

TIMELY HELPS GIVEN BY SAFETY MEET

With a major change of route on two lines of the division effective Sunday, the safety meetings at Division Four last Thursday were timely and highly interesting.

John Collins, supervisor of safety, spoke of the imperative need for following the road space system and exercising the utmost care on the hills of Temple street, Angeleno Heights and Crown Hill.

He said the right place to check the speed of a car is at the top of the hill.

Caused by Carelessness

In speaking of step accidents Mr. Collins said 95 per cent of the injuries were caused when there were less than 30 passengers on the car. "Never turn your back on your steps, and when you see a woman moving to the rear exit when the car is in motion say 'wait until the car stops, please'."

C. M. McRoberts, general claim agent spoke of a check that he and R. B. Hill, superintendent of operation, had made the night before at a dangerous cross street on one of the lines in the northwest district. Only two out of nine cars passing the corner sounded the gong. The warning of the gong is effective in preventing accidents and is important testimony in case of a damage suit in court, he said.

Watch Changed Conditions

Recently there have been a number of accidents, Mr. McRoberts declared, in which street cars bumped into an automobile standing on the track at an intersection, and damaged three or four machines with one blow. Accidents involving automobiles and street cars are increasing, the claim agent said, and are sure to increase more and more as the city grows. Traffic conditions are vastly different from what they were 20 years ago, and the successful motorman keeps up with the changed conditions, Mr. McRoberts explained.

The meetings were held in the instruction department room on the second floor of the administration building. Superintendent L. L. Wimberly opened the meetings and expressed appreciation of the division to the officials of the company who participated in the meeting, and at the same time explained that the greatest safety comes through cooperative effort of all men working for safety first.

3,285,262,950

riders carried on the street cars in 18 years without a passenger fatality.

Passengers are safe ON the cars. See that they get on and off safely.

LINES T AND C CHANGE SUNDAY

The change on lines "T" and "C" by which the territory on Temple west of Belmont will be merged with the Angeleno and Crown Hill line with four-motor, center entrance cars, and service between the post office and Belmont will be handled by safety cars, is effective November 18.

A man will be assigned to the post-office terminal of line "T" to change fenders and trolleys. Operators pulling in to this terminal will allow passengers to exit by the front door, then close the door, turn the seats and open the door next to the curb for passengers to enter.

Trainmen on lines "T" and "C" are urged to exercise the greatest caution on account of the grades making a new line particularly difficult.

Quit taking chances—the odds are against you.

New Safety Car Runs Provided

A revised schedule of line "G" has provided a sufficient number of runs to take care of all safety car operators who have had to leave line "C" with the introduction of four-motor cars in that territory. There are 39 runs on Griffith and Griffin line instead of the 30 formerly scheduled, and the midday headway has been reduced from 9 to 8 minutes. There are a total of 61 safety car runs as follows: Line "G", 39; line "T", 9; Homeward avenue, 4; line "K", 4; Gage street, 3; and Indiana street 3.

With the safety operators leaving line "C", the transportation department wishes to express appreciation for the good work they have done, especially during the track construction on Hill street.

Keep safety ever before the eyes of the new man.

TRACK BUILDING JOBS UNDER WAY

The track department will start next week on the reconstruction of Mar-mion Way between Dayton avenue and Avenue 42. New 116 pound rail will be installed.

On west 53rd street between Main and Moneta the track will be reconstructed and paved. The grade will be raised to conform with the new level of the street, which is to be paved from curb to curb.

Fifteen new storage tracks 125 feet long are to be installed at the 54th street shops. The additional space is made necessary by the big car construction program which is being pushed at top speed.

400 Foot Tunnel At Shops Is Completed

A 400 foot cement tunnel measuring 5 by 4 feet has been completed at the shops and will be used for steam pipes from the boiler house to the blacksmith shop. The forges and steam hammers will be moved from the present location to the old mill next week. The foundations for the steam hammers have been set in place.

New Pits For Buses To Be Constructed

Three new pits are to be installed at the garage near 16th and San Pedro streets for work on buses, pending the completion of the brick garage building which is well under way. The pits will be located between the present shops and the new building.

