

15 NEW CARS ARRIVE

SERVICE SET FOR 15,000 STUDENTS

Arrangements to serve some 15,000 pupils of Los Angeles schools have been made for the opening classes Monday, September 8. Supervisors will be assigned to important points on the system to check the service requirements, as the transfer of students from one school to another in the first week makes it impossible to make exact service preparations.

Arrangements have been made to handle the rush of students buying the school ticket books which provide a 2½-cent fare.

Line "A" will handle Lincoln High School students and if the travel exceeds the regular service, extras will be operated out of Division 3.

Line "C", serving the Belmont High School will probably use several extra cars.

Bus Service

Line "E" and the York Boulevard bus will accommodate pupils of the Franklin High School living in Eagle Rock. The bus will make six trips between Glassell Road and the end of the York Boulevard car line between 7:22 and 8:38 A. M.

For Jefferson High School, four standard type cars will operate from University Ave. to 38th St. and Ascot Ave. in the morning. The afternoon westbound service will be provided by line "J" cars which will pull out of Division One via Central Ave. to 38th St., where they will take the cross-over and run west on Jefferson St. to Ninth Ave.

Cars to L. A. High

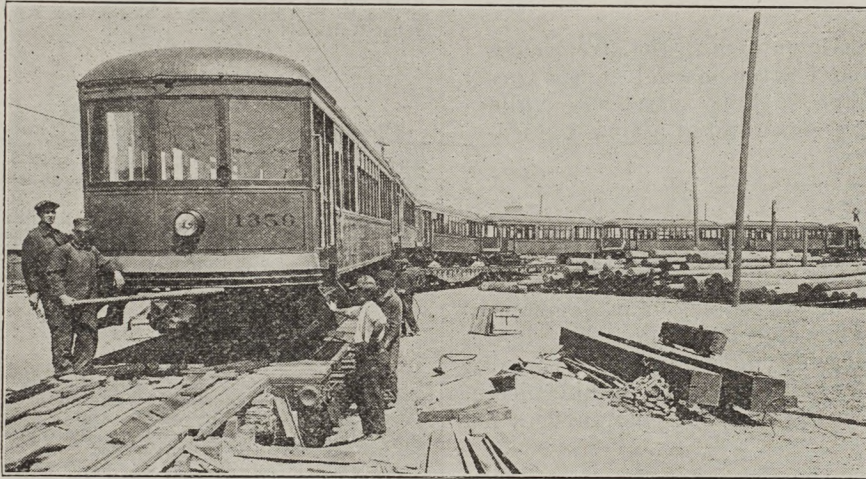
Line "L" is provided with 14 cars passing Tenth and Vermont westbound in 23 minutes to carry students of the Los Angeles High School in the morning. Five foreign cars, four from East First Street and one from East Fourth will fit into the West Eleventh line in the morning.

On line "R" three standard cars will be operated over the La Brea division in the morning in addition to the Birney car in regular service, for pupils of the John Muir Junior High School at Wilshire Boulevard and McCadden Place. The Wilshire bus runs close to the school on a six-minute headway, but it charges a straight 10-cent fare.

Additional cars are planned for the John Muir Junior High School at 59th

CARS FROM THE EAST REACH VERNON

The picture above shows seven of the new cars standing on the flat cars that carried them from St. Louis. They are about to be transferred to Los Angeles Railway track and towed to the shops.



Bouquets Outnumber Brickbats as Complaints Hit New Low Mark

August set a new low mark for complaints this year when the total figure was held at 148. The nearest month was June when 165 complaints were reported.

During August only 53 discourtesy complaints were received, which is 19 less than in July. Fifty-four letters of commendation praising trainmen for special acts of courtesy and efficiency were received. In five of the eight months of 1924 these letters of commendation have exceeded the charges of discourtesy.

The biggest improvement shown by the August report is in fare and transfer trouble. Only 41 complaints were made charging the conductors with violating fare or transfer rules or not being thoroughly familiar with these regulations.

The report is very encouraging for a hot-weather month and means that a big effort will be required until the end of the year to keep down to the new low mark.

The detailed summary is as follows:

CLASSIFICATION	July	Aug.	Loss or Gain
Discourtesy	72	53	-19
Fare & Transfer Trouble	63	41	-22
Starting Too Soon	3	6	+ 3
Passing Up Passengers	3	6	+ 3
Carrying Passengers Past Stop	8	15	+ 7
Dangerous Operation	2	1	- 1
Short Change	5	6	+ 1
Miscellaneous	21	20	- 1
	177	148	-29
Commendations	48	54	+ 6

and Vermont which is served by line "U".

