

*Dorothy Palmer
Will Be Bride*



MISS Dorothy Palmer, stenographer of the traffic manager's office, will be married next Wednesday to Walter Kanawyer, an oil well cement contractor who is quite well known in local petroleum industry fields.

Miss Palmer started in the legal department in January, 1921, and moved to the traffic department in August of the same year. She is widely known among employees of the company, who wish her every happiness.

After the wedding the couple will go on an auto honeymoon trip through the northern part of the state, after which they will be at home to their friends at 7422 1/4 S. Figueroa street.

The Coles Philips community silver (advertisement) pose shows Miss Palmer with the beautiful service given by her friends at the main offices.

The ceremony will be performed at 12:30 next Wednesday noon at the First Congregational church, Ninth and Hope. A general invitation to all employees is extended. The organist will play "Oh Promise Me", "I Love You Truly" and "It Ain't Going To Rain No More."

**"Dutch" L. A. Friends
Visit Fred Dennison**

A party of men in the transportation department and their wives, was organized during the week for a Sunday visit to Fred Dennison's ranch in the San Fernando Valley. Mr. Dennison was in charge of supervisors a number of years ago, and is known to many of the old timers. The party arranged for a "Dutch" dinner, under the trees at the Dennison home.

Lots of people are dead and don't know it.

**MORE SAVING
OF POWER
NEEDED**

At the meeting, Wednesday, of the division superintendents, the chief instructor, director of traffic and other members of the transportation department staff, R. B. Hill, superintendent of operation, reviewed the power situation and emphasized the need for strict observance of the power economy regulations. He said that comparisons of the records of mileage operated and power consumed indicated that the use of power is out of proportion to the operation, and that waste is creeping in here and there.

As a result of the meeting, all supervisors and instructors are to pay particular attention to the operation of motormen and give them additional help and instruction where necessary.

The emergency situation that has affected transportation and practically all lines of business since June is still acute. Several weeks will elapse before the winter rains give any relief in hydro-electric development.

Mr. Hill spoke on the safety records of the present year, and steps were taken to give additional instruction where necessary, in order to keep down the number of accidents.

**Work Started On
Garage Addition**

Work has been started on the cement floor of an addition to the bus garage on 16th street. The building will have a frontage of 125 feet on 16th street and will be 134 feet deep. There will be a second story for offices of the Los Angeles Railway Motor Bus Division. A cottage on the property is at present being used for the bus division offices. The new building will connect with the present bus storage garage with a big archway in the connecting point.

**Electrical Engineer
Leaves for the East**

L. J. Turley, electrical engineer, left for the East Saturday. He will visit the plants of the Westinghouse and General Electric Companies while away, and will inspect the electrical facilities of street railways in the principal cities to get any ideas for application here. He will attend the convention of the American Electric Railway Association in Atlantic City next month.

*Vacation Epic of
Laughing Waters*

If anybody enjoyed his vacation better than Motorman (Doc.) A. E. Hilty of Division Five, drag him out from under the table and see if he can beat this gem received by Freddie Mason, Division scribe:

*Elsinor Lake, Cal.
Sept. 2nd, 1924.*

Dear Freddie:—

Having a fine time. Pleasurable woodlands, delightful scenes, endearing prospects, wild—which are congenial to my soul. I will ever remember these venerated shades and their bold projecting rocks overhung with variegated shrubbery. Here a purling, winding, river, in which the trout and sportive bass love to glide in wanton frolic; here the hanging woods shimmer romantically, yonder the towering mountains majestically guarding the ethereal blue expanse. Picture with these the snug cottages and delightful vales, ye soaring winds and taste of pleasure ineffable. Am real well and happy as H—l, having the best time of my life.

*Lovingly,
Hilty.*

How many gallons does that guy get to the acre, Doc.?

**24 CARS ARRIVE
AT VERNON YARDS**

Twenty of the new cars had reached the South Park shops last Thursday, and another four were reported in the Vernon Yard ready for transfer from the flat cars to the Los Angeles Railway track so that they could be towed to the shops.

Work of equipping the new cars with the electrical and air brake apparatus is well under way and the first cars are expected to be sent to one of the divisions within a week. It is probable that Divisions 3 and 5 will house the new cars.