Plans are being made to pave the entire surface of the 16th street property, as it will greatly facilitate the movement of buses.

Caution and safety go hand in hand.

AWARDS MADE FOR BETTER SERVICE IDEAS

Cash prizes for the best service suggestions submitted during October were won by Conductor T. C. Chase of Division Two who received \$7.50; Conductor H. E. Patten of Division Three, who wins \$5.00, and C. O. Ashton of Division Two, who wins \$2.50.

The winning suggestion was for the installation of a special bulletin board on which new orders or letters shall be posted for one day, and then transferred to the large bulletin board now in use. It was pointed out that some of the bulletins have to remain on the large board for a considerable time, and a new notice is easily overlooked.

Simple Ideas Win

The bulletin board suggestion is typical of the kind the transportation department wishes to develop. It is not necessary to outline an extensive engineering plan to win one of the prizes. Simple methods of making better use of present facilities are what is needed.

Overhead Wire

Conductor Patten won second prize with the suggestion that an overhead wire be placed at the York Junction crossover, as it would greatly benefit owl cars and turnback cars.

Third prize was given to Conductor Ashton for his suggestion that a telephone box connecting with the emergency board be installed at Third and Western, and another at Jefferson and San Pedro streets. Both these points are important and will be of considerable benefit to service.

Careful persons seldom get hurt; be one of them.

Shelter Stations For Inglewood Line

Three shelter stations are being built on the Inglewood line at Prairie Avenue, Florence and Centenella. They will be placed on the private right of way, and are of the standard Los Angeles Railway type with cement floor, seats and roof.

"Bad luck"—the excuse of the chance taker.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Chance For Every Man

WHEN a man fails to make good after he has been given every chance, the community loses. The man who does his work as a useful citizen is doing his duty to the community in which he has his home and earns his living. This company believes in giving every chance to the man who has made a slip because if he makes good, the community has turned a liability into an asset. In the majority of cases the effort is successful, but in a few it fails.

Recently a man was sentenced to serve the rest of his life in prison as the result of a series of street car holdups. This man formerly worked for the company. When his application was investigated it was found that he had been using an assumed name and had a prison record. The man pleaded that he had been a victim of bad associates and asked for a chance to make good.

The information was kept strictly confidential between the man and the company and he was given every encouragement. He worked hard and showed efficiency which brought recognition and promotion. He was lent money to re-establish himself by those who knew of his past record and were striving to make a real man out of him.

Despite all the help given him, the man did not make good. He turned again to lawlessness and reached the end of the trail of every law-breaker, the prison. When he committed crimes against society, the company put the same effort into helping the authorities to prosecute him that it had put into attempts to rehabilitate him.

The man who comes to the Los Angeles Railway with an honest desire to make good will be given the utmost help, but the man who commits crimes will find that the company puts its full effort into furthering justice for the protection of the rest of the men in service and for the community as a whole.

Where Bosses Come From

AT THE Division Three meeting November 7, Mr. Anderson, manager, of transportation, left a thought that applies to all divisions and to all departments.

He said the average man is prone to inquire of everything "what do I get out of it?" He said that with the rapid development of the Los Angeles Railway, new men are being required for executive positions in the transportation department, and that it is the policy of the company to take men from the train service.

The men who are selected are those who have shown sufficient interest in their work to indicate that they would take an interest in a higher position.

Attendance at the safety meetings is one of the things that indicates interest in the job and a willingness to learn.

Coliseum Crowd Served Without An Accident

WITH a crowd of 72,000 people in the Exposition Park coliseum November 10th, for the U. S. C.—California football game, what is believed to be the biggest traffic breakup in the history of Los Angeles transportation, was handled satisfactorily.

In addition to the regular service cars on lines touching the park, 64 extras were provided. The Dalton avenue track was used for storage. The crowd was cleared in 27 minutes on the Grand avenue side, and in 40 minutes on the 39th street and Vermont side. The big throng was handled without an accident.

Traffic men were assigned to the intersections of Vermont avenue to keep vehicles moving after the breakup.

High praise for the trainmen who cooperated effectively with the traffic department was expressed by officials of the company and newspapers.