On line "V" all but three cars will run through from First and Vermont to the Southern Branch of the University of California between 7:08 A. M. and 8:46 A. M. In the afternoon through service will be provided from 1:44 P. M. to 3:51 P. M.

"DUVY" HITS THE TRAIL

T. G. Duvall, assistant paymaster, who jovially pushes the safe around the building on pay day, is on his vacation. His railroad tickets reads to Frederick, Maryland, and BACK.

A mind inclined to what is false, rejects better things.

85 MORE DUE BEFORE END OF YEAR

The first 15 of the 100 type "H" cars being built in St. Louis have been delivered, and the rest are to be shipped in groups of five at five-day intervals. The cars arrived at the Vernon Yards over the local Santa Fe tracks and were transferred to the company track at that point. The string of 15 new cars made an impressive sight as they represented the initial delivery in the biggest purchase order made by the company this year.

The 100 cars will cost approximately a million and a half dollars.

The cars come equipped with trucks so that they were towed in groups of three or four from Vernon Yards to South Park by one of the wreckers or a regular service car.

The newly arrived equipment is being stored in the open yards and in the mill. Work started immediately on installing the electrical equipment. The shops expect to be able to turn out six cars a week fully equipped and ready for service.

The new cars will play an important part in the general increase in service plans for the fall and winter season when the power conservation restrictions of service will no longer be needed.

W. B. Rees Dead

W. B. Rees, beloved member of the Los Angeles Railway organization and a pioneer in local and interurban electric railway business passed away at his home in San Marino last Wednesday.

Mr. Rees had been librarian of the company since 1918. Several months ago it became necessary for him to give up active duty and remain at his home.

Mr. Rees entered the street railway organization in 1901, doing surveying work for local and interurban lines. He assisted in planning the lines to Whittier, Long Beach and Santa Ana. From 1916 to 1918 he was city clerk of San Marino.

Mr. Rees was in active service in the Philippines during the Spanish American War, and in recent years took an active part in the affairs of veterans of this war.

Private funeral service was conducted at the Church of Our Savior, San Gabriel, at 4 P. M. Friday.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Courtesy Is Standard

WHEN four persons picked at random are asked what has been their experience with street car conductors and each answers that he or she has found courteous service, it is not a coincidence, it is a result of an untiring effort that has been exerted for many months and years by trainmen of the Los Angeles Railway. It indicates that courtesy is becoming the standard and discourtesy the exception.

Recently "The Inquiring Photographer" of one of the daily papers asked four persons what they thought about street car conductors.

The statements of the four were as follows:—

"It is hardly possible to go into lengthy discourse on a subject of that kind. I will say, however, that every time I have been compelled to ride public conveyances I have always found conductors exceedingly courteous."

"I do not have to ride in street cars very much, but as well as I can remember I have found conductors very courteous as a rule. No doubt there are exceptions, but I have yet to meet them."

"If the passengers tried half as hard to be as courteous as most conductors, the street cars wouldn't be a half bad place in which to ride. There are too many people who quarrel with everyone except themselves and go around looking for faults with a magnifying glass."

"I sometimes have occasion to ride downtown in the street cars. I am located on a very busy line and I often marvel at the way the conductors on these lines manage to keep courteous while working under the difficulties that are encountered among passengers."

Simple Safety Rules

TO DATE, there are 1067 more accidents on the claim department records than there were at the same date last year. The figures would have to be analyzed considerably along the line of number of cars operated, car mileage, etc., to determine the exact significance of this figure. Nevertheless, an increase in the accident column does not bring pleasure or profit to anyone.

Accidents are avoided by 100 per cent adherence to the safety regulations of the company. There is no opportunity for relaxing vigilance. Taking a chance means inviting an accident.

Statistics are never very interesting things, but an accident is something that brings a very definite danger and often, suffering. No one will argue that safety rules should be disregarded. Everyone agrees that safety rules should be observed to the letter.

Let's observe these rules.

Route Changed In New "M" Schedule

The schedule department is working on a new line "M" schedule which is expected to become effective September 14. The new time table will be made in accordance with the recent recommendations of the Board of Public Utilities whereby the 48th street branch of line "M" will be split at Hoover and Santa Barbara streets, with half the service continuing to the present terminal and the rest running west on Santa Barbara.

