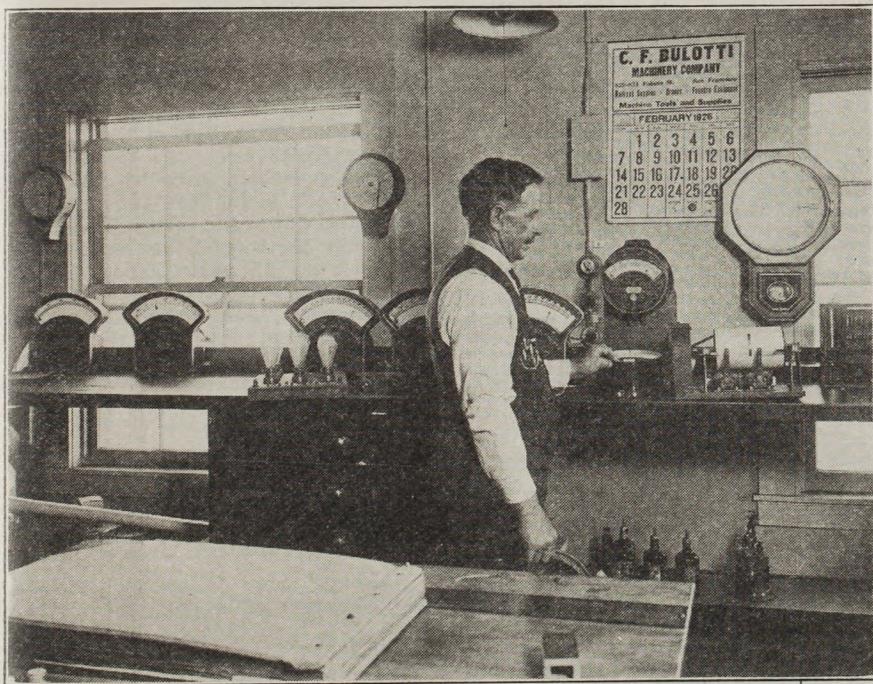


Good Increase in Safety Seen

"Hospital" Keeps Substation Meters Accurate and Clean

The photographer thought that there was a young lady in this department but he did not meter. Instead he found that C. M. Coe has charge of meter repairs, but that he was out playing golf and so could not be in the picture. Frank Main, who checks overhead construction for the line department and works at the neighboring desk, wandered in front of the camera as it clicked, so if you can't meet the meter man, meet Frank.



METERS that are almost sensitive enough to indicate when a sub-station operator is suffering from indigestion or tight boots, have a hospital all their own above the main sub-station at Sixteenth and San Pedro streets. There repairs and hair-breadth tests are made to assure the utmost accuracy in recording power conditions at the sub-stations and on various parts of the system.

The 16 sub-stations use in the neighborhood of 200 meters. They are generally divided into two classes—ammeters and voltmeters. The ammeters are used on the feeders to indicate the current on an individual line out of a sub-station supplying the trolley wire. The voltmeters are connected with the machines in the sub-stations and indicate the current that the individual machine is delivering.

Some of the meters automatically record the current they measure and leave a permanent ink record for every 24 hours. A clock is attached

to the recording meters. The metal finger which indicates the measure of current has a small pen attached to the end. A card chart revolves like the hour hand of a clock, and the ink mark is made as it revolves, hour after hour.

The meters at the sub-stations which measure the incoming power bought from the Southern California Edison Company are checked at regular periods at the Edison Company laboratory by engineers of that corporation and the Los Angeles Railway.

ARTLESS ADS

FOR SALE—My old Ford. Not necessary to describe, as it has been up and down the boulevard every day for thirteen years and still runs. Make me an offer and I will bet you twenty-five dollars I sell it to you. Jim Dauherty, 821 Annandale Blvd. —(From a local paper.)

Hey Chicago! We Can Show You How To Get Witnesses

They are all wet in Chicago, and it isn't the fog from the lake nor the wet blanket of snow.

For every accident witness procured by trainmen of the Chicago surface lines, Los Angeles Railway trainmen brought in two, lacking .09 per cent.

In "Surface Service," the employees' magazine of the Chicago surface lines, the surface trainmen boast a witness average of 3.44 for the system in December, 4.16 as the highest divisional average, and 2.93 as the lowest.