**Last Pit Job At
Div. 4 To Start**

With the new Division Four storage pits at Twelfth and Georgia Sts. completed, work will start immediately on rearranging the remaining storage space of the Division. The track immediately east of the Division Four shops which runs north and south and connects with the Girard street rail, will be rebuilt to run east and west, and connect with the present track arranged this way on the east end of the property. The complete job is expected to greatly facilitate the pulling of cars in and out of the yards.

*"Why are you lugging home that expensive box of candy?"
"Just playing safe. My wife kissed me this morning, so think it must be her birthday or wedding anniversary."
—Catalina Islander.*

**PRIZES GIVEN
IN MONTHLY
CONTEST**

The awarding of prizes for suggestions received during the month of August resulted in the First Prize being given to Condr. W. A. Pilcher, of Division Two, who suggests a change in the construction of steps on the P-A-Y-E type of cars, which, while it does not go to the extreme of calling for folding steps, it does offer a way by which the number of collisions between vehicles and car steps may be reduced.

It may not be possible to adopt his suggestion for various reasons, but in view of the fact that a large percentage of the accidents occurring in which street cars and automobiles are involved are due to the step only of the car coming in contact with vehicles, his suggestion was considered an excellent one.

Second Prize was awarded to Mtr. J. A. Wear, of Division Two. His suggestion called attention to the fact that since the widening of the distance between the tracks at Fifth and Los Angeles, the necessity of avoiding doubling past the police officer no longer exists, and that some time could be saved if cars were permitted to double past the police officer at this point the same as at other points.

This matter will be taken up with the police department and if their consent can be obtained a bulletin will be issued on the subject.

Third Prize was awarded to Motorman E. R. Rath, of Division One, who called attention in his suggestion to the fact that the fire station located on Whittier boulevard between Arcadia and Hillvale place was not protected by the "Fire Department Slow" signs. These signs will be installed as soon as possible.

**New Garage Office
And Battery Shop**

The new office and battery room at the company garage are practically completed and will be occupied within a few days. The new office has been provided at the east end of the building used for storage of electrical equipment. The battery room is fully equipped with necessary air, gas and water connections and lead covered sinks. There is also room to put a machine on the floor of the new shop.

Additional property fronting on Fifteenth street, recently acquired by the company, has been cleared and is used to store machines of the garage employees.

All the world knocks a knocker.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Power Saving is Urgent

THE power shortage is still a serious condition in the greater part of California. Like other industries, this company is working under the rules of the power supervisor appointed by the State Railroad Commission. There is not enough power available to conduct transportation service as the company had planned to keep pace with the growth of the city during 1924, but relief is expected in a few weeks when the fall rains start.

Deliberate waste of electrical energy, or any other valuable commodity, must be discouraged at all times. It is recognized that no trainman would deliberately waste power, and credit is due for the good work that has been done in coasting and economical feeding.

The best results were obtained, when the shortage first became apparent, and everyone was keenly interested in the situation. At present, the water levels are lower than ever, and it is necessary to continue to operate the hydro-electric plants with a dwindling reserve.

The company asks every trainman and every shop employe to make the utmost effort to use power efficiently and save in every possible way.

Courteous Better Than Curt

OFTEN a trainman experiences a situation where it is easier to be curt than courteous. When 999 people seem to be asking 1001 foolish questions at once and passenger number 41 has an old transfer, one is tempted to give a short answer or no answer at all and thus follow the line of least resistance.

The line of least resistance and the easiest way around any obstacle is often not the best method and certainly it is not if a curt answer is to take the place of a courteous answer.

When travel is light and everything is running smoothly it is easy enough to maintain courtesy and to answer the few questions satisfactorily to the passengers. It is when things go wrong that a trainman is put to a real test. The way he handles the situation indicates his real ability and his reward is the satisfaction that comes from proving that he is master of the situation.

Condr. R. J. Davis Describes Fine Vacation Auto Trip

Conductor R. J. Davis, his wife and aunt, Miss I. G. Currie, who have recently returned from a wonderful auto tour, left Inglewood July 14th in their trusty Ford, pictured herewith. They went the inland route over the ridge traveling within five miles of forest fires which made it very warm for both passengers and "Lizzie."