At Dalton avenue a second split will be made. Part of the cars will run over the Dalton track to Vernon and Arlington and the others will run on Santa Barbara to Third Avenue. This move is expected to relieve line "E" of much of the local travel on Santa Barbara avenue of the city. Dalton avenue is at present served by a shuttle car.

FOR MORE POWER

Foundations have been built in the Slauson substation for the new generator and transformer which have been ordered to increase the capacity of this station.

Rebuild Bases In Machine Shop

New foundations are to be placed under all machines in the main machine shop at South Park. To prevent interruption of regular work this job will be done over a considerable period of time, one base being laid at a time.

The wheel press and wheel boring machines will be moved from the machine shop into the new wheel shop within a few days. All work on car wheels will be done in the one building formerly occupied by the blacksmith shop and connected with the main machine shop by a 28-foot door.

A 14-foot arch has been cut from the machine shop to the drill press room which greatly facilitates work.

TRACK TO BE REPAIRED

Work will start soon on the reconstruction of East Second Street track from Los Angeles to Alameda Streets and on East Third between Traction and Geary Streets. This work will be handled in one job.

A wise man will make more opportunities than he finds—Bacon.

BULLETINS

Issued September 8, 1924

BULLETIN NO. 189 Notice To Conductors

Mail Carriers' Badges numbered from 1000 to 1025 and 1070 to 1098 inclusive, are not to be honored for transportation after 7 o'clock P. M.

Honor for transportation for the full twenty-four hours, mail carriers' badges numbered from 1300 to 1325 and 1370 to 1398, inclusive.

Make notation of this change on your copy of the 1924 "Instructions to Conductors."

BULLETIN NO. 190 Notice To Conductors

School tickets, good within the local fare limits of Los Angeles—color of ticket and cover, Green, printed in black—will be good effective Sept. 8th on week days only. Not good on Saturdays, Sundays or Holidays.

Do not accept these school tickets on Tuesday, Sept. 9th, the schools being closed on that date on account of Admission Day.

See sample of school ticket in ticket case at your division.

BULLETIN NO. 191 Notice To Trainmen

Effective Saturday, Sept. 6th, 1924, a bus line will be operated on Melrose Avenue between Melrose and Larchmont and Melrose and Fairfax.

This bus will be in operation from approximately 6 A. M. until Midnight. Fare will be 5c cash. No transfers being issued to this bus by cars of the Los Angeles Railway.

BULLETIN NO. 192 Notice To Trainmen

Effective Monday, Sept. 8th, 1924, Shuttle car service will be operated from Euclid & Whittier via Euclid, 4th Street, Evergreen & Wabash to the Wabash terminal.

Shuttle transfers will be used and lines "B," "F," "P" and "R" will transfer to and receive transfers from this shuttle car under the same rules as apply to the Indiana Street Shuttle.

BULLETIN NO. 193 Notice To Trainmen

Effective Monday, Sept. 8th, line "V" will be operated through to the Monroe Street terminal in the A. M. and P. M. only. This to accommodate the Southern Branch of the State University.

The electric switches at Vermont & 1st and Vermont & Beverly will be put in operation on the above date.

BULLETIN NO. 194 Notice To Conductors

Pass Book No. 19253 issued to Fireman Bernard W. Montag is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

BULLETIN NO. 195 Notice To Conductors

The following passes are reported lost: 820 issued to B. T. Federhoff, Draughtsman, Schedule Dept.

1240 issued to J. Gomez, trolley tender, Engineering Dept.

1523 issued to E. Rios, truck driver, Engineering Dept.

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

509 issued to Emilie F. Keswick, stenographer, Store Department.

4843 issued to A. O. Johnson, Conductor, Division No. 2.

BULLETIN NO. 196 Notice To Conductors

The following passes reported as lost or stolen during the months of January, February, March, April, May, June, July and August, 1924, are unaccounted for:

189, 361, 456, 584, 651, 681, 685, 953, 1045, 1175, 1213, 1281, 1724, 1788, 1798, 1805, 1840, 1903, 2237, 2240, 2283, 2286, 2287, 2477, 2533, 2554, 2578, 2604, 2638, 2649, 2658, 2707, 2786, 3015, 3023, 3199, 3201, 3250, 3263, 3318, 3332, 3423, 3432, 3653, 4026, 4066, 4147, 4312, 4432, 4439, 4516, 4816, 4929, 5044, 5110, 5213, 5272, 5298, 5429, 5519, 5612, 5705, 5720, 5826, 5850, 5873, 5866, 6079, 6116, 6285, 6292, 6363, 6371, 6567, 6706, 6749, 6861, 6955, 7082, 7238, 7313, 7413, 7520, 7693, 7723.