Men were stationed at the park exists with megaphones to direct the

crowd to the tracks where extras were waiting. Other men with megaphones at the tracks helped passengers to board the right cars.

Worth-while jobs never grow old—or easy.

Div. 5 To Have Next Safety Meeting

The next safety meetings will be held at Division Five Thursday at 10 A. M., 1 P. M. and 8 P. M. Attendance records will be kept, as has been done at the other divisions.

The meetings are proving to be of the greatest interest and value. One hour is set as the outside limit of time but most of the meetings have been concluded in less than 60 minutes. Opportunity is given for discussion of points presented and several valuable suggestions have been developed.

Chance takers are accident makers.

BULLETINS

Issued November 19, 1923

BULLETIN NO. 192 Notice to Trainmen

Trainmen must discontinue at once the practice of using the steel springs provided for holding advertising cards in the car, for the purpose of opening gates.

Keys may be obtained from the Division Superintendent for this purpose, and any trainman detected in removing such springs will be severely disciplined.

BULLETIN NO. 193 Notice to Trainmen

Effective Sunday, Nov. 18, route of line "C" will be changed to include that portion of Temple Street west of Belmont, and will be operated with four-motor center entrance cars.

Line "T," between Temple and Spring and Temple and Belmont, will be operated with safety cars. Shuttle car transfers will be used on this line and conductors on connecting lines will honor same in accordance with the rules for use of such transfers.

BULLETIN NO. 194 Notice to Motormen

Complaints are being made regarding high speed and failure to sound gong properly when approaching cross streets on Private Right-of-Way between Rampart and Bimini Place on Line "H."

Hoover and Commonwealth are especially dangerous points on account of auto and truck traffic, and motormen must exercise the highest degree of care in approaching these streets.

BULLETIN 195 Notice to Conductors

The following passes are reported lost: 1279—issued to C. Kayes, laborer, loading dept.

7248—issued to O. G. Moore, motorman, Division 3.

2714—issued to Ida L. Henley, wife of H. F. Henley, conductor, Div. 2.

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

No. 2714, issued to Mrs. Ida L. Henley wife of H. F. Henley, Conductor, Division Two.

R. B. Hill
Supt. of Operation.

Someone Lost His Head Again On Temple St. Line

C. J. Knittle, the veracious young soldier-scribe of Division Four, has been emulating the other famous men who roamed the hills of Jerusalem on an eventful night and saw something wonderful.

The ink slinger of Supt. Wimberly's gang was on his Temple street run when on the car he found a neglected package. He guarded it until he reached the division and then opened it and gazed upon the head of a fair-sized monkey. Presumably it belonged to some college medical student.

"It's the first time any of my passengers lost their head while things were running smoothly," remarked the warrior bold.

Coffee An' Gains Speed At Div. 3

A new coffee urn has been added to the equipment of the company restaurant at Division Three with the result that the average service time for customers on coffee an' orders has been reduced 2¼ seconds, according to E. B. Carter, manager of the establishment.

The restaurant is steadily increasing its business and developing wider patronage outside of the L. A. Railway family indicating clearly the fine type of service and food being provided.

EX-CONDR. WINS COUNTY OFFICE



D. E. Croushorn, a former Los Angeles Railway man has been appointed to the important position of County Jailer.

While serving as sheriff of Rockingham County, Virginia, Dave resigned to enter an army officers' training camp in 1917. He was made a captain and had charge of a large number of men in spruce division work, in Oregon, turning out material for army airplanes.

At the end of the war he came to Los Angeles and entered Los Angeles Railway service March 3rd, as a conductor of Division Four. In October he started in the division office. In the spring of this year he took the County Civil Service Examination for Deputy Sheriff and Jailer. In both examinations he passed with high marks and he entered county service as turnkey at the jail. Last week a change in the organization brought him the responsible position of County Jailer.

Dave has a warm spot in his heart for the Los Angeles Railway and in turn is highly regarded by Los Angeles Railway men who wish him every success in his new position.

"Do you know, Bill, that before a drowning man goes under he thinks of all the things he's done that he never should have done?"

"Well then, you needn't worry, George, they'd have heaps of time to rescue you."