When they reached Redding, California they began to climb again and found roads under construction for about 65 miles, then a fine paved road for about 20 miles right through the Siskiyou mountains and then about 20 miles more of dirt road, this took them to the Oregon border and from there on to Vancouver, B. C.

Upon reaching Portland, Oregon a 69 mile drive up the Columbia River Highway was made to Hood River. All along this drive were beautiful falls coming out of the mountains.

After spending a day in Portland camp grounds and taking in the sights of the city, the party drove on to Tacoma, where they found a very peaceful and quiet camp ground in sight of Mt. Rainier, which is 14,408 feet high and has 28 glaciers around it and is situated in Rainier National Park. The following day they drove to Mount Rainier, a distance of 75 miles. Upon reaching Paradise Valley and Paradise Inn, which is 5,557 feet high, and is as far as machines can go, an hour's hike was made to the Nisqually Glacier, one of the largest glaciers and the one easiest reached. Snow was lying all around as the hike was made and sun burned one's face, while wild flowers like none found elsewhere were growing apparently right out of the snow and it was truly well worth the trip.

Next was Seattle, Washington, where they surely treat tourists royally. Among the points of interest visited were the Government Locks which are



second in size to the Panama Canal Locks.

The trip from Seattle to Vancouver, B. C., was very beautiful, as part of it was by boat and very much enjoyed. Vancouver is a very pretty city and has policemen or cops that point the way with a club, so beware when visiting Vancouver.

The return trip was made via the coast route from Red Bluff, California, stops being made at Berkeley, San Francisco, Santa Cruz, San Luis Obispo and Santa Barbara. It was a very beautiful trip.

No trouble of any kind was experienced in the whole trip and they all returned feeling well repaid for having to sleep under only a tent and eating out of doors, cooking sometimes on wood stoves, sometimes on gas and yes really on electric stoves.

BULLETINS

Issued September 15, 1924

BULLETIN NO. 197

Notice to Conductors

The following passes are reported lost: 1787, issued to H. H. Franklin, cleaner, Garage Department.

3327, issued to Mrs. Clemmie A. Rainey, wife of Conductor F. E. Rainey, Division No. 5.

3515, issued to Mrs. Johanna Monahan, wife of W. J. Monahan, carpenter, Mech. Dept.

7446, issued to C. H. Owens, conductor, Division No. 5.

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

BULLETIN NO. 198

Notice To Trainmen

For the information of passengers, a bus is operated between Santa Fe Avenue and the Union Stock Yards District from 6:10 A.M. on a 30 minute headway up to 9:40 P.M.

Stops will be arranged so connection with the bus will be made at 26th & Santa Fe when northbound and at 25th & Santa Fe when southbound.

Please direct passengers accordingly.

BULLETIN NO. 199

Notice To Trainmen

When northbound at the Plaza, if two cars are standing at the Plaza switch, the third car must stop far enough back to avoid blocking Plaza Street.

In the future, arrest will be made by the Police Department for violation of this order.

BULLETIN NO. 200

Notice To Trainmen

There are too many cases of demerits having to be assessed account of pull-out cars on 54th Street passing up passengers, and this practice must be discontinued at once.

Pull-out cars are scheduled with the same running time as regular cars, and where passengers offer themselves, the car must be stopped and passenger given an opportunity to board.

Should the passenger not desire to ride the car south he can easily be transferred to any northbound line.

BULLETIN NO. 201

Notice To Trainmen

Toilet facilities have been secured in the Hub City Auto Service Station at 425 South Market Street, Inglewood, in the Garage of Cody & Reynolds at 7900 South Central Avenue, and in the Lincoln Heights Auto Painting & Trimming Co., at 1931 North Broadway.

These privileges to continue so long as the conduct of parties using same is not objectionable.

P. B. Hill
Superintendent of Operation.

BUS BULLETINS

Los Angeles Railway Bus Division

BULLETIN NO. 136 Sept. 4, 1924

On Saturday, September 6th, 1924, Melrose Avenue Bus line will be put in service. The route is as follows:

From the southwest corner of Larchmont Blvd. and Melrose Avenue: South on Larchmont, West on Clinton, North on Lucerne, West on Melrose, North on Fairfax, East on Waring, South on Orange Grove Ave., and thence eastward to point of beginning.