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

P. B. Hill
Superintendent of Operation.

CROSS-TOWN LINE FOR HEIGHTS

A new cross-town line serving Hollenbeck Heights from Euclid and Whittier Boulevard via Fourth, Evergreen and Wabash to Ramona Boulevard will be established September 8. The line will be served by a maximum of seven Birney cars and the headway will range from four minutes in the morning and afternoon rush period to seven minutes in the midday period, and will provide connection with lines "R," "B," "P" and "F".

With the establishment of this service the Euclid branch of line "F" will be discontinued as the territory will be more frequently served by the new line, and First and Fresno Streets will become the common terminal for all "F" cars. The present shuttle on the east end of line "B" will be discontinued and the service taken over by the new cross-town line.

The first cars leaving Ramona Boulevard and Wabash are 4:56 A. M., 5:16, 5:29 and 5:47. This service is given by two-man cars and is followed by Birneys cars. From the Euclid and Whittier Boulevard end the first cars leave at 5:34 and 5:56, followed by Birney cars beginning at 6:02.

There has been considerable demand for cross-town service in the heights territory for some time and is expected that this operation will be welcomed by residents of that territory.

Parades Banned In Downtown Zone

Parades in the downtown districts of Los Angeles were banned by action of the city council September 2, when an ordinance was adopted declaring the territory bounded by Sunset Blvd., San Pedro Street, Pico and Figueroa Streets as territory to be kept open. The ordinance provides that on exceptional occasions of national interest, a special permit can be given by the city council for the use of the downtown streets. Hereafter South Figueroa Street and the Coliseum will be used chiefly for parades. This will eliminate interference with downtown business and transportation.

Adoption of the ordinance was urged by police and fire department officials and downtown business houses.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 129. Aug. 28, 1924.

Beginning September 1, 1924, conductors on double deck buses will be shown on a separate seniority list from that on which appears the names of bus operators. Double and single deck operators will be carried precisely the same as conductors and motormen's seniority list is carried on the street railway.

Conductors employed for double deck service will have the right to transfer on to the operators list at all times when the opportunity presents itself for such transfer, and will take their place on the operators list at the foot of the list. The rate of pay per hour will be in accordance with the time that employe has been in the service of the company. Commencing September 1, 1924, scale of wages to be paid double deck operators and conductors is as follows:

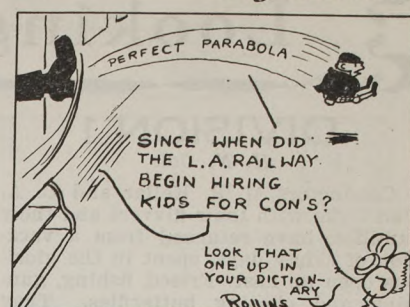
	DOUBLE-DECK Driver	CONDR per hr.
1st 3 months	53c	50c
Next 9 months	54c	51c
2nd Year	55c	52c
3rd Year	57c	54c

Note: The increase of 1c per hour shown, over the wages paid street car conductors, is in place of bonus paid them when their personal records are up to the required standard to receive the bonus.

F. VAN VRANKEN.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. G. J. Thorondson
Los Angeles Railway.
Gentlemen,
I wish to give a word of praise to your conductor 2622 on the "R" line to Melrose. I have ridden on this line for a year and a half and he is the only one I have ever seen ring his gong 30 seconds before the car starts, though they all admit that is the rule. 2622 is also courteous to all passengers.

Yours truly,
J. L. Ware
5842 1/2 Gamerford

For Motr. W. S. Long
Los Angeles Railway.
Gentlemen,
I herewith express my commendation and appreciation of Motorman 1917, on car 846 for kindness and courtesy last Wednesday evening, June 18th, when we were about to board his car.

Yours very truly,
John A. Southerland
388 E. 47th Street,
Portland, Oregon

For Condr. H. L. Raines
Los Angeles Railway.
Gentlemen,
I have been a patron of the "M" car on the Grand Avenue line for two years and have always received the utmost courtesy. I would like to especially mention Conductor No. 226.

