

City Officials Inspect System

NEW CARS SET TOTAL FOR COMPANY AT 1087

The company now has 1087 passenger cars, the engineering department announced last Monday when two more of the new cars from St. Louis were put in service after having air brake and electrical equipment installed in South Park shops.

The full order of 25 cars ordered last year from the St. Louis Car Co. has been delivered. Five of the 25 cars were reported in service last Monday.

The fact that there are 1087 passenger cars owned by the company does not mean that there can be 1087 cars running because there are from 62 to 65 cars in the shops every day for repairs as a result of accidents or for the regular overhauling which is important to prevent as much as possible, cars developing trouble while on the streets.

Averted accidents prove that "An ounce of prevention is worth a pound of cure."

Homeward Fliers Meet All Trains

An extra Birney car has been added to the Homeward Avenue shuttle from 4:45 P. M. to 7 P. M. This places four cars on the line and means that there will be a waiting car at the end of the Moneta line at all times during the rush period. A loader is on duty to dispatch the shuttle cars and make them fit the service of the main line cars.

The arrangement of having a shuttle car waiting during the afternoon rush period, provides a shelter as the residents of that end are still undecided as to where they want the shelter station that the company offered to build or whether they want it at all.

Luck may live with you for years or it may desert you today. Don't count on it.

You pay most for Safety when you try to get along without it.

SEEING WHAT MAKES THE WHEELS GO

This picture of city and street railway officials, newspaper reporters and a stray youngster, was taken at the South Park shops with the newest double deck bus as a background.



NEW ASSIGNMENTS FOR SUPERVISORS

F. J. Beavis, former conductor of Division Two, has been appointed night supervisor of Line "E" and O. O. Sanner, former motorman of Division Two, has been appointed night supervisor of Line "H."

Supervisor M. W. Ramsey has been transferred from line "P" to relief dispatcher at the main office. Supervisor Frank La Rue, who has been on relief duty, replaces Ramsey on line "P" and Supervisor H. S. Atchison has been moved from relief number three to relief number two. Supervisor H. S. Best, formerly in charge of line "H" at night, has been made relief supervisor on the third shift.

New Bus Tickets Tells Fare Rule

A new form of bus ticket "S-Bu-3" was put in use throughout the system Thursday. Prior to that date division clerks began collecting the old tickets and issuing the new. The principal feature of the new form is that the rules on the back specify "That it will not be honored at points east of Sixth and Rampart or Eighth and Vermont in either direction." This rule has been in force for some time but the actual printing of it on the ticket will avoid confusion.

FAILURE TO PUNCH TICKETS REDUCED

How a little careful attention can eliminate a big waste of time and develop accuracy is shown by figures of the auditing department covering the number of cases in which trainmen failed to cancel bus tickets with the three punch marks.

On March 10, there were 220 such failures; on March 17, 125; March 24, 58; April 7, 19.

Tickets are the equivalent of money and must be properly handled and properly accounted for. A check was made on the high number of failures to cancel these tickets and by a little effort all down the line the failures were cut to a minimum.

Only 45 Men Miss Courtesy Credits

Only 45 trainmen failed to receive the extra credits allowed for clear courtesy records during March. The safety records show that 330 men failed to receive the extra credits for safety.

Both classifications show an improvement over February, when 62 trainmen missed the clear courtesy credits and 395 missed the safety credits.

More care means fewer cares.

RAILWAY ACTS AS HOST ON ALL DAY TOUR

A party of city officials including a majority of the members of the city council, were guests of the company last Thursday on a tour of the system. The trip was made in the newest double-deck bus and it won the praise of the party.

Leaving the city hall at 10:30 A.M., the bus was driven to the garage at Sixteenth and San Pedro streets, where the officials looked over the new bus garage and the repair shops.

More than an hour was spent at the South Park shops, where P. B. Harris, chief engineer, explained the different stages of car building, repairing, and electrical work. The visit to the shops was the most interesting part of the tour. The scope of the activities was a revelation to many.

The bus was then run back to the business district and lunch was served to the party.

The new garage and office building of the Los Angeles Motor Bus Company at Santa Monica boulevard and Virgil street was visited at 2:30 P.M.