Appreciation

Mr. R. Romani,
Motorman, Division Three,
Dear Sir:

Herewith our check No. 762 for \$10.50, being the balance due you as beneficiary of Rida Romani, deceased. Kindly sign and return the enclosed receipt form to this office.

Yours truly,
COOPERATIVE ASSOCIATION OF
LOS ANGELES RAILWAY EMPLOYEES.

Signed C. A. Henderson, Sec.

(Note from Mr. Romani)

Please thank for me through *Two Bells* the Association and its members in favor of the cause, and I think that every married man should belong to it, many thanks.

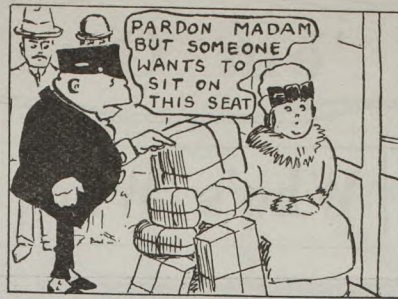
Yours sincerely,

Signed: R. Romani, Div. No. 3.

"Father will you give me ten cents for a poor man who is outside crying?" "Yes, son, here it is. You are a charitable boy. What is he crying about? He's crying, 'fresh roasted peanuts, five cents a bag.'"

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. C. A. Ramey, Div. 1
Los Angeles Railway.

Gentlemen:
I want to comment on the courtesy and helpfulness of your conductor No. 1868, on line "D." There were ladies and children and much luggage, and he helped each one, not only off, but to the curb and it was beautiful! They couldn't have managed otherwise.

Yours truly,
MRS. D. AIREY,
9511 So. Vermont.

For Condr. F. B. Jensen, Div. 3
Los Angeles Railway.

Gentlemen:
This morning I rode with conductor 2266 on the outbound trip of the Washington line and was much impressed with the uniform courtesy, patience and good nature with which he handled several episodes which, less tactfully treated, might have resulted unpleasantly.

It seems to me this man is worthy of commendation and I take pleasure in giving him this recognition.

Very truly,
WILLIAM LADD,
933 So. New Hampshire.

For Operator S. Ashworth, Div. 4
Los Angeles Railway.

Gentlemen:
Found—By S. M. Swensen of 932 East 39th Street, on a northbound Griffith & Griffin Ave. car, at 39th and McKinley, Tuesday, Sept. 25th, about 5:45 P.M., an operator, No. 1909, who has enough respect for old age, that he held his car while the old gent ran (as fast as a man past 82 years can run) about 100 feet to get the car in order to be at Pico and Flower ready to begin his day's work at 6:30, sweeping streets.

Mr. Swensen thinks those little acts of kindness and thought, by men who do two men's work and sometimes much more, should not be overlooked and asks you when merit time comes, "DON'T FORGET OPERATOR 1909."

There are lots of good operators, but I haven't their numbers.

Very respectfully,
MRS. S. M. SWENSEN,
932½ East 39th St.

For Condr. E. B. Adams, Div. 1
Los Angeles Railway.

Gentlemen:
Just a few lines to put in a good word for Conductor 2056 on the West Jefferson Street line, for his kindness to a mother and her babies. It is a treat to meet such thoughtful men.

Very sincerely,
MRS. A. DORSEAN,
1249 W. Jefferson.

For Mtr. R. Micheals, Div. 5
Los Angeles Railway.

Gentlemen:
On account of the extra nice treatment I and my wife received from your motorman, 1441, when we transferred at 48th and Hoover, I want to recommend him to you as being one of the best.

C. M. BURGESS,
1116 West 78th St.

For Condr. J. P. Laville, Div. 4
Los Angeles Railway.

