

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

L.A. Ry. to Help Community Chest

SAFETY TALKS DEVELOP NEW IDEAS OF DUTY

The safety meetings conducted at the five divisions from Monday to Friday brought to trainmen a new angle of their responsibilities in cooperation with other traffic in the common cause of accident prevention. The speakers, Sergeant Edgar Johnson of the police traffic bureau, and E. B. Lefferts, manager of the public safety department of the Automobile Club of Southern California, presented their messages in clear-cut manner and in terms that every street car man understood. The meetings were attended by several officials of different departments of the company.

The thanks of the entire organization are due to Sergeant Johnson and Mr. Lefferts for the time and effort expended. The meetings occupied a greater part of the day for these two men, 15 addresses being made in all.

Heavy Economic Loss

Mr. Lefferts gave some amazing figures on the economic loss caused by accidents that cause death, injury and property damage. He pointed out that although accidents are decreasing in industry, particularly in the shops and other mechanical work in steam and electric railways, public accidents are on the increase.

"Seventy-five per cent of all street accidents are at intersections," Mr. Lefferts said, "and in Los Angeles 60 per cent of the personal injury accidents in traffic are due to jay-walking."

An encouraging comment on the safety campaigns of Los Angeles Railway trainmen was given by the speaker, who said that at the recent St. Louis convention of the National Safety Council, mention was made of "courtesy of the road" being a factor in accident prevention, and that this had been demonstrated in Los Angeles by the courtesy employed by Los Angeles Railway men.

Set Right Example

The speaker emphasized the opportunities that exist in the Los Angeles Railway organization to extend safety by example and by word in the homes. If every one of the five thousand

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Me Take "U" Car To Find I

GEORGE MOORE, of Division One, who is even more truthful than a home brew recipe, says he was standing at Fifth and Broadway the other day watching the scenery when some one wanting information in words of one syllable accosted him and the following resulted:

"What car will I take to Central Avenue?"

"U."

"Me? Sure! Who else do you think was asking?"

LOST CAR LINE WILL COME BACK

Following the lowering of West First street through the Crown Hill territory, work will start soon on re-establishing the West First street line to connect the downtown terminal at First and Hill with the west terminal at Sixth and Alvarado streets. For several weeks the east half of the line has terminated near Glendale Boulevard, and service over the west end has been provided by shuttle cars or line "D" cars, running to First and Bonnie Brae streets. The lowering of the grade 13 feet in some places necessitated the abandonment of a part of the line.

During the street improvement Line "T" became the "lost car line." At one time, a few blocks in the central part were left high and dry while the ends were cut down and it was necessary to leave a street car up on the mound to provide service for the isolated strip for several days.

Rose Livesay Bride Of U. S. Navy Sailor

A large number of friends in the auditing and other departments of the company attended the wedding last Wednesday night, of Rose Livesay of the auditing department, daughter of Mr. and Mrs. H. W. Livesay, to Ernest J. Maloney of the U. S. Navy. Immediately after the wedding the couple were surrounded by their many friends, and during the showering of congratulations upon the groom and kisses on the bride, the lights of the church went out and the newlyweds disappeared.

Selection of Special Bonus Men Started

Definite work for the selection of the top men for special bonus awards was started Sunday by R. A. Pierson, supervisor of the merit and bonus system. With one month remaining before the efficiency records of 1923-24 are closed, tentative selections will be made by the division superintendents and by the main offices.

The final selections will be made in the last week of November at a conference of the five division heads and executives of the transportation department.

SCHOOL BUSES TO SERVE NEW AREA

Two morning and evening school bus runs for the exclusive use of pupils of the Fremont High School on San Pedro street near Seventy-seventh will start Monday, November 3. One bus will run from Manchester and San Pedro, west to Vermont, to Florence avenue, east to San Pedro and then to the school. The second bus will start from Florence avenue and South Park, running via Florence, to Compton, to Manchester and thence to South Park to school.

65 New Cars In; 42 Ready for Use

Sixty-five of the new cars have arrived to date and 42 of them have been put through the South Park shops and are available for service. Present indications are that the plan to have the full consignment of 100 cars from St. Louis delivered and equipped by Christmas will be carried out on time.