At 2:40 o'clock the guests were taken to the Melrose automatic substation. The substation was of interest because it is in a noiseproof building, so that any one outside cannot tell whether the machines are running or stationary. The building is in the semi-residential district, but is attractively designed and the grounds are beautified with grass, shrubs and flowers.

From this point the officials were taken back to their offices, carrying a prospective of the transportation system that serves more than a million daily riders in Los Angeles.

In the party were Mayor George E. Cryer, and his secretary, H. H. Kinney.

Police: Inspector Capt. Jas. McDowell, Captain Cleveland Heath, head of traffic department; Ralph Boyesen, secretary to the chief.

Councilmen: Boyle Workman, President; Edwin Baker, Ralph Criswell, Walter Mallard, W. C. Mushet, W. J. Sapporn, Fred Wheeler and Dave Carroll, clerk.

Board of Public Utilities: E. F. Board
(Continued on Page 2, Col. 4)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Business Has a Human Side

A FRIENDLY suggestion received from a passenger is that when the rear end of a car is crowded, the conductor should use some such words as: "Please move forward and give some of the other folks who want to go home a chance to get on the car." The passenger making the suggestion believes that such language would be more effective than the routine request "Please move forward."

Whether a conductor should take a particularly active interest to determine if his passengers are going home or to a theater, or to a church, is something that depends on the conditions and disposition of his riders. Nevertheless, there is a good thought in keeping the *human side* of the transportation business well in mind. The street car is a vehicle of mass transportation but every passenger has *his own particular need* in this transportation. A recognition of the individual needs will avoid the cut and dried type of business and make for better relations.

It is good business to anticipate what a customer needs and to meet those needs as nearly as possible.

Mistakes Mean Money

FOUR years ago about two-thirds of the trip sheets received from the conductors contained errors, according to the auditing department. Today less than three per cent of the trip sheets have errors. The reduction of mistakes has saved time that is worth hundreds of dollars. This reduction has been accomplished by the use of simple forms and continuous instruction of trainmen who showed the need of additional help.

A man may continue to make the same mistake over and over again when he believes he is doing the correct thing. This situation results when there has not been full instruction given or when a man is not sufficiently interested to check up on his own work.

Instructors and division officials are always ready to give the utmost help because everyone is interested in seeing the waste of carelessness kept at a minimum. If you have any doubt about any detail of your work get the correct information from someone who is required to know and in a position to give information officially.

Why the Merit System Goes

THE good attendance records that have marked the meetings conducted at the carhouse divisions for explanation of the Merit and Bonus system, is a good indication that the vast majority of trainmen are taking a keen interest in their work.

The Merit and Bonus system is the measure of a man's efficiency. Since its inception in 1920, details have been improved to make it more and more an accurate measure of the value of a man in passenger transportation service. The Los Angeles system has been copied in whole or in part by various street railways throughout the country. The Los Angeles Railway is glad to have given this help to the electric railway industry.

The system has worked well in Los Angeles because it has had the interest of trainmen as well as officials. The attendance at the division meetings is additional indication of why the system is successful.

RAIN BRINGS ANNUAL JOB FOR TRACK DEPT.

FOLLOWING the last heavy rain the track department put 23 men at work on the annual job of repairing Whittier Boulevard at Mott St. The earth sinks regularly at this point in the rainy season.

A double cross-over has been installed at Fifty-seventh St. and Santa Fe Avenue and the old single track cross-over is being removed. This special work will provide more than 150 feet of track at the Slauson terminal for the storage of cars to handle crowds at the baseball games and other events. The curbing of Pacific Blvd.

from Fruitland St. to Slauson Avenue and the building of concrete landing stations has been completed.

The track on Fifty-fourth St. from First Ave. to Mesa Drive, has been lowered and the special work at Mesa Drive has been put at the new grade to conform with the street improvement.

Culverts are to be installed on Second Ave. at Forty-eighth and Fifty-second streets to take car of storm water preliminary to the paving of Second Ave.

BULLETINS

Issued April 14, 1924

BULLETIN NO. 65
Notice to Conductors

Conductors on line "E" will, in calling Arbor Vitae and Regent Street, add the word "Inglewood" in each case, announcing "Arbor Vitae, Inglewood," or "Regent Street, Inglewood," according to circumstances.