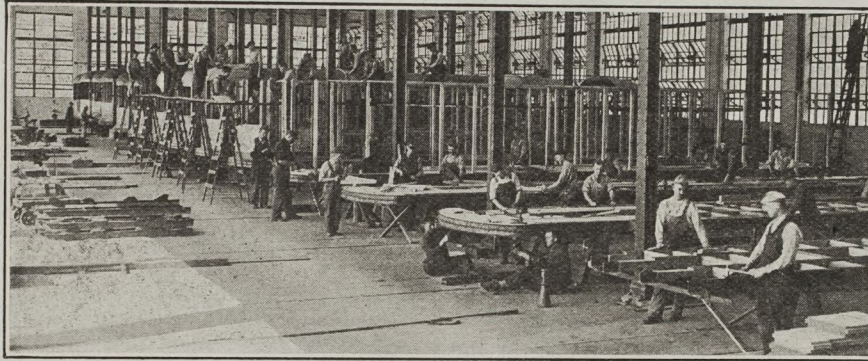
Gentlemen:
I am a firm believer in giving credit to those deserving same and I wish to recommend to you and congratulate you on having such a courteous employe as Conductor 2886. Many times I have been a passenger on the "F" car to Manchester and his courteous ways and personality have demanded my attention and admiration.

When the cars have been unavoidably detained and the passengers have been ride and ill humored as he handled the situation in a remarkable fashion. Passengers have been most unkind in remarks about the company and its employes, but he has returned good-for-evil in every event.

He is especially kind to elderly men

OUT WHERE THE STREET CARS GROW

At the main shops, Fifty-fourth street and South Park avenue, new cars are being built from trucks to trolley wheels. The pictures below show 14 cars in various stages of construction and some of the men who are doing the work. E. L. Stephens, master mechanic, stands as right guard at the west end of the second row and Walter Brown, general foreman, is playing left tackle at the opposite end of the row. Behind Walter, and holding up the brick wall, is Bert Timms, who calls the signals when Foreman Joe Spearing is not around, and he was not around when this picture was taken.



NEW MILL GRINDS OUT LATEST TYPE OF CARS

A PICTURE, taken at the new mill of the South Park shops, shows the various stages of car construction in interesting manner. The floor frame in the foreground of the picture is the first stage of construction. The side frame is being put on the fourth and fifth cars, and the roof is being built on the sixth. The remaining cars

are nearing completion, and the one on the far end has the trolley and some of the electrical equipment installed.

The 1923 program calls for construction of 55 cars equipped for single unit or train operation, and 20 more cars will be built next year.

Mule Revenges Grandpa By Kicking Street Car

Family pride runs high in some mules—human and otherwise.

Although he caused a little inconvenience, caps were ducked in respect to the convictions of a mean-eyed daughter of Missouri last Thursday when she kicked a piece neatly out of a "V" car at First and Vermont, according to a report submitted by Conductor W. W. Jones of Division Two.

The mule was interviewed by a sym-

pathetic flivver driver, who also did not like street cars. The two seemed to have something in common and it became known that the mule's great grand father had been a dignified attache of a mule car in his day and from father to son and to daughter had been handed down the family tradition to show disapproval of the electric creation that sent the mule car to the scrap heap.

and women and to mothers with small children.

Again I congratulate you upon having a man of his type in your employ.

Very sincerely yours,
MRS. M. HOLDER,
5512 Harcourt Ave.

"I believe in absolute candor."

"I don't," declared Miss Cayenne. "My knees incline to knock and my calves are thin. I prefer to wear my skirts longer."—Washington Star.

On The Back End

(Contributed)

"Shorty" Hague, of Div. 5, claims that some one gave his conductor, M. A. Watson, a cigar of such a decidedly barrel shape, that when Watson tried to smoke it he looked so much like an English bull pup on a tear, that he was afraid to stay on the car with him. So "Shorty" puts in a request that all future donations be more of the panatella type.

Supervisor A. (Red) Craig is responsible for the following:

He was standing at the Post Office the other day when an elderly lady came along, and stepping up to him asked, "Do you know anything about this Doctor Montecido who is advertised so much by the Street Car Company?" Craig managed to get out a very brilliant "Huh?" "Yes," she continued, "all those little cars carry his advertisement, 'Montecido Dr'."

Craig is still wondering.

The little boy out Temple Street way said, "I would like to go to that wedding. I never did see anybody married, not even my dad and ma."

L. B. DUNDAS.

Mot. Ray Williams and his conductor, J. A. McDonald of Division Three, are both doing their darndest to see who can raise a moustache first. Ray says he can almost see his now, but nobody else can, and Mac's is a scream, but he doesn't claim that he can see it yet, but is quite sure he can feel it, but Mot. Leadbetter, with his of the drooping variety, has them both beaten to a frazzle.