The high record of the Los Angeles Railway for procuring witnesses to accidents was made in December by Division Four, which maintained an average of 7.86. The average for the system in that month was 6.70, or 3.35 per cent higher than that of the Chicago lines. The lowest divisional average was 6.15, 3.22 per cent higher than the low mark of the surface lines divisions.

EASTER SUNRISE SERVICE PLANNED

Among things to remember about April 4 which make it different from other days this year are the proverbial new "bonnet" for the wife and the special schedule for the sunrise Easter service at the Coliseum.

Easter has been commemorated every year for some time past by the sunrise service at the Exposition Park, and many thousands of people from all parts of the city go to the beautiful celebration of Resurrection Day dawn.

The schedule department is working out plans to provide street car service on Easter Sunday which will carry the crowds to and from the Coliseum. Cars will be put in operation by 3 p. m.

Erie Railway Official Looks Over System

A. R. Myers, general manager of the Erie Railways Company, which operates the electric cars in Erie, Pa., visited the system during the past week. Mr. Myers is chairman of the committee on traffic congestion of the Transportation and Traffic Association of the American Electric Railway Association. During 1925 Mr. Anderson was chairman of this group.

ACCIDENTS OF ALL KINDS SHOW BIG DECLINE

Details of the annual report of the Claim Department for 1925, which have just been compiled, show in most encouraging manner a record of accident prevention work. Soon after the first of the year announcement was made that the 1925 accidents were fewer than those recorded in 1924, but the Claim Department analysis shows that not only was the total number of accidents lower, but that improvement was made in practically every classification.

More Miles, Fewer Accidents

The total number of accidents in 1924 was 23,303, and in 1925 it was 20,244, a decrease of 3059, which is particularly commendable due to the fact that car miles operated in 1925 exceeded 1924.

Collisions involving street cars and automobiles indicate that the street car motormen are reducing their accidents but autoists are increasing theirs. The accidents in which street cars hit automobiles were reduced from 8946 in 1924 to 7082 in 1925, a decrease of 1864. The number of autos hitting street cars increased from 7849 in 1924 to 8036 in 1925, an increase of 187.

Bicycles Too Fast

The only other classifications showing an increase are accidents involving street cars and bicycles, which totaled 36 in 1925 as against 31 in 1924, and the number of persons falling while boarding a standing car increased from 89 in 1924 to 102 in 1925.

Injuries of all kinds, including such minor items as skinned knuckles, total 4136, making 1017 less than in 1924. During the year 343,000,000 passengers were carried, but only 75 sustained what might be termed serious injuries.

ORCHESTRAS ENTERTAIN

The Los Angeles Railway Orchestra and Hawaiian quartet broadcasted a program from 8 to 10 p. m. over KHJ last Thursday, February 25.

The orchestra will provide entertainment at a luncheon of the Electric Club Monday, March 1, in the ballroom of the Biltmore Hotel.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

We Go Forward Or Back

THE detailed analysis of last year's accidents, which shows a substantial improvement over 1924, is typical of consistent improvement being made in all branches of the company. It has been truthfully said that unless progress is made in any line of business, stagnation and deterioration is certain. It is pretty hard for any business to stand still. It is almost certain to go forward or go back.

In the electric railway business we think of the methods used ten or twenty years ago as being the height of inefficiency. When conductors climbed along a step extending the length of the car and collected fares, electric railway men thought that a fine point of service had been reached, but today we look back on the old type car with its discomforts to passengers, motorman, and conductor, and laugh at the changes that have been made.

In all lines of business there are some men who are perfectly content to follow along the well-worn groove of previous years and tell themselves that the methods used by their fathers are good enough for them. The other class is made up of progressive men who are quick to see an improvement or be broad-minded enough to give a new idea a fair test.

It is from the ranks of men who can adjust themselves to new conditions that the leaders of any business are developed. Tests and changes are frequent in the electric railway business, and the creditable record that this company has made in improving service facilities for the public, from cable car days to the present, and for trainmen from the days of the old open cars to the present four-motor cars, is largely traceable to the spirit of men who have been quick to recognize possibilities for improvement.