BULLETIN NO. 66
Notice to Conductors

The following passes are reported lost: No. 456, issued to Dorothea M. Penn, stenographer, Purchasing Department. No. 4816, issued to L. G. Blanks, Motor-man Division No. 1. No. 6861, issued to J. C. Whittaker, Conductor, Division No. 5. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 67
Notice to Conductors
Passes Found

The following passes have been RECOVERED: No. 1211, issued to J. A. Southworth and men, Foreman Way & Structures, Bulletin No. 55. No. 3569, issued to May Scudder, wife of L. H. Scudder, Mechanical Dept., Bulletin No. 43.

P. B. Hill
Supt. of Operation.

Power Saving Training Has Good Results

Good progress in the campaign to save power is reported by the instruction department as a result of the work being done by five special instructors. Fine co-operation has been shown by motormen in the operation of cars and a general watch is being kept for waste such as the unnecessary burning of cluster lights at a station.

The special instructors are to cover every line of the system and are keeping records of the men to whom help is given. The campaign is entirely a watch for details which involve the use of power in small quantities but which make a sizeable total.

Quarantine Quiets Vernon Yards But Your Nose Knows

A strange hush at the Vernon yards has resulted from the quarantine at the nearby stockyards as a result of the hoof and mouth disease. Austin Fleetwood, commissioner of public health, says the place doesn't seem like Vernon yards, except that the memory lingers. Your nose knows.

James J. Lavin read the quarantine rules carefully to his colleagues in the wheelbarrow chauffeur division, and decided that if necessary he will ship in and out of the yards in a crate.

Gold Badge Given To Police Veteran

Many trainmen will be interested to know that Sergeant Peter McGann completed 20 years of service with the Los Angeles Police Department, last week, and was retired from active service. He was presented with a gold police badge by officers of the traffic department, in which Sergeant McGann served during the greater part of his police career. He is known by a large number of street car men.

EXTRA CHAIRS NEEDED FOR DIV. 4 MEET

Extra chairs had to be carried into the lecture room of the instruction department for the three meetings of Division Four trainmen held last Tuesday, when R. R. Smith, assistant superintendent of operation, talked on the Merit and Bonus system.

The meetings were the fourth of the present series and were well attended. Cigars were distributed by the company and helped to keep very one happy. Superintendent L. L. Wimberly presided. A check of the attendance was made as usual.

One of the charges for which some demerits have been assessed is "Insubordination." In most cases this has been in connection with operation of relays, Mr. Smith explained. The company has been making a special effort to keep the number of turn-backs at a minimum. On most days this number is less than 50. The reducing of turn-backs means a reduction of inconvenience to passengers. When a supervisor finds it necessary for a crew to make a relay, it is important from the standpoint of public convenience that it be done promptly and without controversy.

Are you doing all you can every day to prevent accidents?

Final Meetings At Div. 5 Tuesday

The fifth and final series of meetings devoted to the Merit and Bonus system as discussed by R. R. Smith, assistant superintendent of operation, will be held at Division Five next Tuesday at 10 A. M., 1 P. M. and 8 P. M.

An order has been placed for a sufficient number of cigars to give every active Division Five trainman a smoke. This is on the assumption that every man will attend one of the three meetings. The other four divisions have been making splendid attendance records and Division Five is expected to make just as good a showing.

Working for safety is the highest form of service.

RY. ACTS AS HOST ON ALL DAY TOUR

(Continued from Page 1, Col. 4)

gardus, President; Walter Leeds, and Fred Lorentz, chief engineer.

City Attorney Jess Stephens, Asst. City Attorney Lewis Whitehead.

Board of Public Works: Hugh McGuire, President, E. J. Delorey, Arthur Eldridge, Major John Griffin, City Engineer.

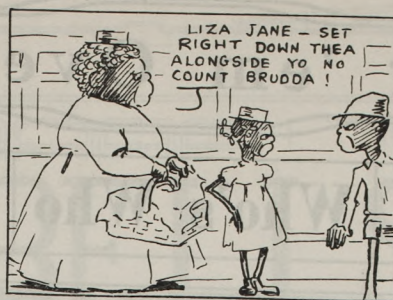
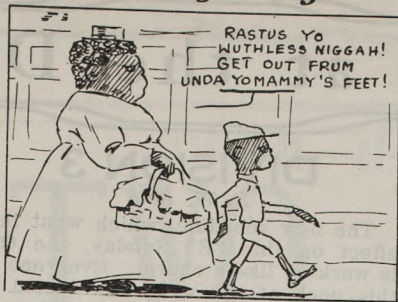
Los Angeles Railway: G. J. Kuhrt, general manager; George B. Anderson, manager transportation; R. B. Hill, superintendent of operation; C. M. MacRoberts, general claim agent; J. G. Jeffery, director of Public Relations; R. O. Crowe, Auditor; E. D. Sleeper, Executive Department; L. J. Turley, Electric Engineer; P. B. Harris, Chief Engineer; F. Van Vranken, Manager Motor Bus Division, and H. G. Weeks, Engineer.