A street car conductor called out shrilly to the passengers standing in the aisles: "Will them in front plaze to move up, so that them behind can take the places of them in front an' lave room for them who are nayther in front nor behind?" —Contributed.

A Comparatively new conductor was working a run on cross-town line, the other day, and some one had told him that there was no curves, so when the car run into the curve, at Vernon and Vermont, our young friend was anything but prepared and consequently fell head first into the street. The result was that A. W. S. had to go to a doctor who put his arm in a sling, and at this writing, he is still unable to work.

Teacher (to little boy): "How many animals have you at home?"

Little Boy—"Four, mamma's the dear, baby's the lamb, I'm the kid, and dad's the goat."

A pleasant smile adds more to personality than any single attribute. It is an invitation to further acquaintance, a hostage to cheerfulness.

Looking 'em Over at the Divisions

APOLOGIES

Friends, Romans and Customers

A large part of the live news written in glittering English by the faithful division scribes is missing this week.

This is because a 12-year old messenger boy lost an envelope of copy.

We regret the loss and ask your tolerance.

To everyone who never pulled a brodie at the age of 12 years, Two Bells will refund the year's subscription price on demand.

Yours truly
"Jeff"

The organist of this here House organ.

DIVISION 2

By C. L. Christensen

Here is a chance for you fellers with a loose dollar. The Red Cross is having a drive this week and whether you want to renew your old membership or never have been a member before, does not make any difference, it is only one dollar for a year's membership, and it all goes for a good cause. J. A. Madigan is taking care of the Red Cross' business at Division Two, so come on fellers, chip in, let us see how many members there are at this Division.

J. A. Madigan, at Division Two, was overheard having the following conversation with a new motorman:

New Motorman: "Give me 395."
J. A. throws out the transfers while checking the run.

New Motorman: "I am no conductor, I am a motorman; give me the disc."

J. A.: "Oh, I beg your pardon, you look intelligent and everything, just like a conductor."

New motorman picked up his disc and left the window.

Who said "Jim" didn't have any Irish wit?

On the Sick List

Following is a list of men who have gone on sick leave recently:

DIVISION NO. 1

Conductor—J. A. Cardenas, 154 S. Gless St.; F. L. Davis, 615 Kohler St.
Motormen—A. E. Bartlett, 3453 Gleason Ave.; J. F. McCormick, 3746 Lan Franco St.; A. Lawler, 2243 Rogers Ave.

DIVISION NO. 2

Conductor—P. J. Boyer, 214 E. 52nd St.
Motormen—E. Day, 146 E. 53rd St.; E. W. Lyon, 1227 E. 34th St.; R. R. Harrow, 414 E. Pico.

DIVISION NO. 3

Conductor—C. R. Perkins, 3436 Arroyo Seco; G. E. Deatherage, 5607 Corliss Ave.; R. H. McDaniel, 4509 Homer St.; J. H. Yates, 443 Ulysis St.; S. T. Wride, 6014 Fayette St.; R. W. McDonald, 123 E. Ave. 39; C. W. Melcher, 2616 Jeffries Ave.; J. O. Murray, 603½ E. 7th St.; J. Farnbach, 4322 Glassell; R. Dean, 211 E. Ave. 28; A. H. Tanguay, 2214½ Huron St.; C. R. L. Ford, 600 W. Ave. 27; A. F. Munson, 618½ Romulo St.

Motorman—F. Lehman, 930 Court St.; D. D. Draper, 2516½ Dayton Ave.; G. R. Smith, 2685 Merced St.; F. W. Basham, Lincoln Pk. Auto Pk.; F. Bean, 310B N. Bixel St.; M. J. Sherman, 1124 Romulo St.; R. J. Harris, 437 Isabel St.

DIVISION NO. 4

Conductors—E. L. Bailey, 1420 West 12th St.; W. H. Snow, 918 West 32nd St.; F. A. Edwards, 364 W. 71st St.; J. L. Carnine, 3306 Gleason Ave.
Motormen—F. P. Hommel, 4638 Sixth Ave.; W. H. Wisdom, 1645 W. 1st St.