While going down town the other morning the car was full and all seats taken. I was the only lady standing. The seat where I stood was occupied by a lady and a little child about three years old. The conductor seeing this stepped up and asked the lady to please take the child on her lap that I might be seated. Not being very young, I surely appreciated this act in considering the comforts of the patrons. Such courtesy is surely commendable.

Sincerely,
Mrs. M. Brogan
2007 South Grand Ave.

For Condr. C. R. Ream
Los Angeles Railway.
Gentlemen,
A short time ago I lost my pocketbook and had no car fare. Conductor 2216 was kind enough to loan me five cents. Will you please return this five cents to him and thank him for me.

Sincerely,
Miss Norma Brown
3601 Mission Road

For Motr. H. W. Ostiermier
Los Angeles Railway.
Gentlemen,
I wish to compliment you on having men like Motorman 3135. I noticed him while riding on the 4th and Euclid Avenue car last night. One case of a "bright" foreigner acting in a smart way failed to draw from him. He is one of the most courteous men I have seen in your employ and I have been riding the street cars for about four years.

If there is such a thing as giving credit to your men, he should have his share.
Very truly yours,
Jack Leland
2834 Whittier Blvd.

For Condr. M. C. Coster
Los Angeles Railway.
Gentlemen,
Although courtesy is the general rule, not the exception, on your lines, is pleasing to note the exceptional kindness and thoughtfulness of some of your employes.

I was riding on one of the down town street cars, and I noticed that the conductor answered all the questions in such a pleasing voice, and was so thoughtful of his passengers that, I made up my mind to see that he was rewarded in some way for his trouble. I noticed his cap number was 740 and I hope that this letter will do him some good.

Yours sincerely,
H. R. Bristol
1454 Crown Hill

Man Jailed on Fake Claim Charge Exposures Emphasize Need of Witnesses



THE exposing of fake claims made against street railways emphasizes the importance of trainmen getting as many witnesses as possible at the time of an accident. In the Pattie case, related in the adjoining column, the attempt to collect damages did not get to the accident stage, but it is in trivial incidents in which few or no witnesses are procured that the danger of a fake claim lies.

Once a suit against the Los Angeles Railway was won by this company through the testimony of some line men who were working in telephone poles nearby.

The company is anxious to build up a record of an average of five witnesses per accident. The August figures will be available next week, but it will be recalled that some of the divisions have come creditably near the mark of five in past months.

Exert every effort to get just as many witnesses as you can. Next to accident prevention comes accident protection.

Bus Line Started On Melrose Avenue

The Melrose Avenue bus line was started Saturday morning, September 6, operating between Fairfax and Melrose and Larchmont and Melrose. The latter point is the terminal of the Larchmont Division of line "R." A straight five-cent fare is charged on this bus line without transfers, and school tickets are not honored.

Service is provided approximately from 6 A. M. until midnight. The first and last busses leaving Larchmont are 5:45 A. M. and 12:30 P. M.; leaving Fairfax at 6 A. M. and 12:40 P. M. Two Fageol busses are being used.

Let one accident prevent another.

Busses Overhauled For New Service

Three of the six White busses that have been turned over to the Los Angeles Railway by the Los Angeles Motor Bus Company, have been overhauled and repainted. These busses are to be used on the Beverly Boulevard line and the San Pedro Street line.

There are three kinds of people in the world—the wills, the won't, and can'ts.

PRESTON R. PATTIE, alias Patrick J. Robertson was held for trial in the Superior Court Tuesday, following hearing before Justice L. R. Russell. Pattie is charged with attempted grand larceny in the form of a fraudulent claim for accident damages made against the Los Angeles Railway.

Pattie was jailed June 14 for presenting a claim for alleged injury to his knee in being thrown from a car at Seventh Street and Gladys Avenue. J. J. Bishop, a boilermaker, testified at the hearing that Pattie had offered him money if he would give false testimony regarding his supposed accident.

Mania for Claims

It developed at the hearing that Pattie had quite a mania for filing claims for physical injuries against railroads and insurance companies. Some two and a half years ago he filed a claim for similar accident, saying he was injured while boarding a car of the Los Angeles Railway Corporation near the Baker Iron Works. About a year ago he filed suit against the company for physical injuries which he alleged occurred at Main and Ann Streets on the date of September 23, 1923. This suit was later dismissed. This last claim and the one for which he was arrested, was filed by the name of Patrick James Robertson.

