust that settles in it, as well as improving the appearance. Any spots that are not removed can easily be taken out by using a cloth or brush, and gasoline or any cleaning fluid, being very careful to keep away from any fire, as this mixture of air and gasoline is very highly inflammable. Before using gasoline, place a heavy cloth or pad directly under the spot to absorb the moisture. With careful treatment, and repairing at once, whenever a rip or tear appears, a suit will wear every day for 12 to 30 months, depending on the care given it. Grease and perspiration marks can be removed from the cap in the same way. Any reliable hat cleaning place will clean a cap for 25 cents if a careful cleaning is desired.

The uniform department has yardage of the cloth, linings and pocketing of uniforms, which can be purchased at small cost if home repairing is desired. Small pieces of the cloth can always be obtained free for patchings. Advice of all kinds in both uniforms and civilian clothing, as well as expert labor, is always available.

## Accidents Don't "Happen" They are CAUSED Give the CAUSE In Your Report

For Conductor W. O. Butler, Div. 3  
Mrs. Melville stated that she desired the company to know of the beautiful act of kindness shown a colored woman by conductor 308.

This woman, who was carrying a very young baby, was carefully assisted onto the car by conductor 308, who then courteously gave her his stool to sit on, as all seats were occupied.

Mrs. Melville said she could not resist commending him this kindness so graciously performed.  
MELVILLE,  
1503 E. 13th St.,  
Los Angeles, Calif.

Conductors don't mind having a conductor come along once in awhile for instance the man with a cigar who boarded a "C" car last Wednesday and asked if the rope department was in the front or rear.

## On The Back End

(Contributed)

A coincidence: Motorman G. C. Hansen of the "D" line is relieved by Motorman H. Hansen and they are not related.

Motorman J. Henschall is the proud father of a ten and a half-pound boy, who arrived on July 8. When cigars were mentioned, Henschall said, "If this was my first, I would pass out cigars with a lavish hand, but as this is my fourth, I can't afford to be so extravagant." Anyway, Division One wishes him many happy returns of the day.

Motorman B. T. Glennin, who pushed himself into the limelight last week by procuring a 90-day leave, was just a little previous as he came back next day with a request that the leave be cancelled. He overlooked the small detail of telling his wife about it and so—

Motorman, 10 minutes late, to clerk: "I just arrived."  
Clerk to motorman: "You can just depart."

When a runner is out of wind he stops, but a street car keeps running. 'Sfunny.

Ex-service men: Attention. Gen. Choice will be glad to meet trainmen at the next shake-up.

Street cars have been known to hit automobiles and in near accidents, rude autoists have been known to give the motorman the Ha, Ha. Here's a new one. Motorman W. G. Brooks of Division Four "side-swiped" a mule that slithered over toward the track unexpectedly, then the mule moved to the curb and gave the motor—the He Haw.

WHY IS A SHIP A SHE?  
Here are some answers to the question:  
If you ever tried to steer one you wouldn't ask.  
Because it takes so long to get them ready to go anywhere.  
They need almost as much dolling up and painting as any woman you ever saw.  
A ship's gotta have its own way or it won't go.  
Ships always come off the ways backwards, like the members of a certain sex alighting from street cars.  
It costs so much to keep one in operation.  
Why, they are always calling at some place or another.  
Who ever won an argument from them?  
Because they are held together with steel.  
Because they frequently toss their noses in the air.—(Bethlehem Ship.)

# Looking 'em Over at the Divisions

## DIVISION 1

H. N. Cole

Monday is Harry (Mutual) Travers' day at Division One, so last Monday, as usual he was on hand with his same old line, when two of his insurance books disappeared from his pockets. He searched every nook and corner in the room, but in vain. Neither could he discover who were the perpetrators of the crime. He offered a dime for the return of the two books, but his offer did not appeal to anyone. Then he raised it to two cigars, and that didn't work. Not till he promised to buy cigars for the crowd, did two culprits come across, and call his bluff. The rate books were returned, and Harry marched across the street and bought six large ten-cent cigars for six well satisfied boys. He says he will have to rope in some new man for insurance, to make up the deficit, and new men are scarce these days.

Seen from the Plaza tower: "B" car north bound on Main street, with sign set "Car-house." As car rounded the curve on Sunset Blvd., one of our old-timers, Bob Frazier, was seen to rise from his seat, and from his gestures it was evident that he was asking the conductor, "Isn't this a Brooklyn Ave. car?" Anyway in a short time Bob was seen walking back from North Broadway, and when last seen was walking north on Main street. Watch your step, Bob, and read the signs.