DIVISION NO. 5

Conductors—L. C. Stammers, 1024½ W. 96th St.; H. A. Peyton, 1232 W. 91st St.; H. E. Estep, 517 Workman St.
Motorman—W. H. Murphy, 3488 W. 67th St.

Who's Who



EDWARD CARLTON BRADLEY landed here from Iowa in 1920 and went to work as a conductor at Division Three. By the time 1921 bonus day rolled around he had got a sufficient grasp on his job to snag one of the special bonus checks and he has been rated as one of the best of the north side gang ever since.

Ed. was an assistant miller in the Akron Milling Company plant at Sioux City before the war. He was in service from the spring of 1918 to the fall of 1919. When he lost his high class \$30 a month job he returned to milling plant but soon heard the call of Southern California—and here he is.

DIVISION 5

By C. Tyler

Motr. C. L. Fridd, one of the oldest trainmen in point of service at Division Five, who has been on special duty in the Lost Article Dept. for some time past, could not resist the lure of the cars any longer and returned to train service.

Now as a coincidence, this morning we heard that a lonesome goat has been cruelly deserted on one of the cars and had been consigned to the tender mercies of Fred Clothier and his little home for the lost and strayed. Now we can't help but wonder if that had anything to do with C. L.'s return to the Gull's roost.

SERVICE ALWAYS

A man boarded my car on the "F" line at Jefferson St. north bound and asked me to let him know when to transfer to the Pico car.

When we reached Pico I called the street several times, besides stopping the car, but couldn't locate the man.

Arriving at First and Fresno I passed through the car and this man was in the front section. Immediately upon sighting me he said, "Say, Conductor, you forgot to tell me when to transfer to the Pico car." Laughing, I answered, "Oh, no, I didn't, you get your car right across the street on that corner."

How's that for service?

Conductor Staten,
Div. 5.

Con. T. R. Bracket found two large cream puffs on his car near Athens the other day. Giving one to his motorman and about to consume the other one when the lady who had left them on the car walked to the end of the line and inquired if they had seen a bag on the car. Both of them had their mouths full and could not answer the lady. Next time look around a little before you eat.

Safety at first means safety at last.

DIVISION 3

R. W. Reid

A woman, disobeying the command of the traffic officer at a downtown corner, started across the street and got trapped between two cars going in opposite directions. Motorman Ross of Division Three stopped his car and let her get out of the difficulty. A passenger commented to him "Some of these old hens take awful chances."

At the next corner, Ross said: "Yes, only yesterday one lit on the fender, then flopped down on the track and I ran over her. She was dead in an instant and all you could see was feathers."

"What, from her hat?" asked the horrified passenger.

"No, this was a pullet," said Ross.

With the Auburn Motormen
There are few to Compare
In handling the juice and the
Compress of air—

Why I took down his number,
Two 8 one one,

Of the yellow line motorman,
On the Eagle Rock run.

The trip seemed half shorter—
It did by-ging,

Because of the way he
Handled the thing.

That nickle-plate number,
Two 8 one one,

I congratulate him
On the way it was done.

Reynolds,
Eagle Rock.

Be safe or you'll be sorry.

Introducing New Men

The following men have been assigned to their divisions during the week ending Nov. 10th, 1923:

DIVISION NO. 1

Motormen—S. G. Walker, G. K. Sonner, E. C. Mauldin, A. L. Tucker, R. E. Black, G. B. Gray, J. R. Williams, J. H. Darwell, H. C. Bridges, A. Richardson, J. R. Cameron, C. W. Stevenson.

Conductors—F. E. Woodworth, E. C. Gillespie, F. P. Huppert, H. Cook, H. I. Frey.

DIVISION NO. 2

Motormen—G. L. Vaughn, W. M. Arms, O. O. Sanner, J. E. Stratten, J. B. McHugh.

Conductors—H. Cannon, W. Field, A. W. Schmidt, B. J. Bonacina, M. L. Davis, G. Soneff, E. Reid, J. C. Hill, R. C. Taylor.