In Other Cities

Investigation by the railway showed that this man had filed claim against the Seattle Electric Railway and against the Omaha and Council Bluffs Railway, and under the name of N. R. Wilson, he filed suit against the Chicago, Burlington and Quincy Railway, which suit was dismissed for failure to prosecute.

Pattie came into the public eye a few months ago when he reported to the police department that he had been robbed of some twenty thousand dollars in liberty bonds. Investigation by the police department failed to show that the man ever had such bonds as he claimed.

Purchasing Dept. In New Quarters

The purchasing department has moved from rooms 902-03 to the sixth floor and will occupy rooms 603-05. This includes the large room originally used as the company library. The auditing department is expanding into the ninth floor offices vacated by the purchasing department.

Wall To Be Built Along Div. 4 Pits

The new Division Four pits on the north side of Girard Street are practically completed. This has been one of the biggest jobs of the year as it involved the tearing down of the old building on the property, excavating, laying a big sheet of concrete and then the timber construction.

Work started Thursday on a brick wall six feet high on the north side of the property adjoining Twelfth St.

On The Back End (Contributed)

If "slush" rhymes with "transportation," this is a poem:

Here's to Los Angeles, the City of Push,
A bird in the hand's worth two in the bush,
Now that we've won on the bonds for more power,
Prosperity should come to us with a shower,
We are ready to receive this Fall's crowd with a rush,
Those who come here each year to avoid snow and the slush,
One way to lessen the exportation is to satisfy them as to transportation,
And when the time comes for them to leave,
They will well remember how the L. A. Ry. Tried so hard to please.

O'HARA.

No? Then try this:—
Broadway had a little jam
Of autos, cars and feet,
And street car riders thought "— —!"
And their necks were full of heat.

Motorman Nate Robinson is either a conscientious follower of rules, or a victim of habit, as indicated by his observing all stop signs at all times, whether he be walking, driving his flivver or engineering a street car. Motorman Burnett is responsible for the story. He was given a lift by friend Robinson a short time ago, and he should know.

Conductor Ira Gott and Motorman H. R. Miller went deer hunting, everything was all O.K. until Miller came strolling in with one of those sprinkling cats in his arms and then camp was changed and so was everything else.

Gasoline has other purposes than running automobiles. For example, it can be used to clean off paint brushes, and for this purpose it is better than water, despite the efforts of some of the leading citizens of the Los Angeles Railway.

Labor Day a party descended on the beach cabin of Dan Healy, chief instructor, with the intention of painting it. Dan was sadly outnumbered and so the deadly work began.

When it was time to blow the five o'clock whistle, the paint brushes were tossed in the gasoline can until the flivver fluid was exhausted.

Dick Smith, assistant superintendent of operation, walked sedately to his car to milk it of some more of the needed fluid. He returned with a small pail full of some liquid and the brush cleaning was resumed. Little progress was made until Dan Healy discovered that water had sneaked into the gasoline pail. Then they reconstructed the crime and found out that Dick Smith had tapped the radiator instead of the gasoline line. Outside of that everything was alright.

Instructors Work for Schedule Dept.

With practically no new men entering the service owing to the present condition of schedules due to the power conservation orders, four men of the instruction department have been doing special work for the schedule department checking origin and destination of riders on some lines. The information derived from these checks is used in compiling new schedules.

The men assigned to this work are I. C. Acuff, Walter Hole, Jack Knight and Glen Musselwhite.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Conductors M. R. Kellar and D. A. Van Dyke with their flivvers and their families, have returned from a vacation of thirty days, spent in the glorious open up near Frisco, fishing, gunning and chasing butterflies. They report a fine time, but are glad to get back on the job.

Motorman J. W. Ulm, formerly of the "J" line, but who was set back on the extra board at the last shake-up, was due to make a relief on an "R" car at 7th and Central. While waiting for the "R" car to arrive, his old train run on the "J" line pulled up and through force of habit he attempted to make relief as per usual, but gave it up when the "J" motorman refused to be relieved, and then he remembered the shake-up.

Conductor Curly Adams says he has quite a pull with the company, and if you doubt his statement, just watch him pulling the switch every evening at 7th and Central for three hours. Some pull.