Pits in South Park Truck Shop Rebuilt

New rail is being put in the pits of the truck shop at South Park. There are 14 tracks each 83 feet long in this shop. In addition to the rail, new posts and decking are being installed where necessary.

"Here rests what is left of William Sapp. He drove his machine with a girl on his lap."

ORGANIZATION IS MADE TO REACH ALL EMPLOYEES

The Los Angeles Railway will play its full share in the Community Chest Campaign November 10 to 20, with an efficiently formed organization embracing all departments.

A. B. Merrihew, of the office of the Los Angeles Railway Land Company has been designated as colonel of the organization, which follows army lines.

Each division superintendent will be a major. Other majors are: Walter Brown of the mechanical department; F. Van Vranken for the motor bus division, and George Baker Anderson for the main offices and departments represented at headquarters.

Thorough Canvass

Each major will appoint captains necessary to complete the organization to reach all sections of the various departments. The captains in turn can appoint lieutenants if this is necessary to assure a thorough canvass. Mr. Anderson's lieutenants will be: R. O. Crowe for the auditing department, George Link for the engineering department, exclusive of the mechanical section; W. J. Van Valkenburg for the transportation department, Charles Conrad for the claim department and Huntington Land Company, and Ben Schupp for the purchasing department.

Arrangements are being made for speakers who will address employees of the different sections to show them the purpose of the campaign.

Can Deduct From Pay

A system of payroll deductions will be made so that employees contributing will be able to spread their donations over a few months.

The Community Chest is a fund to meet the needs of all worthy charitable and welfare organizations of the city. It provides for a single thorough and efficient money raising campaign in place of the numerous campaigns for individual organizations. It eliminates the duplication of campaign expense caused by a large number of drives made by separate bodies. It provides a budget to meet the expense of each organization for a year, and in the compiling of this budget the officers have opportunity to eliminate wasteful duplication.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Would You Toss Away \$160

IF A MAN was seen standing on a street corner deliberately dropping \$160 into a storm sewer a dollar at a time, it is probable that within a few minutes a black auto carrying an "E" on its license plate would roll up and then start for Norwalk with the gong ringing loud and clear.

The Los Angeles Railway provides through its Merit and Bonus System an opportunity for trainmen to receive special bonus money each December. The only requirement is that the company rules be carried out in spirit and in word. To receive this money no extra hours of work are required, nor is it expected that a trainman engage in any activity outside his regular duties.

Recently a bulletin was published calling attention to the duty of conductors to give proper bell signals. Since the publishing of this bulletin, reports have been received by the supervisor of the Merit and Bonus System of six separate flagrant violations of the bell signal rule and bulletin by a conductor who up to that time had a record for the year entirely free from demerits.

The reports were received from representatives of three different departments of the company who noticed him by chance and considered that his display of carelessness and the consequent risk to passengers called for the attention of the transportation department. This repeated carelessness has caused demerits ranging from 10 to 30 and totaling 110 to be assessed against this conductor who had been considered one of the top men of his division, and the probable winner of the \$100 prize and practically certain of at least a \$75 or \$60 prize.

This conductor has thrown away his chance of winning \$160 just as sure as if he had dropped it down the drain pipe. He will receive some bonus for his previous good work unless he deliberately continues to risk the limbs of his passengers by carelessness and eliminates himself from the system. It is to be hoped that the latter possibility will not develop because the Merit and Bonus System is intended to build men and reward them for good work, but for the best interests of the majority of trainmen who are doing good work and have right regard for the safety of their passengers and to protect the safety of the public, a man who continually jeopardizes life and limb eliminates himself.

Courtesy As a Life Saver

ONE of the outstanding features of the safety meetings conducted at the divisions was the emphasis laid upon courtesy. Mr. Lefferts said that particular reference to the value of courtesy was made at the convention of the National Safety Council in St. Louis.

It will be recalled that at a previous convention of this organization a paper prepared by George Baker Anderson, manager of transportation, on the effect of the merit system in reducing accidents was read and received very careful comment.

It is indeed encouraging to know that the courtesy of Los Angeles Railway trainmen is receiving nation-wide attention. Furthermore, it is proving that courtesy is more than just being polite. Courtesy of the road is saving lives, limbs and property.