The Source of Safety

THIS matter of safety is not a new thing, although I had often thought it was. Self-preservation was the first law of nature. It was a strange thing. The science of safety is one of the newest which we have. But old Solomon who lived a good many years ago said, "Happy is the man that findeth wisdom, and the man that getteth understanding: For the merchandise of it is better than the merchandise of silver, and the gain thereof of fine gold. My son, let not them depart from thine eyes: Keep sound wisdom and discretion: then shalt thou walk in thy way safely, and thy foot shall not stumble."

We all know that no accident is intentional. Ninety-seven per cent of them are the result of sheer carelessness. Eternal vigilance is the price of safety in the work, but the men who employ, the men who manage are the men who should initiate safety, the men who should see that it is carried out to the far-most ranks of the organization, and should see that it is kept at so insistently and persistently that a man cannot forget it is his duty not only to protect himself, but those who work around him.

—From "Safety Service."

SIXTIETH WEDDING DAY CELEBRATED

Mr. and Mrs. Charles Pelsue, father and mother of Charles Pelsue, Jr., Los Angeles Railway dispatcher, celebrated the sixtieth anniversary of their wedding on February 21. Three out of seven children are living, and with the ten grandchildren and three great-grandchildren, joined the 83-year-old couple in commemorating the day.

Mr. and Mrs. Pelsue were married in Missouri when Mr. Pelsue was discharged from the Union army after the Civil war, and they made their home in St. Louis for many years. Their home is at 139 East Avenue Forty-five, where they have lived since coming to Los Angeles five years ago.

NEW SUBSTATION TOWERS ORDERED

New water cooling towers like the one recently built at University substation, will be erected soon at the Plaza and Sentous stations. The old tanks and towers at these two stations have seen their best days of service, so the electrical department is taking the opportunity to install more modern equipment with water softening apparatus. By using higher towers than those now in service, and at the same time providing a more gradual drop for the water, a temperature lower than that of water in the city mains will be attained, and the water softening apparatus will prevent deterioration of the pipes.

A two-pump scheme will be utilized for circulating the water in the tower and around the transformers.

BULLETINS

Issued March 1, 1926

BULLETIN NO. 29

Notice to Conductors

Pass No. 3374, issued to Blanche L. Perry, wife of R. C. Perry, conductor, Division No. 5, reported as lost in Bulletin No. 27, has been recovered.

BULLETIN NO. 30

Notice to Conductors

The following firemen's pass books are reported lost:

No. 25546, issued to Harold E. Wollam. No. 29271, issued to Edwin W. Smith. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 31

Notice to Conductors

The following passes are reported lost: No. 2344, issued to Mrs. E. Bailey, Car Cleaner, Mechanical Department. No. 5835, issued to T. L. Roberts, Motorman Division No. 4.

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

BULLETIN NO. 32

Notice to Trainmen

Toilet privileges have been arranged for in the pool room and lunch stand opposite the terminal at Pacific Boulevard and Florence Avenue.

Trainmen may make use of this location so long as the proprietor has no cause for complaint regarding conduct.

P. B. Hill

BUS BULLETINS

BULLETIN NO. 396

February 16, 1926

A few cases have recently been brought to my attention where Bus Operators and Conductors have not been waiting for street car connections at the terminals of the bus lines when street cars are approaching within two or three blocks. It is very important that the best attention is given to this feature of operation. Please be governed accordingly.

BULLETIN NO. 397

February 19, 1926

Operators on the Wilshire Buses, east-bound from Fairfax, when making the loop after the evening rush is over will stop to pick up passengers at the intersection of La Brea and Wilshire on the east side of La Brea, immediately south of Wilshire Boulevard.

By reason of passengers waiting for the eastbound Fairfax Bus, they will probably be on the opposite southeast corner. Keep a sharp look-out for these passengers and attract their attention to the bus stopped on the east side of La Brea.

J. W. Hanken

Wm. Payne of Schedule Dept. Now In Harness

Miss Helen Forrester and William Douglas Payne were united in matrimony on Saturday afternoon, February 20, at the home of the bride's aunt, Mrs. Tanner, 421 South State street. After the ceremony the happy couple motored to Santa Ana.

Mr. Payne is a valued member of the schedule department and was presented with a beautiful case of silver by his fellow employes and associates. L. A. Recappe, superintendent of schedules, in making the presentation, spoke in a very fitting manner, wishing them every success.