There will be charged a 5c fare for a one-way ride. There will be no transfers accepted or issued. School tickets are not good for transportation. There will be approximately a 12-minute headway, and the schedule is so arranged as to make connection with the street car line terminating at Melrose and Larchmont.

There is a Los Angeles Railway Company telephone on the center pole at the terminal of the Los Angeles Railway line. It may be used by bus operators communicating with dispatcher and others in connection with the dispatcher's office.

On the west end of the line buses will lay over on the north side of Melrose Ave. immediately east of Fairfax and at the east terminal they will lay over on the south side of Melrose Ave. immediately west of Larchmont Blvd.

F. VAN VRANKEN.

A soft answer is often a stiff argument.

DIV. 5 HAS "M" LINE RUNS "SHAKEUP"

Service changes on line "M," which will provide the Dalton avenue district with direct street car service to Broadway and give a new local line on Santa Barbara Ave. to relieve line "E" cars will be made September 14. The line choice was conducted at Division Five, Thursday. The changes will be accomplished by rerouting some of the Grand avenue cars of the line "M." No change will be made in the routing of the West 48th street cars to Sixth avenue.

At Santa Barbara and Hoover street part of the cars will continue west on Santa Barbara. A second division will be made at Dalton avenue, where cars marked "Dalton avenue," will run via Dalton to Vernon and Arlington. Eight-minute service will be given in the morning and evening rush hours, with a sixteen-minute midday headway, and twenty-minute night service.

The rest of the Santa Barbara avenue cars will run west to Third avenue. The service will be on the same schedule as on Dalton avenue. The last car of this division will leave Seventh and Broadway at 10:30 P.M. and returning, leave Third avenue at 10:58 P.M.

Buses Overhauled In Record Time

A thorough job of rebuilding three of the White busses, formerly used by the Los Angeles Motor Bus Company, so that they can enter Los Angeles Railway bus line service has been completed at the company garage and shops in fast time. The machines were driven into the garage August 3, and on September 6, the machines were completely converted and ready for new service. This work was done with the regular force and in addition to the usual work of the garage attending to company cars, trucks and busses.

The bodies were removed, dents were taken out and sashes and windows were put in in place of curtains. The engines and all parts of the busses were completely overhauled and new parts installed where necessary.

Signs

"What makes you think they're engaged?"

"She has a ring and he's broke."

—Mount Union Dynamo.

Appreciation

Mrs. Wilbur Richardson and Family acknowledge with grateful appreciation the kind expression of your sympathy in their bereavement.

Mr. Ferguson,
Superintendent, Division Five.

I wish to thank you and the men of Division 5 for your kindness during the illness and death of my husband, Lewis E. Marston, and for the floral offering.

Also the cooperative association and the kindness received from the attending physicians, Drs. Bryant, Prigge and Brown, and the very best of care at the Golden State Hospital.

Mrs. Ethna G. Marston,
Auburn, Maine.

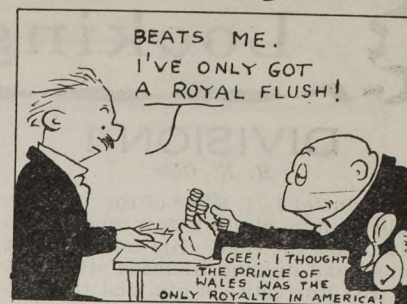
Conductor Ding and Motorman Ding Ding

By Rollins

CONDUCTOR DING AND A CLAIM AGENT ARE INDULGING IN THE GREAT AMERICAN IN-DOOR SPORT.

AND ABOUT NOW DING IS AS HAPPY AS A HEN RIDING A SURF BOARD AT BALBOA.

Rollins



Bouquets And Things (Hand Picked)

For Motr. R. Montgomery, Div 1
Los Angeles Railway.
Gentlemen,
Your motorman 437, "N" line, going west at Valencia handled his car in such good shape that another Ford is running as usual, and a cool head like his is worthy of your notice.
This all happened about 3:30 P. M., July 21, 1924.
Yours truly,
George F. Miles,
909 Irola Street.