Such a commendation as was given at the safety meetings gives inspiration for continued effort.

Bus Is Added To Wilshire Schedule

One bus has been added to the Wilshire service in the P.M. rush, making it possible for the operators to maintain the schedule headway regularly through the period of the heavy travel. There are now eight single-deckers and two double-deckers on the line.

The Figueroa street bus line schedule has been speeded up somewhat. The busses will make better time between the downtown district and Slauson avenue but the headway remains unchanged.

TRAILERS ADDED

Seven trailers have been added to line "S" in the evening rush hour, providing considerable improvement in the service on that line.

Last Pit Work At Division 4 Starts

A steam shovel has started excavation for pits in the part of the Division Four property immediately east of the shop, which has yet to be rebuilt. When this work is completed all track will run east and west and connect directly with Georgia street. The track now being rearrange has used a connection with Girard street for many years.

Wood Block Flooring Put in Machine Shops

The wood block flooring which was placed in the wheel shop at South Park is being extended in to the machine shop. About one-fourth of the floor space has been laid to date.

BULLETINS

Issued November 3, 1924

BULLETIN NO. 235

Notice to Conductors

Pass Book No. 19612 issued to Fireman Fred E. Richardson is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 236

Notice to Conductors

The following passes are reported lost: 1428 issued to V. H. Banks, Lineman, Line Department.

4813 issued to D. G. Boyer, Motorman Division No. 2

5833 issued to J. W. Jensen, Conductor Division No. 3.

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

R. B. Hill

Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS

DIVISION

BULLETIN NO. 163 Oct. 27, 1924

Bus operators must report to dispatcher each case of relief not being made at the proper time, from first available company telephone.

BULLETIN NO. 164 Oct. 27th, 1924

Supervisors of the Bus Division must call the L. A. Railway dispatcher at least once each hour during the time they are on duty. This in order that the dispatcher may keep in touch with the supervisors and notify them of any operating conditions that need their attention.

BULLETIN NO. 162 Oct. 27th, 1924

All bus failures must be reported to dispatcher from first company telephone reached.

BULLETIN NO. 161 Oct. 27th, 1924

Whenever a bus is delayed more than the time of one headway between busses, the Los Angeles Railway dispatcher must be notified by phone from first company telephone, giving the reason for being late.

F. VAN VRANKEN,
Manager.

MOTOR REWINDING WORK IMPROVED

The hydraulic hoist for the dipping tank of the electrical bake oven equipment has been installed and is now in operation. When motor armatures are rewound, they are thoroughly dried in the preheating oven and then dipped in a tank of insulating varnish, after which they are rolled into the bake oven where they are thoroughly cooked.

The armatures are rolled in and out of the two ovens on an overhead monorail, and prior to installing the hydraulic lift they were lowered into the tank by a chain and pulley. Under the new arrangement the tank is lifted until the liquid surrounds the armature and has had opportunity to soak in thoroughly, and then it is lowered. This arrangement saves considerable time.

Line "A" Cars Will Connect With Bus

Hereafter the southbound line "A" cars will connect directly with the Lincoln Park bus line during the morning rush hour and midday periods. An effort will be made to have the bus connect with the northbound line "A" cars in the P.M. period, but the heavy traffic makes it impossible to give any assurance of regular connections.

Welding Machines In New Corner of Shops

The electrical welding apparatus at the main shops has been placed in a corner of the new wheel shop and is surrounded by a high wall. This is to protect the eyes of other shop workers from the glare of the electric works.

A certain well-known judge of this city welcomes the meeting of a strange word in the course of his reading: "It widens my life, each new stranger-word; for I immediately look it up and find it a door to vast opportunities of new knowledge. In this regard, a dictionary is a key to my progress."

A. E. R. A. DELEGATES BACK AT DESKS

The three Los Angeles Railway men who attended the convention of the American Electric Railway Association at Atlantic City have returned. George Baker Anderson, manager of transportation, brought up the rear Friday morning. L. J. Turley, electrical engineer, was back at his desk last Monday, and H. G. Weeks, assistant to the general manager, who is devoting the greater part of his time to bus business, has been back for two weeks.