The department says, "Thanks for the cigars and chocolates."

Appreciation

Mrs. Thomas R. Bennett and family wish to extend their sincere thanks to the Los Angeles Railway Company, and especially to the men of the line department, for the flowers and many kind thoughts sent on the occasion of the death of Thomas R. Bennett, husband and father, December 17.

SKULL TEST LOOMS FOR TRAFFIC DEPT.

The "skull test" idea, which was developed by the employment department to test the between-the-ear capacity of applicants for positions as trainmen, is spreading, and vaccination seems to be of little effect. The latest outbreak is in the traffic department, where W. B. Adams, director of traffic, is designing a written examination for supervisors and dispatchers. The principal aim of the test will be to ascertain the ability of all men to make concise, accurate and legible reports. To cover these features the test will include mathematics, grammar and handwriting. It is not the aim of the department to develop a group of bank presidents, but it is intended that the standard of accuracy in all reports shall be set at the highest possible point.

PROGRAM ENJOYED BY MASONIC CLUB

The February meeting of the members of the Los Angeles Square and Compass Club was held in the green room of the Masonic Temple, Pico and Figueroa streets, February 20, at 8 p. m. The meeting was presided over by President E. R. Dye and was followed by an entertainment prepared by H. T. Hansen, assistant secretary.

Miss Katherine Buedel danced a charming arrangement of the well-known "Merry Widow Waltz." Hansen's orchestra then rendered some new and snappy fox-trots.

A piano solo entitled "La Somnambula," played by Donald F. Edar, was followed by an excellent dramatic reading of "The Sign of the Rose," a skit prepared from the famous play by George Beban, given by little Betty Jane, which, in the well known phrase, "brought down the house."

Master Joe Buedel then gave a fiery as well as dramatic expose of the "Threes of Matrimony."

Little Betty Jane then gave another reading, "The Pink Carnation." This was followed by a humorous sketch, "The Knickerbockers," given by Joe and Katherine Buedel, and was appreciated by the membership.

Sick Dog Yields to Unique Treatment

Perhaps there is no such title as chiropractor for a dog, but if there was, Joe Finn, general clerk of the operating department and manager of the company orchestra, would win the honor.

Last Monday at First and Broadway, Joe and Dan Healy were out keeping track of the street cars and helping the street cars keep on the track when a crowd was attracted by the queer antics of a dog at the busy intersection. Apparently the dog had been poisoned, or else it had listened once too often to radio orchestras playing, "Yes Sir, That's My Baby." While scared spectators thought they were witnessing a mad dog episode, Joe took the animal by the hind legs and manipulated the muscles in such a way that it recovered its poise and was able to trot along contentedly with a police officer to central station, where efforts were made to locate the owner of the dog.

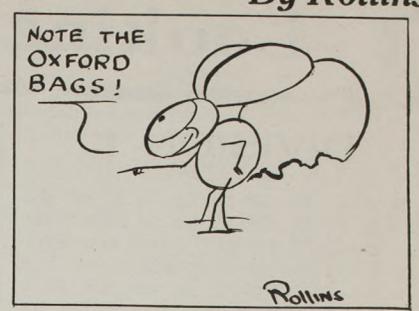
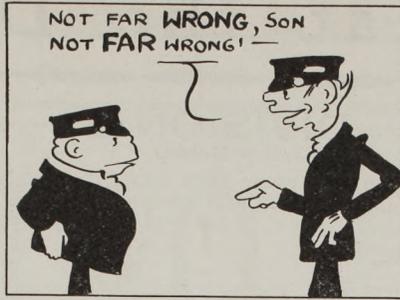
Mr. Finn has been a fancier of dogs for many years, and used his knowledge to good effect.

Cruising taxis are still plentiful in the business section but under the new "P" line schedule many a crew don't cruise.

Conductor Ding and Motorman Ding Ding

Only a Butter'n milk Man

By Rollins



Bouquets And Things (Hand Picked)

For Trainmen: A. McKenzie, Div. 4; F. Jorgenson, Div. 2; C. W. Manning, Div. 2; H. Cannon, Div. 2. Los Angeles Railway.

Gentlemen: I am almost totally blind and these men have been very helpful—as I have found most all of your men are—but these numbers have shown more than usual courtesy.