Accidents are someone's fault; don't let them be yours.

The engine may "die" many times; the driver dies but once.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. C. W. Brown, Div. 4

Los Angeles Railway. Gentlemen:

I wish to report Motorman No. 3001 for courteous treatment extended an old couple this morning.

Yours, for good service,

MRS. PENNINGTON, 7006 Moneta Ave.

For Condr. C. K. Herbert, Div. 1
For Motr. G. W. Wise, Div. 1
For Condr. J. C. Allison, Div. 2

Los Angeles Railway. Gentlemen:

May I report special courtesies on the part of carmen No. 84, line "J;" No. 759, line "J;" No. 2682, line "U."

I appreciate any special courtesy and am glad of the privilege of reporting it.

Yours sincerely,

M. CATHERINE VAN VLEET, 1622 West 39th.

For Condr. R. G. Wilson, Div. 2

Los Angeles Railway. Gentlemen:

I wish to put in a good word for Conductor No. 2034, on the "U" line. I have been riding this line for over a year and during this time have always noticed the efficient manner in which he performs his duties.

He is always most courteous, cheerful and pleasant, with a kindly word for everyone and, in my opinion, well deserving of the best regards of the Company.

Yours very truly,

C. C. INSCHO, 4131 Woodlawn Ave.

For Mtr. L. B. Dundas, Div. 4

Los Angeles Railway. Gentlemen:

Just a line to say Thank You to the motorman on the "C" line, which left Fountain and Edgemont about five minutes of eleven last night, because he SAW and WAITED for me at Vermont Ave. His courtesy was appreciated.

Very truly yours,

ANNETTE E. DRYG, 3535 Ellsworth St.

For Condr. F. C. Hawthorne, Div. 5

Los Angeles Railway. Gentlemen:

Doubtless your company is receiving letters of praise or blame for your trainmen. As a tourist, among the thousands of tourists, I wish to give a word of praise to Conductor 1418 in charge of "E" car No. 51, from whom I have received valuable information of your city lines, and who I have observed always ready with kindness to assist those in his care.

Very truly,

MRS. IDA BUSH, 1286 West Jefferson.

Home address Grand Rapids, Mich.

For Mtr. G. Evans, Div 2

Los Angeles Railway. Gentlemen:

Today on an "S" car No. 1332, one of your motormen, No. 3201, took the trouble to escort an old blind man to the curb.

I have had many grievances against your company in the last 12 years, but somehow or other these No. 3201 chaps seem to even up the score. They are an asset to any company and they pay real dividends.

Get as many of them as you can.

Yours truly,

W. S. KINNEY, 136 S. Manhattan Place.

TWO DIVISIONS INCREASE AVERAGE OF WITNESSES

THE average number of witnesses per accident procured by trainmen during March was 4.46. The figure for February was 4.47 and in January it was 4.27.

During March, Divisions Two and Four increased the average number of witnesses per accident and the other

three divisions made a slight loss, according to the comparative summary for the two months. There were 2,083 accidents reported in the claim department during March.

The records for the past month are as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
1	382	1,588	4.15
2	533	2,563	4.80
3	519	2,359	4.54
4	370	1,631	4.40
5	279	1,162	4.16
TOTAL	2,083	9,303	4.46

TROLLEY WHEELS AVERAGED 33,320 MILES EACH IN 1923

DURING 1923, the engineering department got 65.9 per cent more mileage out of trolley wheels than in 1922, according to an interesting report on this detail of the street railway business. There was a decrease in 1923 in trolley wheel replacements of 53.5 per cent as compared with 1922. The average wheel rolled 33,320 miles before it was necessary to remove it last year.

There were 961 trolley wheels used during 1923 and during 1922 the total

was 1739, while in 1921 the high figure of 5112 was reached.