"Here reposes the remains of William Jay who died maintaining his right of way."

Appreciation

Mr. C. A. Henderson,
Los Angeles, Calif.

Dear Sir:

Your letter of October 20 received, enclosing check for \$62.25, for which please accept our heartfelt thanks. It came as a surprise to us but it makes our thoughts go again to that dear boy who was so thoughtful in taking out this protection. Again we want to thank you and the employees who are members of this association for the benefits received, and beg to remain,

Very sincerely yours,

MR. & MRS. GEO. J. RICHARDSON.

Los Angeles Railway
Cooperative Association,

Gentlemen:

We wish to extend our sincere appreciation for the beautiful floral offerings and kindly words of consolation from the members of the association in tribute to our beloved mother and wife.

Antonio Garcia,
Tony and Joseph Mariscal

A mouse in her room woke Miss Dowd. She was frightened, it must be allowed. Soon a happy thought hit her—To scare off the critter She sat up in bed and meowed.

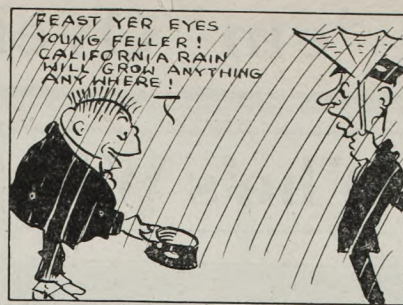
—J. P., in Boston Transcript

Conductor Ding and Motorman Ding Ding

By Rollins

EVER SINCE THE EARLIEST DAYS ON THE WESTERN PLAINS, WHEN INDIAN BANDS ON WILD PONIES (NOT YELLOW CARS ON IRON RAILS) FLASHED ACROSS THE FACE OF "GODS COUNTRY," MANKIND AND RAIN HAVE BEEN INTIMATELY, IF SPASMODICALLY ASSOCIATED.

AT LEFT: CHIEF RAIN-IN-THE-FACE, HAVING A SPASM.



Bouquets And Things (Hand Picked)

For Condr. W. H. Snow, Div. 4
For Mtr. L. B. Dundas, Div. 4

Los Angeles Railway.
Gentlemen:
I am glad to commend for courtesy the following men:
Conductor W. H. Snow, Div. 4; Motorman L. B. Dundas, Div. 4.
These two gentlemen found two opened letters that had evidently been stolen from our mail box while we were away, and Mr Dundas personally returned them to our neighbors on his way home.
We thank you and them for their kindness.

Yours truly,
R. L. GRUBE
3609 Oakwood Ave.

For Condr. F. Adams, Div. 5
For Mtr. B. Glennin, Div. 2

Los Angeles Railway.
Gentlemen:
Perhaps you will accept a word of praise for Conductor No. 2996 of the Moneta Ave. line and Motorman No. 2315 of the Vernon Ave. line. I was a passenger on both these cars this afternoon and wish to state that the way 2996 called the streets entitles him to some extra points and the courteous way 2315 treated the passengers also deserves extra points, these men are a credit to your company. Just hold on to such men as these and the automobile traffic will be solved.
Very truly yours,

MRS. J. L. MALOWSKY
211 W. 78th St.