Motorman R. E. Burrow, of the "J" line, was duly instructed how not to sweep the new controller handle around, and everything else concerning it, but he neglected to observe the method of operating the device that releases the controller handle, when it is taken off. After making a few round trips, and devoting about ten minutes at each end of the line trying to persuade the thing to come off as easily as it went on, he and his conductor finally put their heads together and solved the problem, and after all didn't have to call on the Dispatcher for a mechanic to reduce the size of the post.

Crash! Bang! The Night Clerk looked up from his reading to inquire of Conductor Lightfoot what the trouble was. "I tried to throw my transfers into the trash can without even taking the top off," was his answer. It's awful to work nights and get sleepy, isn't it Lightfoot?

Conductor L. E. Adkins has just returned from an extensive auto tour through Arizona and Texas.

DIVISION 2

R. C. Hoyle

Motr. E. G. Smith has been granted 70 days to visit friends in Illinois and Cond. F. R. Conkling has been granted 30 days' leave to visit Bishop, Cal.

Cond. R. K. Bowman is back on the job after a fine time spent in Eugene, Ore. Motr. H. W. Childress is back after a 90 day trip to Washington and Oregon. He had a fine trip and said the flivver percolated fine the whole way.

Ye scribe is back on the job feeling better after looking over the drug stores. J. A. Madigan is now on his vacation and I heard he has got my complaint. Don't look 'em over too fine, Jim. I guess it must be the climate.

Clerk C. F. Paine has started out on his vacation with the avowed intention of visiting San Diego. Watch out C. F. the border is pretty close; don't let yourself slip.

Foreman C. H. Christensen is back on the job after a two weeks' vacation at Coronado.

Stenographer H. G. Hansen changed his 24 Dodge touring for a special of the same variety and took his vacation. He tried out the new Dodge on a trip to Frisco and reports a fine trip.

Cond. A. N. Johnson has secured a

Who's Who



PLEASTOMEETCHA!

Name: David H. Rom. Born, sure.

Dave uttered his first protest about the general arrangement of things in Russian because he was born in that country. The protest was voiced in the simple word "Wa-a-h," which in Russian is pronounced, "Wa-a-h."

When he started here in May last year, he had recently arrived from Canada by way of the eastern states. In Orillia, Ontario, he worked as salesman in his dad's shoe shop. He heard so much about corns that he decided to do the philanthropic thing of giving lots of people a ride. That's why he is a motorman at Division One, and always manages to get the car out of the car house right end first.

Lumber Shed Built From Div. 4 Salvage

A lumber shed, measuring 150 feet by 40 feet has been put up in the Vernon Yards, and has been built largely from material taken from Division Four property when buildings there were torn down to make room for the new storage tracks.

few days to rest up. The trippers must be strenuous A. N.

Motr. E. L. Billington changed over from the front to the back end and Cond. A. L. Smith reversed the deal. Cond. R. B. Cox sat in on the game, and can be seen taking his daily exercise over at the schedule rack. It's a good thing they have the foot stools.

Motr. O. B. Red Stephens has secured 90 days off, to help his wife in the restaurant which he has purchased opposite the car house, and he invites all you fellows to look him up.

Motr. and Mrs. C. S. Haldeman had a fine trip to Camp Curry, Yosemite Nat. Park. C. S. says everything looks dried up. Mirror Lake is just a mud hole.

Div. 2 trainmen may be absent minded, but the office force doesn't have to post a sign in the window, "Today is pay day." How about it Division Five?

Our plump friend Doug, was seen entering the office of Prof. Winton the other day. You can't get any information in regard to your next wife from him. He is a Palmist not a Heart Doctor.

There is a big shooting match at Doyles, Vernon yards in the near future. See Jack Bolding or R. F. Miller for your ticket. Now I'll tell one!

DIVISION 3

Dan Hanley

If a Cleveland 6 driven by a portly gentleman whizzed by you last Monday in the early A. M. as you were coming to work, it was not a hold-over from Tia Juana, just Clerk Gilmore and family beating it to Lake Tahoe for their annual vacation.

The old bird stork made a visit to the home of Motorman J. E. McManus Saturday August 30th, with an 8½ pound boy. Mother and babe doing fine. Cigars are in order, Mac.

In 1904, when I was in the U. S. Army in the Philippines, Ex-President Taft, who was then Governor General, said that the Philippines were our little brown brothers and to treat them as such. The other day Conductor Soule met one on the car and after the "Little Brown Brother" started to carve Soule with a knife why Soule remarked, "Taft was wrong." Soule ought to be thankful he did not meet a "Moro Brother," with a bolo, for if he had Soule would have been the cash customer of a funeral.