The increased mileage per trolley wheel and the decreased number of replacements is due to the fact that iron and steel wire had to be used during the war and for some time after peace was declared, because the manufacture of munitions took all the available copper. As the copper wire was restored to use, the wear on the trolley wheels was cut down.

Not His Job

By Edgar A. Guest

"I'm not supposed to do that," said he,
When an extra task he chanced to see;
"That's not my job, and it's not my care,
So I'll pass it by and leave it there."

"I'm not supposed to do that," he said,
"That duty belongs to Jim or Fred."
So a little task that was in his way,
That he could have handled without delay,
Was left, unfinished; the way was paved,
For a heavy loss that he could have saved.

And time went on and he kept his place,
But he never altered his easy pace,
And folks remarked on how well he knew
The line of tasks he was hired to do;
For never once was he known to turn
His hand to the things not of his concern.

But there in his foolish rut he stayed,
And for all he did he was fairly paid.
But he never was worth a dollar more
Than he got for his toil when the week was o'er,
For he knew too well when his work was through,
And he'd done all he was hired to do.

If you want to grow in this world, young man,
You must do every day all the work you can.
If you find a task though it's not your bit,
And it should be done, take care of it;
And you'll never conquer or rise if you
Do only the things you're supposed to do.

On The Back End

(Contributed)

What do you think of this one? A passenger got on Conductor R. L. Smith's car and passed him two letters. Smith looked them over and passed them back with the remark that he had no use for them. The passenger suddenly came to life and took the letters with the remark: "Well, I'll be darned, I've gone to work and mailed those two transfers."

Motorman W. F. Heffron, who works a run on West Eleventh, believes in having a regular conductor on the run, after working with the extra boys, although he found them a bunch of perfectly good fellows. Bill finally fell heir to R. H. McDaniels as regular conductor, but now he is wondering why in heck Mc bid in a run that pulls out at 5:20 A.M. when he had all he could do to get a 6:20 A.M. formerly. One miss-out was recorded on that run the first day.

Conductor Coffman of Division Three is a fast young man, according to his friends. He boards passengers with alacrity, stepped blithely into a regular line "E" run about 10 days ago and then met a charming young lady. Rumors of wedding bells ringing quickly are now circulating.

A passenger, who had boarded a west bound "J" car at Seventh and Broadway, on arriving at 9th Ave. asked how far away Vernon and Santa Fe was. When told that he was as far away as the "J" car could take him, replied, "That man told me to take a 'J' car, but he didn't tell me that the 'J' car went both ways."

Mr. Skirtshy—"No use trying. You can't get the last word with a woman."
Mr. Longsuffer—"I did once. It was on a crowded 'L' train. I said, 'Take my seat, madam,' and she dropped into it without a word."

Departing Passenger—This is miserable street car service.

Conductor—Why, what's the matter? Couldn't you get a seat?

Sure I got a seat. But my wife had to stand up all the way.—Chicago Ledger.

After having sentenced Rastus to two months in the workhouse, the judge heard him mutter something very suspicious under his breath.

"Young man, what is that you say?"

"Ah didn't say nothin', jedge."

"Oh, yes you did. Let's hear you say that again."

"I didn't say nuthin', suh; only God am de jedge, God am de jedge."

—Exchange.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman C. N. McMullen, who works traffic a few hours every morning at Seventh and Main, was deadheading on a pullout car, to his post of duty. As the car was pulling out of the barn, Conductor W. A. Lear walked in front of it, and Mac bawled him out for jaywalking. Lear resented this and invited Mac off the car. Now Mac had just treated himself to a new uniform, so he politely refused the invitation. Then Lear tossed a bright new half dollar on the street with the remark: "If you are a man you will get off now."

If there is anything in this world that will arouse Mac's emotions and stir him to action, it is to see a loose coin gazing affectionately at him from the ground. That coin, no doubt, looked as big as a cart wheel. So Mac, regardless of consequences, braced himself, and made a dive, grabbed that coin, and bounded back on the car, like a rubber ball, before Lear could realize what was coming off.

Lear rode the step for several squares, trying to recover his lost money, but the fear of missing out compelled him to give it up as a bad job. Lear is still a half dollar short and Mac has added a like amount to his already enviable bank account.