For Condr. J. I. O'Hara, Div 5
Los Angeles Railway.
Gentlemen,
I wish to commend one of your employes No. 706 for his courtesy to myself, wife and daughter. Being unacquainted with many streets, he had the courtesy to use his directory and explain thoroughly and very satisfactorily.
J. A. Huffman,
1605 Hope Street.

For Condr. C. E. Townsend, Div 1
Los Angeles Railway.
Gentlemen,
I wish to commend Conductor 1650, "N" car, he is a nice congenial fellow and seems to know and do his duty in an efficient manner.
It is quite a pleasure to ride on his car.
Yours respectfully,
Major Elizabeth Galley,
832 West 9th St.

For Motr. J. Naggie, Div 3
Los Angeles Railway.
Gentlemen,
Am writing to call your attention to Motorman 2877 of car 856, Annandale Boulevard line, whose act yesterday evening met with favorable comment from those of us seated in the front end of the car.
While going down Annandale Boulevard at a fair rate of speed, he suddenly stopped his car and carried to a point of safety a little kitten that was lying on the rail and would have been crushed to death had he allowed the car to continue its course.
This humane procedure was the act of a He-Man—four square—One who can be trusted to the limit.
Kindly convey my personal thanks to Motorman 2877.
Very truly yours,
Edwin S. Blake,
314 Vista Place,
Garvanza.

For Condr. S. G. House, Div. 2
Los Angeles Railway.
Gentlemen,
I herewith wish to record my appreciation of the courteous treatment received from Conductor 424 in accepting an explanation regarding a transfer.
T. W. Wheeler,
1000 South Broadway.

Pig Latin
"Nightibus darkibus,
No starorum,
Fencibus climbabus,
Pantibus torum."
(Seizabus hootchabus,
Eyes aglowrum,
Drinkabus hootchabus,
Heavenward soarum!)—Selected.

4.43 Witnesses Per Accident September Goal Set At Five

AN average of 4.43 witnesses per accident were procured by trainmen during August, according to the monthly claim department report. This figure is a slight gain over the 4.39 recorded in July, and has only been beaten in February and March, this year, when the figures were 4.47 and 4.46 respectively.

Division 2 took first honor for the third straight month, with an average of 4.63. During July, Division 2 set the good mark of 4.82 witnesses per accident which is the best figure on record this year.

While it was hoped that one of the Divisions would reach the point of five witnesses per accident, the fact that Division 2 and 3 kept above the 4.50 mark, seems to indicate that with a little more effort to procure witnesses to every accident, the coveted point of five, can be reached.

All trainmen are urged to make a special effort to land this honor for



their division in addition to helping the claim department to make full investigation and a just settlement of damage claims.

The average number of witnesses per accident for the first eight months of this year are as follows:— Division one, 4.11; Division two, 4.55; Division three, 4.55; Division four, 4.03; Division five, 4.18.

The summary for August is as follows:

Division	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
1	281	1197	4.25
2	367	1702	4.63
3	333	1527	4.58
4	211	944	4.47
5	259	1060	4.09
Total,	1,451	6,430	4.43

POLICE CHIEF EXPLAINS NEW SCHOOL STOP RULES

School stops will be designated during the coming year by yellow lines instead of the white lines that have been used heretofore and new regulations will be in force. When school opened only one-fourth of the school stops had been painted yellow and considerable confusion was experienced by pedestrians and drivers.

Police Chief Heath has notified the company that where the yellow lines are marked, motormen must stop if a pedestrian is in the right half of the school stop safety zone which is 15 feet wide and marked by two lines that distance apart. The moment a pedestrian steps from the right side curb into the safety zone, he is entitled to full protection and vehicles on the right side of the road must

stop until he has passed the center point of the street. After passing this center point, vehicles moving in the opposite direction must stop until he has reached the opposite curb. In brief, the pedestrian crossing in the school safety strip has exclusive right to the half of the street in which he is walking. This rule is effective all day and night.

Until the yellow lines are painted at all school stops, Chief Heath requests that motormen observe the school stops at the old white lines which were painted in the last school year by making a complete stop from 7:30 A. M. to 4:30 P. M. and to continue this practice until the yellow lines are painted, and then to follow the procedure specified in the second paragraph.