The jinx seems to be following Mtr. M. M. Warren and Condr. C. C. Coates of the Scenic Route, Africa to Jerusalem via Mexico Line "B", because for the past several nights when they get in they always say giveusayellow one.

Cash Receiver Banks is back on the job again after a month's illness. Roy seems to be himself again but his clothes don't seem to fit quite right. There has room to let.

Register Clerk Miller returned from his vacation at Catalina with a good healthy coat of tan and a goodly supply of fish stories, he also said that he had some pictures of the fish but as yet he has failed to bring them around for the boys to look at, but then you know a fish story is some times a "Fish Story." Miller also says that the Island is a wonderful place, they even let you breath the air free but the rest of it, well he had to make a trip back to Los Angeles for money.

Conductor Snow is now back working every day and expects to work steady for about two weeks, this due to Picking 'em wrong at the ball park.

Switchman Merrill is back on the job after having a very pleasant vacation and notwithstanding the fact that he was idle for awhile he is still able to spot the motorman who is trying to get out of the yard a minute or two late and after Charles stops him and inquires why the car is about two minutes later.

Assn. Members Asked To Correct Cards

The Secretary of the Co-Operative Association of Los Angeles Railway Employes has been checking up the membership in the Death Benefit Branch, and as some of the cards are very old, would like to have each member send in a new Death Branch Card, naming the proper beneficiary.

If there is more than one beneficiary named, please advise if they will share the benefits jointly, share and share alike, or if more than one beneficiary is named the second one is to receive the benefits in case of the death of the first named.

VISITS BIG DITCH

P. B. Harris, chief engineer, has been spending the week at the Grand Canyon, having made the trip by train.

DIVISION 4

A. E. Vejar

Conductor A. B. Chambers is back on the job after taking a two weeks' vacation.

Our night clerk E. E. Roffee is now doing his regular routine in the office after touring the northern states. Roffee is still working out on his radio and he reports that he had Mexico City one night last week. More power to you, E. E.

Conductor C. McAtee is back on the job after taking ninety days off to visit his folks in Kingman, Kansas.

Motorman H. P. Gorman is winding the controller on a "P" car once more after taking a thirty-five day leave on account of his wife's health.

Conductor A. L. Layton was compelled to take a thirty-day leave on account of his wife's health.

Motorman T. H. Speed was standing at the corner of Pico and Figueroa and he noticed a Supervisor, so T. H. Walks up to him and said: "Where is La Rue." Supervisor said, "why he is sick and I am working in his place." "Well that's funny, I thought that Champion, the fellow with the funny mustache was to work in his place when La Rue is off." So Supervisor L. D. Champion spoke up and said, "why I am Champion I just had my mustache shaved off."

DIVISION 5

F. J. Mason

Johnnie Robinson claims he caught Supervisor 'Daddy' Pearce off his balance one morning last week at 61st and Moneta. Daddy kind of got up a little late and rushed madly out of the house without the little green slip which entitles him to ride on street cars, so he had to kick through with a nickel. You want to try going to bed early, Daddy.

Conductor G. E. Moore, who was taken sick last October, dropped in to visit us last week. He had quite a long talk with Mr. Ferguson and we are glad to see him up and around again.

What happened to Motorman H. O. Lillie's lunch? And what happened to the conductor who can answer the foregoing question?

Look 'em over, boys, and then try one yourself:

Mtr. W. J. Cox, 60 days for a fishing trip.

Mtr. C. L. Fridd, 15 days to rest up. Mtr. W. G. Moore, 10 days to build a house.

Mtr. F. J. Miller, 7 days vacationing. Condr. M. Bixler, 7 days to rest up. Mtr. E. A. Hilty, 9 days automobil-ing.

Mtr. W. W. Campbell, 7 days to rest up.

Condr. T. W. Bennett, 15 days to rest up.

Mtr. M. E. Smith, 7 days to San Diego.

Condr. J. W. Wood, 7 days to rest up. Mtr. L. L. Culp, 30 days to San Jose. Condr. C. E. Bowers, 90 days to go back East.

SUBSTATION PROGRESSING

Construction of the new Division One substation is proceeding at a good rate. The walls of the building have been completed. This station will be one of those automatically operated, and will be the first equipped with apparatus for cleaning the air used in ventilation. As the building is in an industrial district, the air cleaner is necessary to protect the electrical machinery.