C. J. PETERSON.

Conductor Slattery, of the "N" line has an excellent remedy for corpulency. By using his method, he has reduced from 185 pounds to 135, so he knows. It is very simple and inexpensive, in fact you get paid for it. Here it is—get a run on the "N" line.

Several post cards has been received from Conductor W. A. Lear, who is spending several months with his parents in Shreveport, La. He wishes to be remembered to the boys, and reports as having the time of his life, visiting his old friends and attending picnics.

Conductor L. F. Vernoy of the "J" line took three days off last week, and on his return reported that he was a married man. The bride was Miss A. S. Haguewood. The event took place on Thursday, July 17. How about the cigars?

According to a post card received by one of the boys in the office, Chief Clerk Roy Ruggles is spending his vacation at Camp Curry instead of Lake Tahoe, as reported in this column last week. Naturally he is having a fine time, but we will be glad to see him back on the job.

Information has been received that Motorman G. L. Daniels, who was recently operated on in an Arizona hospital, is improving. His many friends will be glad to know that he is on the road to recovery, and hope soon to see him back on the job.

Conductor R. E. Jackson has returned from a 60-day vacation, which was spent in Chicago.

## DIVISION 2

R. C. Hoyle

After leaving us alone for quite a spell, old man stork is greatly in front this week, having visited the home of Motorman K. Poppe and left a bouncing baby girl. Also visiting Conductor J. B. Crow and leaving a baby girl of the 6-pound variety. Mother and baby are doing well in both cases.

Conductor R. H. Chisholm and Motorman Webb were out visiting near the Sea Gulls' roost when along came two bold bad highwaymen and held up Chisholm to the tune of 30 bucks

## Who's Who



THE terms bolshevism and its pink-eyed sister, socialism, mean a fight when Switchman L. Heinzman of Division Five is around for he saw the traitorous bolshevik kill all but 13 out of a party of 76 good American soldiers in Siberia during the war. Being one of the 13, "Heinie" does not believe it is a hoodoo number.

He began as a motorman at Division Five in 1917, but a short time later went with the Thirty-first Infantry, regular army, to Siberia where he was stationed until 1921. He wears a scar on his chin that came from a Russian bayonet in the hands of a bolshevik to whom he was giving some clothes. Many exciting stories are available from his three years of service and the part that "Heinie" played as a corporal may be estimated from the fact that he received the D. S. C., the D. C. M. and Cross of Merit and four citations.

Oddly enough, "Heinie" met E. C. Tyler, now Division Five stenographer, in Siberia and borrowed his ammunition belt. With true regard for the traditions of the A. E. F., he never returned it to the owner

and his watch, they also tried to swipe his machine, but not being able to start it contented themselves with tearing out all the wires. Webb was lucky in not being in the machine. He was in the house and just came out in time to see the end of the performance.

C. A. Wells, who has been collecting nickels for the company for two years, has decided he would improve his appearance by decorating the front end. He changed over this week.

Everybody seems to consider this is a good time to spend a vacation. This week we have the following men on vacation: Motormen C. A. Robinson, a month; McChamblain, a month; E. F. Thomas, a week; J. E. Albert, a week; Conductors F. Habick, two weeks and B. H. Miller, a month.

Motorman J. E. Carlson, after being sick for a long period, has secured a position as temporary flagman.

Our genial stenographer, H. T. Hansen, has been down to the City Hall and has been duly sworn in a registrar of voters, so you fellows who are looking for some place to register this year, step across the room and he will fix you up any time you have a few minutes to spare.

Oh, by the way, Ike, the company has installed a new arbitrary stop down at 12th and San Pedro for your benefit. So watch out for it.—R.C.K.

## DIVISION 3

Dan Hanley

A lawyer's last suit: Asbestos.

Promoted—Conductor Beals was made Chief Protector of Runs, Saturday, on account of giving up his run. Harry is a generous soul and was amply rewarded when he missed-out.

What's wrong with this sentence: My alarm clock did not ring.

Motorman De Bare whizzed through the city of the unconscious in his Henry the other day at 31 miles per and contributed \$15 to the upkeep of Glendale. Beyouteefool Bullevards.

Went out to Bimini the other night to take a swim and met with a peculiar accident. Was standing on edge of plunge ready to dive and along side of me stood two Russian gentlemen, you know the kind that wear the lace curtains on their face. As I dove so did they and I sure hit my head on the floor of the tank. Kind of stunned, I jumped up and discovered they were ringing the water out of their beards.