Increased Service Given On Wilshire Bus Line

With the addition of two double-deck busses to the Wilshire Boulevard line, a new schedule is in effect which provides five minute service in the morning and evening rush hours, six minute service in the midday period and 10 minute service at night. The use of the double-deckers provides a test for the new equipment. Five of this type have been delivered by the Fageol Company and they are being rotated in service on the Wilshire line.

The method of fare collection on the Wilshire double-deck busses is a departure from the pay-as-you-enter sys-

tem. The conductor collects the fares after the passengers are seated. The coins are inserted in a Rooke hand register, which the conductor carries. The money goes through the register, and, after recording, comes out the other end into the waiting hand of the conductor, much to the amazement of some of the passengers.

The Los Angeles Motor Bus Company has received eight new Fageol double-deckers and they are being put into service on the Sunset and Vermont Avenue lines.

On The Back End (Contributed)

What a well dressed man should wear.
Motorman C. H. Wolfe is wearing a pair of raise up cubes for a watch charm. Every time you throw them you raise up to see if the cops are coming.

"Now, then, my hearties," said the gallant captain, "you have a tough battle before you. Fight like heroes till your powder is gone; then run. I'm a little lame, so I'll start now."

Conductor P. C. Stebbins, Division Three, after listening to a concert program on the radio the other evening, remarked it was very good except "THE TUTTA FORZA crashed with the ALLEGREZZA, consequently the FASCLINGSSCKWANK was to EMPFINDUNG"—I guess he is right.

Pluto Pete, the Inquiring Conductor, wants to know why it is that passengers almost invariably push the buzzer and call their street too, when the stop is an arbitrary one, and wherever this precaution is necessary, they do neither.

On the corner of Seventh and Main streets, a man approached me and asked, where he could get a Baltimore and Ohio street car. Of course I told him there was no such animal. Then he explained to me that a conductor on a Melrose car had told him to take a "B" or "O" car to get to the post office. "Well, isn't that a Baltimore and Ohio car?"

A. L. S. made a remark that he doesn't like them young and foolish. He had a date the other afternoon and when she failed to show up, he was quite put out, but found out later she had mislaid her teeth and was unable to come.

The Man (having surrendered his seat)—"I beg your pardon!"
The Girl—"I didn't speak!"
The Man—"Sorry, I'm sure. I thought you said 'thank you'."

Some time ago I worked on the "H" line. A dark lady was about to get on my car, which was stopped on a slight grade. The motorman had not put the air quite all the way on, which caused the car to glide slowly back. The dark lady looked up and said, "Laudy man, which way you all done going?"

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Conductor L. I. Kiser of the "R" line, pulled off a stunt a few nights ago that takes the cake. His car was west bound and nearing Alameda street. A "J" car was between him and the railroad crossing. In order to save time and steps "Kiser Bill" ran ahead and caught the rear step of the "J" car with the intention of dropping off at the proper place to flag his car. But instead, he walked in and took a seat, forgetting for the time being that he was anything but a passenger. He was getting comfortably seated and the car was nearing Central avenue, when he suddenly awoke to the fact that he was needed back at Alameda, where Mac was waiting for a signal to go ahead. It is needless to say on his way back he passed all vehicles, including a police ambulance.

Motorman J. N. Smith, of the "J" line, was going north on Grand avenue. As he approached Washington street and prepared to make a stop, a slick place on the rail caused him to put his foot on the sand pin and work it up and down. A passenger observed him and remarked: "So that's the way you pump up the air, is it?"

It requires considerable strength to crush a door knob with your hands. That is not exactly what Clerk Roy Ruggles did, but almost. The office door sagged and stuck to the floor and refused to be opened. Ruggles attempted to lift it by the knob. The knob broke. Ruggles' fingers were lacerated. The door opened.

Motorman M. M. Spence is back on his run, after being off twenty days, to build an addition to his house, and to make other improvements around his home.

Motorman T. N. Short, of the "R" line, who is taking thirty days' vacation, left last Sunday for Murrieta Hot Springs, where he will remain for a week or ten days.

DIVISION 2

H. T. Hansen

The latest news regarding our column, is that Editor R. C. Hoyle decided that the change to night clerk makes it impossible for him to continue the strenuous duty of hustling up news, and so he has conferred this "crown of glory" upon our ambitious stenographer, H. T. Hansen. Here's to the success of Hoyle in his new work, and here's to the success of our new editor.