DIVISION NO. 3

Motormen—R. M. Dixon, D. C. Adams, W. L. Apgar, J. L. Rutherford, C. C. Medearis, O. G. Terrell, V. H. Kolf, J. W. Rice, J. A. Gallagher, J. C. Waggener, W. F. Leatherman.

Conductors—T. D. McKenna, H. R. Scott, W. W. Freeman, J. W. Jensen, J. T. Day, L. I. Roberts, L. W. Gericke, W. W. Wright, O. R. Franklin, J. L. Sigler, W. R. Moody, J. H. York, J. A. Matthews, S. Weaver, J. Lecornu, R. L. Smith, W. C. Love, D. R. White.

DIVISION NO. 4

Motorman—C. A. Long.
Bus Operators—A. Torrey, W. A. Bundy, W. S. Bewley.

Conductors—G. F. Hughes, C. R. Graham, E. Hickman, L. C. Fry, A. J. Vohs.

DIVISION NO. 5

Motormen—A. Ashbough, A. B. Cowie, W. I. Thorpe.

Conductors—H. Jones, I. H. Pack, D. M. Zumalt, W. H. Devilleuve.

Jack—"There's the new girl sitting over at the next table. You ought to invite her out to dinner some time."

Tom—"Let me get a good look at her."

Jack—"Why, I thought you had met her."

Tom—"I have, but I want to see how much she eats."—Selected.

DIVISION 4

C. J. Knittle

It is almost a shame to roast a good old cuss like Operator T. R. Bates but he earned the proverbial berries early one morning recently so why shouldn't we slip you the dope? Bates ankled into the car shed and after adjusting the trolley, fender and signs he looked at his watch and told himself it was time to pull out. But there was another Birney in his way. Clerk Irwin who was operating the table was prevailed upon to remove the obstacle. Considerable shifting took place during the next three minutes and finally Bates was on his way to Vernon and McKinley. Arriving there he looked at his watch to see if he had made up the lost time and we'll be horn-swoggled if he wasn't an hour ahead of time! The next instant he was at the telephone. "Say dispatcher, I'm down here at Vernon and McKinley an hour ahead of time," he grieved, "what'll I do?" There was a slight giggle at the other end and the answer came back—"Sleep it off if your conscience will let you."

Speaking of aggressive boyhood, harken to this one from a West 9th conductor. A man and a boy about eight years of age boarded. The man started digging for the fares, but the youngster hurriedly extracted a dime from his little pocket and dropped it in the box. The man stepped over into the corner of the rear platform and taking a cigarette from a case, lit up. The boy, watching him, drew a little ten-cent cigarette case from his blouse pocket and took from it a candy cigarette.

By that time the man was smoking up the atmosphere, unmindful of the women passengers. "Smoking is only allowed on the front end," spoke the conductor. "Oh! excuse me," begged the youngster seriously as he ran up to the front section, "I fordot." (And the man followed.)

The short story this week is, "Embarrassing Moments" or "When a feller needs a friend. A West Pico car rolled rapidly towards the city. At every corner or so, it stopped to pick up the waiting throng. The song of the jitney sang merrily in the old fare box, while "Fatty" Robinson turned the crank industriously to replenish his changer with lucre before the next stop was made. And so was he occupied, his back to the entrance, on a 300 type car, when again the car stopped for passengers. Hurriedly scooping some jitneys from the fare box into his hand, "Fatty" did not see or realize the passenger (just one) was a lady of color, who would probably tip the scales at 300 pounds or more. And so "Fatty" to speed up loading, thinking of course, there were several people about to board, yelled out his customary suggestion,

Carelessness is the arch enemy of success.

AGAIN THE SCOT

Sandy the farmer, had been staying with some friends for about a month, and while he and his host were out for a walk one day they called at a wayside inn for a drink.

As his host was about to pay for it, Sandy stopped him.

"Na, na," he said, "I'll not allow it. Ye've been keeping me in everything at yer house for am onth, and ye've treated me to the theatres, and cab fares, and paid for all the drinks. I'll tell ye, I'll hae nae mair of it. We'll toss for this one."

A pound of pluck is worth a ton of luck.

Defeat is often a spur to success.