Scribe Reid is home from vacation and will be heard from soon.

Motorman Hart is now night chief clerk for the time being and is making things hum.

Switchman Merrill came in the other morning at 6 A.M. and said "Keep up the good work, every car going out on the scratch." At 6:01 trolley wire broke and not a car moved for 15 minutes, so the sign on the door now reads, "Switchmen keep out."

Conductor Tupper is now in charge of the L. A. Railway zoo, guarding the only one in captivity, a grasshopper.

Motorman Covington is ranching out at Arcadia and for irrigation purposes, is putting three drops of his famous hair restorer in the water and boys, things are sure coming to the top.

Please to have met you, and will be with you again next year, maybe.

How old is Myrtle?

## DIVISION 5

F. J. Mason

The Fourth of July was indeed a glorious one for Conductor L. G. Turri due to the arrival of and eight and one-half pound baby girl at 12:15 a.m. Mother and baby are doing fine. Congratulations, L. G.

A very important looking passenger, weighing about 105 lbs. ringing wet, filled with self-importance and wishing to be heard on the back end of a crowded car, was overheard to say: "It makes me sick on this line—all the cars are loaded beyond their 'captivity' and they carry you two or three blocks past your 'jurisdiction,'" and looking around for encouragement and seeing none forthcoming, his last remark was a whisper which was not heard.

J. O'HARA.

### MORE POETRY

When you find a letter in the rack upon the wall,  
At your earliest convenience you will kindly call,  
You don't have to be very dense,  
For it to cause you some suspense,  
And there's no use to give a stall,  
For it may be the curtain call,  
And unless you watch your step  
'Tis likely to happen to us all.

O'HARA.

Motorman J. T. Nusko tells this one on his conductor. A gentleman boarded his car somewhere on 54th street, and said conductor thinking that he recognized this gentleman as the person he heard lecture at a near-

## DIVISION 4

A. E. Vejar

Now that D. E. Roffee, our reliable night clerk, is on his vacation, ye scribe is filling in his shoes. Roffee is reported to be well on his way to Alberta, Canada, where he will spend his vacation.

Conductor H. G. Winfrey has been granted ninety days to make a visit to his old reliable stamping grounds, Wichita Falls.

Operator C. A. Erickson is back on the job with that famous smile, after taking a two weeks' vacation. Glad to see you back, Erickson.

W. A. Hames, the switchman "De Luxe," took three days off last week to make a visit to Tia Juana. Hames reports that John Barleycorn is now living in all his glory.

Foreman Boyd has a nice Jewett coupe and believe me, he sure can make 'em take notice now. Boyd says it is a chicken coupe, so far we have seen the coupe but not the chicken. How about it, Boyd?

Motorman G. S. Mattern, Jr., has purchased a nice new bungalow on the south side. Believe me, boys, he's getting there.

Traffic Instructor Starling called Division Four over the phone the other morning, inquiring if there were any new operators working on Temple St. shuttle. Clerk Ellis answered the phone, and told Starling that Operator J. Lunde was working Temple, and Starling said, "Why that operator has resigned," so Ellis then informed Starling that the Temple St. shuttle had also resigned.

My word!—is it not deucedly clever—the stunts a new safety operator will do? Operator C. E. (guess we won't tell his name) was pulling out to Temple line via Hill Street and when he reached the P. E. Station the durn switch was set for the curve. Well o'course he didn't want to get in there amongst all those Venice and Hollywood cars but what about the blasted switch.

"Oh!" says he to himself, "that's why they gave me a switch hook" and out he jumps, pulls the chain, shoves the hook through the link, drives car over, runs back and gets hook. "I might be a little green," he admits to himself, "but thank God I've got brains."

by church, asked him if he was a minister. The gentleman in question did not reply at the time, but upon getting off somewhere down town said to the conductor, "Thanks for the compliment old man but I happen to be a horse doctor."

Vacation days are still with us, folks, so look 'em over.

Our esteemed foreman, A. F. Grant, is sojourning for two weeks in San Francisco.

Conductors Geo. Laird and H. F. Pitts are taking a short vacation while Conductor R. J. Davis has taken off forty days to travel all over the country, with his final destination set as Freewater, Ore.

Motormen W. J. H. Hewett, M. E. Shanahan, A. P. Williams and J. W. LaGue are also taking a short vacation and T. O. Gray a thirty-day stretch.

Motorman H. Thomas has taken a two-month layoff to try out the fire department. Good luck to you, Tommy.