Yours,
CLYDE H. WILSON,
2833 1/2 West 10th Street.

For Condr. C. McAtee—Div. 4 Los Angeles Railway.

Gentlemen: Will you please give the enclosed to your conductor on the "C" line, cap No. 2690. I had no purse when I got on the car last evening and he most courteously furnished the car fare and relieved my dilemma.

I appreciated his choice of verbs—he did not say I will "give" or "lend" you a nickel, but "can let you have it," in response to my exclamation, "Why, I have no car fare!"

Yours appreciatively,
MARIE CARTER,
353 Lafayette Park Place.

For Condr. F. M. Springfield—Div. 3 Los Angeles Railway.

Gentlemen: It gives me great pleasure to have the opportunity at this time to call to your attention the commendable qualities possessed by one of your conductors of Division 3. I believe his name is Mr. Springfield cap No. 2596.

On New Year's eve I was compelled to carry a suitcase and a satchel from up town to my home. I boarded Mr. Springfield's car at Seventh and Main and as my destination was Brooklyn and Bailey, Mr. Springfield realized, it is apparent, that I had quite a load to carry across the bridge at Macy in order to take the other car to reach my home, and as he was instructed by the Supervisor at the Plaza to return at a certain time, thus giving him a few minutes' stay on this side of the bridge, Mr. Springfield utilized those few minutes by kindly giving me assistance in carrying my suit case and satchel across the bridge to the other car, which I greatly appreciated.

After riding your street cars for a number of years I have noted the wonderful personality and courtesy of your men in their dealings with the public. Their character is beyond reproach.

Respectfully,
MISS ISABELLE A. FREDERICS,
Policewoman No. 81.

For Condr. C. R. Wilkins—Div. 2 Los Angeles Railway.

Gentlemen: I wish to take this means of expressing my opinion of conductor 3178, on the 39th and Western University line. He is one conductor in a million as far as co-operation and a gentleman are concerned. Last night and other nights I have been on his car between five and six and the way he handles the crowd is noteworthy of praise.

Yours for service,
MABLE H. HOFFMAN,
3808 La Salle Ave.

For Mtr. J. W. J. Huffmire—Div. 5 Los Angeles Railway.

Gentlemen: I wish to bring to your attention an act of one of your motormen which I believe you will appreciate. This is not a knock, it is a boost.

Sunday, January 3, while riding on an "M" car at Vernon and South Broadway a lady alighted from the "M" car and made a run for the Vernon car which was about ready to start. In alighting from the car she dropped her purse and did not notice it. However, the quick eye of this employe of yours did see the fallen purse. He made a dive for it, picked it up and ran to the car and returned it to the lady, then came back and boarded his own taxi and we bounded in toward Los Angeles.

At Second Street an old Jewish gentleman wanted to find the Jewish theater (which happens to be the Capitol on Spring between 3rd and 4th) and was very kindly told how to reach the theater. It is such men who make it a pleasure to ride on the yellow cars. More power to you for having such fine men.

This motorman's number is 3193 on the "M" line and this first incident happened about 3:35 p. m. today, and the other about 3:55 p. m. at Second and Spring.

Respectfully,
ERNEST F. BISHOP,
331 West 75th Street.

K.C.B. Won By Conductor's Kindly Act On Rainy Day

The truth of the statement that the average street car rider is much more concerned in the measure of courtesy and accommodating service that he receives from the trainmen than he is in details of franchises or rates of fare, is well illustrated by an article written by K. C. B. in his column, "Ye Towne Gossip," in the Los Angeles Examiner. The article is as follows:

YE TOWNE GOSSIP

Copyright, 1926, by Los Angeles Examiner

By K. C. B.

ON THE street car line.

WHEN I go downtown.

THERE IS a conductor.

WHO'S THE gabbiest person.

I EVER saw.

HE TALKS all the time.

TO EVERYBODY.

AND LOTS of times.

I HAVE to stand there.

BY THE little box.

AND LISTEN to him.

WHILE HE tells me a story.

OR WHAT someone said.

ON THE trip before.

AND THEN he'll laugh.

AND TO be polite.

AND NOT offend.

I'LL HAVE to laugh, too.

AND SO it is.

AND THE other day.

IN THE afternoon.

IN AS heavy a rain.

AS I'D ever seen.