H. T. says to be sure to bring in all the news you can dig up. Bring anything at all—no matter how small. The vacation trips or the funny experiences that happen during the course of the day's work, are all of interest and help to make the column worth while. With your co-operation, boys, we'll make the column a success.

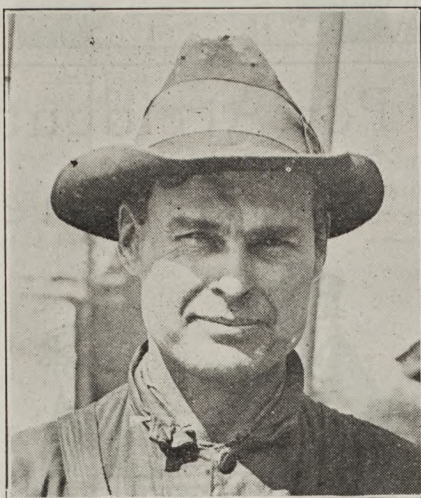
Our Clerk "Comedian" J. A. Madigan, sent us a card telling of a glorious vacation at San Diego, Coronado, and Tia Juana, via his trusty "Ford." We want to caution you, "J. A.," to beware the awful lure of the liquids that tempt a parched tongue. We understand that a wanderer can easily be deluged with "rivers of ruby and amber."

Extra Clerk S. K. Fair has assumed J. A.'s duties during his vacation.

Conductor A. M. Ricks, who has been on an indefinite leave of absence, promoting his new invention—"The Hurdling Fox Chase," reports much progress in his new enterprise and says things are coming along fine.

Motorman D. O. Moore, who is visit-

Who's Who



Having been in the Division Four mechanical department since 1913, W. E. "Bill" Gillet knows the fads and fancies of the various cars that pull into the pits at Twelfth and Georgia so well that he is designated as the general utility man of the day shift. Twice a week he gets a little further away from home and is stationed at the Temple block as inspector and attends to "hurry up" trouble. Altogether, he is rated as one of the most dependable men on the staff of Joe Melvin, boss of things mechanical at Division Four.

L. A. Man is Buried With Military Rite

Word has been received that the funeral of Lewis E. Marston, former trainman of Division 5, who passed away here recently, was conducted with military honors in the home town of the family, Auburn, Maine. Members of the Alden M. Gayton Post of the American Legion of Auburn, of which Mr. Marston was a member, had charge of the service. Mr. Marston enlisted in the regular army in 1908. He was in Cuba when the last American troops were withdrawn. In addition to this war service, 1908-11, he served during the world war.

How It Happened

Judge: What do you mean by running down this person in broad daylight on a perfectly straight stretch of road?

"Your Honor, my windshield was almost totally obscured with Safety First stickers."—Judge.

ing in Canada, sent us a card from Montreal, saying that he is having a wonderful time. He wishes to be remembered to all the boys of the division. Moore is enjoying Canada so intensely that he has written for an extended leave of absence.

Conductor T. B. Poyner, who has been in charge of the financial end of a street car, has decided to try the front end for a while. Cheer up, Poyner, there's only 99 above you on the extra board.

All good citizens take notice! The time has come when we can again show our loyalty to our country by registering for the coming election—for the men who will carry on the laws we have established. It is our sacred duty as citizens to help decide who these men will be, by the power of voting—see H. T. Hansen, stenographer, for registering.

DIVISION 3

Dan Hanley

Motorman W. W. Taylor wants it known that he is the handsomest man of Division Three.

I see by the papers they had a big shake-up in the police department. Moved a couple traffic officers from one side of the street to the other.

"No, we have lots of garlic" will now be sung by the all-Italian quartet, Motorman De Bare, first base; Motorman Rosa, second base; Motorman Cimmarusti, third base; Conductor Gasparo all the rest of the bases.

Conductor C. F. Wood has entered the real estate game, sign outside of his office reads "A WHOLE LOT FOR SALE," but he does not say what.

Have you noticed the cute little soup strainer Conductor E. W. Gore is wearing?

FORD NEWS.

Motorman J. C. Ford was bumped by Mrs. A. A. Ford driving a Ford.

GETTING RESULTS.