Old Doc Stork may not visit Division One as often as he does some of the other divisions, but when he does come around, he generally leaves something worth while, for instance an eight-pound baby girl was left at the home of Conductor A. W. Greengard last week. Mother and baby are doing well.

Foreman J. B. Lair called to see Harry Cord a few days ago, who is now at the General Hospital, and reported him as showing considerable improvement.

Motorman R. E. Burrow of "J" line has been on the sick list for the past week.

DIVISION 2

By R. C. Hoyle

Well, fellows, Mr. Christensen sprang a big surprise on me when he asked me to take over the column of news for Two Bells each week. I am not much of a news hound, so we'll be expecting to find a few items each week in the Two Bells box, which seems to be suffering sadly from disuse these days.

R. C. HOYLE.

That gay old bird, Stork, is still keeping up the good work around this division. This week he called and left a fine 7-pound boy at the home of C. Hogan. Both mother and baby doing fine. Congratulations!

J. C. Miller is back working his run on San Pedro, after working on the maintenance of way dept.

Cond. F. W. Graves has taken a short leave of absence, for the purpose of visiting his father, who is sick at his home in Sioux City, Iowa.

Mot. E. A. Hilty and O. M. Gurley and Cond. J. T. O'Hara have transferred to Division Five, they were formerly out of that division, having transferred here a few weeks ago.

T. K. Batson is back working his run after being released from under quarantine.

Division Two Bowling Team: Mot. F. R. Hoffman, Mot. J. C. Miller, and Conds. A. B. Hughes, H. B. Goodwin and C. I. Jones, met the Division Five team at Pico and Main Bowling Alleys, April 10th.

Our genial stenographer, H. T. Hansen, leaves Friday for San Francisco

Who's Who



After making two starts at the street railway business here, Herbert F. Safford has moved up one notch to division clerk. Herb filled out an application blank in the summer of 1919 and was assigned to Division Five, where he continued in service until April, 1921, when he resigned to visit relatives in Lowell, Mass.

When he came back two months later, he returned to the cars at Division Three and later transferred to Division Five. Early this year he was appointed a regular clerk.

He has the first look at street railway work on a bird's eye view, having been a conductor on the Boston Elevated.

to attend to some business in the northern city. Cond. A. B. Hughes will pound the keys during his absence.

DIVISION 5

E. C. Tyler

REMEMBER, please, that next Tuesday, April 15th, there will be three Smokers held at Division Five at 10 A.M., 1 P.M. and 8 P.M. All trainmen will attend one of these meetings, and as a record will be kept of the names, any trainman whose run prevents him attending will so notify the foreman on the day previous.

There will be some very interesting and instructive talks and the cigars will be very good, so come early and secure a good seat.

Cond. G. J. Armstrong, who has been working as flagman and in the Safety Bureau for several months, has returned to train service, but will take a thirty-day leave to rest up before resuming duty.

The new "E" line schedule, which was put in effect last Sunday, according to all comments, has not only proved a success, but meets with the unanimous approval of all the boys; especially the extra list, as an addition of eight runs, put the top eight, where they can have their meals regular.

Ye Scribe has just received a letter from Motr. H. Gorton, who left last week for a trip to Canada and England. Gorton states, "he is writing with a nice cold bottle of Bass Ale setting in front of him." Not very kind of him to rub it in, is it?

Cond. C. S. Machin, who has been on the sick list for some time, resumed duty last Wednesday.

Cond. G. L. Kramer, who has been off for about two weeks, in order to undergo an operation, is much im-

DIVISION 3

R. W. Reid

The new schedule, which went into effect on line "E" Sunday, the 6th, is working like a charm. Everyone in this neck of the woods is tickled to death with it, and the increased service helps as the most of them have to ride the line. The new schedule also provides better runs and more of them, six having been added. This gives the boys a better choice and taking it altogether, everybody seems to be satisfied.

Conductor A. H. McKeel is on a two weeks' leave of absence.

It is with deep regret that we announce the death on Monday, the 7th, of Mrs. Lucy Stoddard Cole, mother of Motorman A. F. Cole of this division.

Mrs. Cole, who was a pioneer resident of Los Angeles, coming to this city in 1888, was well known to many of the older trainmen of this division and loved by all who knew her.

The sympathy of all at this division is extended to Motorman Cole in his bereavement.