HE WAS standing there.

WITH THE wind beating in.

AND DRIVING the rain.

ALL OVER him.

AND THE water dripping.

FROM HIS raincoat down.

AND WET to the skin.

AND TWO little girls.

ONE ABOUT ten.

AND THE other six.

HAD MISSED their corner.

AND THE first we saw.

WAS THE bigger girl.

DRAGGING THE little one.

OUT OF her seat.

AND DOWN the aisle.

TO THE back platform.

AND THE noisy conductor.

SCOLDED THEM.

FOR BEING so careless.

ON SUCH a day.

AND STOPPED the car.

AT THE corner beyond.

AND GOT out on the street.

WITH THE umbrella.

THE BIGGER girl had.

AND PUT it up.

AND THE girl got off.

AND THEN he lifted.

THE LITTLE girl.

AND PUT her down.

BY THE bigger girl.

AND IN the gale.

AND MOVING autos.

AND POURING rain.

HE GUIDED them over.

TILL THEY'D reached the curb.

AND THEN dodged back.

AND RANG the bell.

AND WENT on with the story.

HE'D BEEN telling me.

AND EVER since then.

I'VE MADE it a point.

TO CATCH his car.

I THANK you.



On The Back End (Contributed)

It would not do to tell whose car this happened on, but anyhow a lady asked the conductor if he could tell her where she could get vaccinated, and he replied:

"Why, on your arm or—ah—some place else, if you prefer."

(A policeman cleaned up the broken glass and a supervisor took the conductor's place.)

A passenger boarding an "S" car, eastbound on Seventh street, asked the conductor: "Does this car run on a very wide street somewhere on the line? There are some small buildings on the street and when you are riding on the car it looks as if you were going to run into them, but you don't. You dodge around them every time. Am I on the right car?"

"Yes," replied the conductor, "you are, and if we can dodge this time you will get to your destination."

Mrs. Wall, reading a magazine, said: "Darling, I see from statistics given here that every third baby born in the world is a Chinese. 'Is that a fact,'" said Conductor Wall as he hugged his first born, "I'm glad this is only our first."

"What a whale of a difference a few scents make," said Jack York as he was waiting for his time at Vernon and Santa Fe. His conductor said, "Yes, this is a heavy trip."

'Twas a dark September morning, In October last July; The sun was shining brightly, The snow was in the sky; The flowers did sing sweetly, The birds were in full bloom; I took the broom and went upstairs To sweep the downstairs room.

Should any conductor or motorman notice that they are being followed by Motorman Red Wicker, and they feel like doing Red a good turn, hide the trolley rope. He was following a car down the Grand avenue private right of way when the trolley came off the wire on the car ahead; the rope broke and in some way or other got hung over the trolley wire. Red immediately stopped his car, elaped off and ran all the way back to the Air Line to call the dispatcher and report a trolley break. It was a little wet at the time, causing Red to get his feet wet and he is now complaining of rheumatism. He still uses his favorite expression, "You can't tell me, brother; I've been there."

Believe it or not, Conductor Knourek got a three-dollar bill the other day—from his dentist.

Introducing new bus men: J. H. Leincke, formerly a taxi driver; W. J. Caughlin, a former driver for the May Company; W. H. Richmond, who worked in a used car lot; Frank Kramer, formerly a truck driver for Miller Brothers, and O. L. Lahman, former truck driver.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Mrs. C. W. McKellip, wife of Motorman C. W. McKellip of this division, met with a tragic death last Monday when the auto in which she and five others were riding was hit by a train. Mrs. McKellip was killed almost instantly, but the other occupants of the car escaped with only minor injuries. The boys of this division extend their sympathy to Mr. McKellip in his time of sorrow.

Motorman R. J. Orpan is the proud owner of a new Chrysler sedan, which he purchased during the past week.

The following men are taking short leaves of absence to rest up: Motorman N. M. Millea, Motorman L. G. Blanks and Conductor M. S. Thomas.

Recently Conductor Johnson and Motorman Hoan were speeding quietly along the strip of land known as "Death Valley," just this side of Huntington Park. On reaching the railroad crossing at Forty-ninth street they made the usual stop. A mule belonging to a grading camp located near was grazing around and seeing the car standing there he thought he would investigate. He managed to get his tail caught in the fender and when the car started he began kicking and knocked down the fender. The motorman stopped and yelled for the conductor to go back and get his name, but the conductor only gave the motorman a dirty look, gave the bell cord a couple of yanks and after hooking up the fender they were on their way.