In a few issues back, I called a certain fact to the attention of motormen. Motorman Manchester, a boy; Motorman Vincent, a girl; Conductor Sanders, a girl; all doing fine. Score: Conductors 4, Motormen 2.

Rules of Indoor Golf are now out—take a look at the cash room window and then see Clerk Deane.

Motorman Lawton missed out the other morning and when he went home he told his wife he was late. She got sore at him and said "you are always late, even late at church when you married me." Red came back and said, "Yes, but not late enough."

Voila Tout!

REACHING THE TOP

The higher men climb the longer their working day. And any young man with a streak of idleness in him may better make up his mind at the beginning that mediocrity will be his lot. Without immense, sustained effort he will not climb high. And even though fortune or chance were to lift him high, he would not stay there. For to keep at the top is harder almost than to get there. There are no office hours for leaders.

—Gibbons.

To a Frog

What a wonderful bird the frog are!
When he stand, he sit.

When he hop, he fly

Almost.

He ain't got no sense

Hardly.

He ain't got no tail

Either.

When he sit down, he sit on

what he ain't got

Almost.

"Do you know, I have a wonderful ear for music?"

"Is that so?"

"Yes. At the age of two I used to play on the linoleum."—B. C. Electric.

Wrong Again

Passenger boarding car: "Say, do you know vot I would have done if you hadn't come along purty soon?"

Conductor: "Walked, I suppose."

Passenger: "No, I would have voted for you."

DIVISION 4

A. E. Vejar

"Hurrah" the shake up is over and believe me the office force is sure glad the heavy work is through.

Register Clerk W. G. Brooks as resigned to take charge of his father-in-law's farm out in Barstow, Calif. We sure hate to see you leave us, W. G.

Conductor J. S. Milburn is our new register clerk and he says that he will try to handle the job as successful as Brooks did. Here's hoping, J. S.

Operator W. E. Klima is winding the controller of a Birney car once more after taking a thirty-day vacation.

It is reported that Operator D. D. Rhoades stepped into a Main St. cigar store to buy a cigar for B. B. Boyd, and the cigar man said, "Mild or strong." After thinking a little, D. D. replied, "You had better give me a strong one as the last one broke in his pocket."

Now that Ellis, our reliable clerk, is taking his vacation, F. L. Ervin is taking his place, and he sure tosses a wicked transfer.

Motorman G. E. Nidick suggested to the clerk the other day that all overheads be installed under the motorman's stool. This in order that he may reach same with ease. (Suggestion Number Zero.)

DIVISION 5

F. J. Mason

Most of the boys will remember Motorman M. E. Phalen, one of the old-timers of this division. Phalen came to this division in December, 1919, but in March, 1924, had to give up train service on account of ill health. He was in to see us a couple of weeks ago and tendered his final resignation. In leaving us Mr. Phalen wishes to express his best wishes to all the boys. Good luck to you, M. E. Drop in and see us any old time. We will always be glad to see you.

Division two misinterprets our sign, "TODAY IS PAY DAY," as a reminder for the absentminded ones. No siree, you're all wrong. Interest in anything overcomes everything and were it not for the above mentioned sign being displayed on the 10th and 25th, our boys would just go on working and "I wish to see you personally" slips would have to be mailed to them and the morning of the 11th and 26th would find us out of these slips.

Well, what kind of a run did you get? That's the question you're going to have aimed at you three times in the same spot, by the same fellow, so don't forget to have your three different answers ready.

No sooner do they come back than others go. Here's a few more who have decided to do their Christmas shopping early:

Mt. G. W. Halsey, 30 days.

Mtr. R. Michaels, 15 days.

Mtr. L. K. Herman, 30 days.

Mtr. E. E. Johnson, 10 days.

Mtr. J. C. Laird, 14 days.

Con. J. O. Mason, 54 days.

Mtr. R. M. Sampson, 90 days.

Mtr. J. L. Steele, 30 days.

Con. W. A. Walsh, 7 days.

Mtr. R. T. Todd, 90 days.

Mtr. Jim Morton, 10 days.

It is rumored that Mtr. E. E. Johnson and Cond. J. O. Mason, will bring back more than Christmas presents with them. It seems that they are both embarking in the tranquil seas of matrimony.