Motorman R. W. Miller has taken a two months' leave of absence. We haven't seen R. W. so we don't know what he is up to.

Motorman R. L. Wortmen, who has been flagging while giving the bum foot a chance to get well, is now back on the job winding 'em up.

The many friends of Conductor G. W. Chapman, who contracted smallpox while in the hospital recovering from an accident, will be glad to learn that he is doing nicely and is able to hobble around the hospital with the aid of a crutch, and is looking forward to the time when he will be able to get back to his Owl run on Adams Street.

proved and is going to try working a couple of trippers until fully recovered.

Cond. A. J. Sybert, who was granted a short leave of absence account of his father's illness, returned to work last Sunday and reports his father's condition to be much improved.

Cond. A. F. Reinbold, tiring of the responsibility of handling all the money on the back end, has been granted permission to change over to motorman, and is now being instructed how to keep from running ahead of time.

Cond. G. J. Cowden has been granted a thirty-day leave of absence in order to build a house.

Cond. H. K. Simpson has been called to Kansas City account of the serious illness of his mother, but expects to return inside of two weeks.

Cond. J. C. Rainey proclaims that there is a conductor working out of Division Five who must have put all the fish in efficient. The other day the said conductor was coming out from town with a bad order car, a big load of passengers and a car change waiting at 54th Street. Rainey was right behind him and reaching 54th, stopped 100 feet back. Now here's where the efficiency comes in. Instead of putting his load of 50 or 60 passengers on his own good car, he escorted them back to Rainey's car and took the empty car and "hit out" for the end of the line. And when Rainey passed through Manchester, "Mr. Efficiency's" car was in the hole, and he was eating lunch with a big broad grin on his face.

Cond. G. A. Baltas has been granted a ninety-day leave of absence and will take a motor trip to Canada.

DIVISION 4

C. J. Knittle

Supt. Wimberly was in a happy mood when "ye scribe" called 'round last Wednesday for the news. "Explain the snicker and we'll all giggle," suggested the scribe.

"Well, Jerry," answered the superintendent, "at the smoker yesterday we had an attendance of three hundred and fifteen out of a possible four hundred and two and I'm laughing at the idea of any other division trying to beat it."

Which is news—durn good news—we'll say.

W. A. Varner is on a sixty-day leave and is visiting his parents in Kansas.

H. J. Winfrey is visiting his folks in Texas. He was granted a ninety-day leave.

The old-timers will be interested to learn that C. W. Davis, the elder of the two Davis brothers, who formerly worked as conductors here, is breaking in on the green buses.

The question, "What do you know?" was put to Conductor Hughie O'Neill.

"Nothing," he answered, "and less. But if I know nothing And know I know nothing Well then I know something I guess."

A. J. Woodrow is on a thirty-day business trip to Salt Lake.

A few days ago the "C" line cars were tied up. At Third and Flower a barber shop gang was waiting to ride in. As the minutes began to drag and a spirit of depression seemed inevitable, the gang took to harmony and broadcasted the familiar yowl, "Yes, we have no bananas."

Operator E. G. Benedict has been appointed regular stenographer.

Here's just a spark of humor.

Motorman de Jager and his conductor asked to be off their last half when they reported for their run last Sunday morning. The clerk told them he couldn't promise them definitely, but they should call in at noon and he would know.

Noontime came and the usual "Alphonso and Gaston" stuff was enacted at the west terminal over who should be allowed to spend the nickel to call up the division.

de Jager finally was granted the honor. At the telephone he proudly announced himself and stated his question.

"The conductor is off," came back the naswer, "but you will have to work."

Collins Gets New Street Safety Plan

John C. Collins, supervisor of safety, returned Wednesday from San Francisco, where he attended a cost conference of safety engineers, arranged by the National Safety Council. He dropped his suitcase on the floor to show that it contained nothing breakable and said:

"The whole trend of safety work seems to be toward prevention of accidents by education of the individuals. Individuals must be shown where it is not right for them and for their dependents if they take risks.

"The city of Oakland has completed plans for a campaign to educate jaywalkers as far as it is possible. Boy Scouts will be assigned to the downtown streets and will tag jaywalkers with cards similar to police tags. The tags will be printed arguments in favor of sane use of the streets.

"I doubt if such a thing could be effective in Los Angeles due to the limited number of paper mills."