This is the last day in which you can get your watch inspected this month. Don't forget!

"Old Dan," who owns the shine stand near Division One, believes in keeping up to the times and is now offering free with each shine a few secret steps of the Charleston. He says these are absolutely original and are guaranteed to produce results such as lumbago, dislocated hips, fallen arches and knock knees, which are so essential to good Charleston dancers.

We have with us today: Conductor O. N. Haggard, who recently transferred from the Prize Witness Division. We hope that some of the fellows here will catch the witness fever from him and get a few more witnesses, for we are in danger of finishing last again—yes, again.

"The hero of the hour" around Division One is the guy who can produce the worst looking "Vax."

Wow! Have you seen Motorman Klein's new knickers? He wore 'em down to the division one day this week to give the boys a treat. One of the boys happened to have a camera and he consented to pose for a few snapshots. Yes, he is taking up golf.

DIVISION 2

H. T. Hansen

A traveling salesman, desiring to have some fun with an old darky porter at a hotel, asked him if he remembered Abraham Lincoln. "Does Ah remember him?" answered the darky. "Lawd knows, I should say Ah does remember that white man." "And," continued the salesman, "I suppose you remember Mr. George Washington and his crossing the Delaware?" "Boss," said the porter, "why Ah's one of the niggahs what rowed him across." "Then," said the amused salesman, "you more than likely were with him when he hacked the cherry tree?" "Wuz Ah with him?" replied the darky. Why, man alive, that wuz me what drove de hack."

Who's Who



WHEN the man selected to grace the Who's Who column for the week starts talking about the work he did 38 years ago, most of us have to take the statements as gospel truth and not inject an "I remember when."

B. F. Jenkins, pictured above, tells us that 38 years ago he knew E. L. Stephens, now master mechanic of the main shops, when both were with the Southern Pacific Railway. Mr. Jenkins has been with the Los Angeles Railway for 18 years. Most of his time was spent in the paint shop. Although he is 76 years old, he is very active and serves as day watchman for the mechanical department. If you think he isn't active, try and get into South Park shops without proper credentials. He has been guardian of the gate for the past two years.

Conductor H. A. Hansen brought around the customary "ropes" last week in honor of his "tying the matrimonial knot." Congratulations!

Conductor H. A. Fairman, who was injured by slipping over a guy wire and sustaining a broken rib, is again on duty. Glad to see him back.

Al Brumet has been granted twenty days off to rest.

Some wire words spoken, "I think they're Slaughter's."

His sons," he said, "have all been daughters."

Our sincere wishes are given for the speedy recovery of W. A. Inloes, who has been in the hospital undergoing an operation.

F. I. Ray has been operated upon for appendicitis, and it will be ten or fifteen days before he can leave the hospital.

William F. Vellage has contributed some advice regarding "general and personal efficiency." As he informs us, the volumes of matter written upon efficiency can be boiled down to the following concise remarks: (1) Know what you want. (2) Analyze the process of obtaining your desire. (3) Plan your work ahead. (4) Do one thing at a time. (5) Finish that one thing and send it on its way before starting the next. (6) Once started, keep going. While the above advice is not new, it is worthy of every one's consideration.

N. B.—All who desire to know the amount they earned last year for income tax purposes, see H. T. Hansen. Famous last words (no foolin'): "DON'T FORGET TO REGISTER."

DIVISION 3

Dan Hanley

"Do you know Mah Jongg?" asked Conductor Hill of Conductor Gore. "Sure," replied Gore, "he washes my shirts."

"Perhaps I'm not built for speed, and maybe the grass does grow under my feet," quoth Motorman Sasse as he stepped in the company's restaurant to borrow a toothpick, "but that's better than having it grow over your head."

Extra—I'm going to quit smoking, "Gimme a cigarette!"

Conductor Cassaday used to work for a concession man at a circus, but lost his job one day because the boss told him to fix up some orangeade and Cassaday asked, "Where's the oranges?"

Did you ever notice what fine shapes and thin wrappers those Oriental cigarettes have?

Conductor (to lady passenger): "Will you please sign one of these witness cards?" Lady Passenger: "I should say not; the motorman never even tried to dodge that machine at all."

"Oh, he wore an overcoat and a muffler around his throat, but the wind blew through his whiskers just the same."

SHOPS

Jack Bailey

Hurrah for George Birthington's Wash Day!

James A. Nutter, hammer (head) man of the blacksmith shop, and his assistant, R. Ballard, took a week-end trip to San Diego. Most of their time was spent in the Y. M. C. A. "Nice boys." They also visited Mr. A. Day, formerly blacksmith foreman, who has retired to his ranch near San Diego to regain his health.

Carpenter R. H. Stapp turned in his time card the other day signed in his own handwriting, R. H. Sapp. Sleep nights, Bob!

Fish markets are going broke. Stockholders blame Joe Steenrod. Joe spent his holiday at Manhattan Beach. We know he is a good fisherman because he always has a good line.

"It's a girl; 8 pounds and 4 ounces," said H. Stockman of the M. E. office as he handed me the dirty weed. Stockman is one of the boys and receives our hearty congratulations. Thanks for the "Benefactors."

BUS DIVISION

Elmer Wood

Claude Simmons, mechanic on "64," and Miss Rose Overguard were married on February 24. They will reside at 1381 East Fifty-eighth street.

We regret to announce that C. W. Brown has resigned to go back to his home town in Texas. Charlie was an operator, fifth on the seniority list, and a popular fellow.

FOUR WEEKS AGO

Voice (over telephone): "Hello, Charlie. How's to get off?"

Charlie: "Sorry, old man, all we got is four missout men, and they are penalized."

AND NOW

Voice (over telephone): "Hello, Charlie, I'd like to get off; how about it?"

Charlie: "Sorry, but there's no one here. Can you pull a tripper when you finish your run?"

DIVISION 4

C. J. Knittle

The first wise crack of the week occurred on Conducted Griggsby's car Tuesday. Griggsby works on the sea lion.

Did we say sea lion? We meant "C" line.

Anyhow, a lady got on with a young boy who appeared to be not young enough to be overlooked. One nickel trickled into the box and they proceeded to the rear section.

"Pardon me, madam," interrupted Griggsby, "isn't your boy over eight years old?"

"Oh, no," she replied, "he is just seven."

"Then you must pay for him," declared our hero. "Only children under five ride free."

Motorman "Frenchy" Lourdou owns and operates a Buick. The other day, when asked if he considered it really dangerous to drive with one hand, he answered, "You bet; more than one fellow has run into a church doing it."

Several little improvements about the trainmen's room have added greatly to its appearance. Metal receptacles of proper dimensions for car report cards, witness cards and overtime cards have been attached in practical places near the office window. To one side of the cash receiver's window is a rack for coin wrappers and another attraction is a cleverly made rack for transfer envelopes, ticket envelopes and trip sheets. All unnecessary things such as unused cuspidors, waste baskets and the "Two Bells" news box have been thrown out. Praise for this work is due Foreman Boyd.

C. C. McLaren informs us the rumor that pervades all local gossip is true, but he cannot pass out the smokes while the facts are supposed to be secret. So let's be patient, mates, till the girl lets him tell us. (Good luck to you, C. C.)

(Passed by the National Board of Toreadors.)

DIVISION 5

Fred Mason

"I'll take the air," said I to Henry Tetreault, and he said, "That's good; we might be able to get some harmony now."

Have you got your new bus tickets, Form S-Bu-8? Better get 'em right now, boys.

Has anybody seen Henry Mast lately? Henry said he would have bought one of those nice rubber cushions that a lot of the boys are sporting, but they weren't big enough. Oh, cushion, where is thy spring?

Ed Bradish came bouncing in last Monday from an eight-day layoff, all skeiked up like a million dollars. Boys, he'd have made the Prince of Wales look like a Belgian refugee or Clint Coxhead. He won't say where he went so I'll have to get in touch with the other one of the Three Musketeers, Harry Grable, and maybe get some inside stuff.

Tex Miller was down at the El Patio last Saturday when he saw a little girl he took a fancy to. He asked her if he could have the last dance. She replied, "Sure, you just had it." Tex said, "I'm serious, though, girlie," and the girlie retorted, "So's my old man."