For Condr. T. F. Hinshaw, Div. 2
For Mtr. W. C. Honey, Div. 2

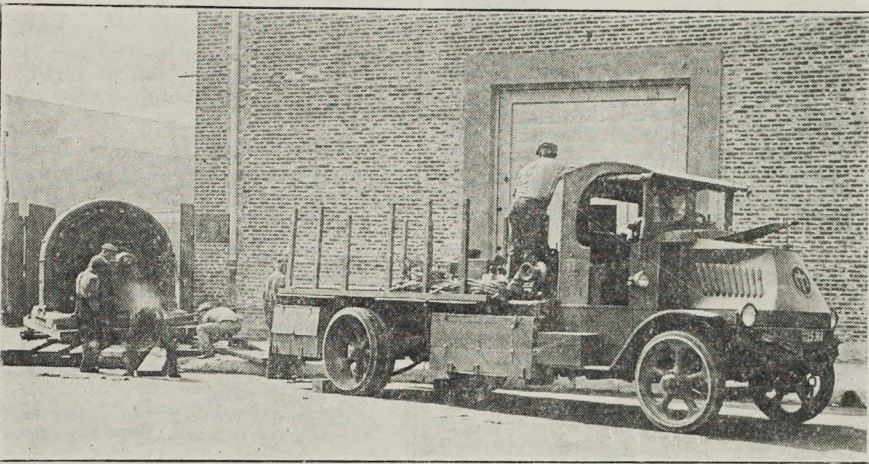
Los Angeles Railway.
Gentlemen:
Courtesies are so scarce that I am prompted to report Conductor 2642 was very polite to me when I tried to go aboard the "S" car at Seventh and Hill streets, Sunday, August 3rd.
I was late in getting to the car and it had started to move before I caught hold. Upon noting that I wanted to board, the conductor pulled the bell cord and the motorman stopped the car. Thanks to both. The courteous manner in which the conductor stopped and helped me on was a little kinder than usual.
If this letter will serve in any way to help him for his courtesy, I shall be glad.
Very truly yours,

MRS. L. MAURIELLA BROWN
314 South Olive St.

For Mtr. T. A. McCain, Div. 3
For Condr. M. W. Howell, Div. 3
For Condr. J. B. Regaldo, Div. 2
For Operator J. H. McClintock, Div. 4

Los Angeles Railway.
Gentlemen:
It is a great pleasure to report more of your men for merits.
Motorman 2667 and Conductor 1686 on the "A" car, June 30th—taking me on the car at the old stop and explaining most courteously the change.
Conductor on the "S" car, June 30, for assisting me in boarding his car.
Conductor-motorman 1278 on Griffin car on July 9th—especially kind in explaining new transfer points and the best points to get a car—to get a car that isn't the Temple Street.
I boarded his car at 5th and Spring about 7:15, July 9th, expecting to get a Temple car at the post office. His extra kindness is worthy of merits.
A man said to me the other day that the street car conductors were cross and snappy. In a few hours I rode on three different cars and received the utmost courtesy.
On July 7th the "U" car stopped at Harvard and the conductor explained the change. I am sorry that I did not get his number and the number of the motorman, but I know the conductor by sight and will get his number when I see him again.
These changes make it hard for everyone and we need to take the "two bears" with us—"bear and
Sincerely
M. CATHERINE VAN VLERT."

Installation Started At Div. 1 Substation



THE electrical department has begun the installation of equipment in the Division 1 automatic substation. The picture above shows the 1500 kilowatt rotary converter being hauled into position in front of the entrance. The machine was delivered from a freight car at Vernon Yards and transferred to a flat car on the company track and run to Division 1. A winch on one of the electrical department heavy duty trucks is being used to pull the converter to the door of the building.

Courtesy Is Proven Factor In Avoiding Car Accidents

(Continued from Page 1, Col. 1)

employees of the company would caution members of their families against jay-walking and these relatives carried the word to their friends, considerable benefit would result.
Repeating an operation the safe way creates a safe habit and results in the right thing being done in an emergency in the flash of a second that may mean a difference of life and death. For this reason it was urged that trainmen carry out the safety rules religiously. A comparison was drawn between giving the two warning taps of the gong before starting each time, day in and day out, and the school children who will march in orderly fashion at fire drills. In both cases the habit of training may save life and avoid injury.

Home Hazards Reduced
The Automobile Club has carried on a very effective campaign for safety in the homes. Hundreds of practical addresses have been made to school children with the result that in the first half of 1923 deaths due to home hazards have been reduced 30 per cent. Mr. Lefferts appealed to trainmen to take a personal interest in this work and to encourage members of their households to follow the safety way.
Traffic Sergeant Johnson opened his talk with comment on the common feeling between uniformed men engaged in the public service, whether it be fireman, mailman, policeman or street car trainmen. The sergeant was well known to a large number of trainmen before the meetings, as he had charge of the corners of Fourth and Spring

and Fifth and Main streets for many years.
"I know you men often wish you were a traffic officer for about three minutes to arrest some fellows who deliberately cause you unnecessary delay and trouble, but if every officer was instructed to make arrests for violations of Los Angeles city laws, every one of the 2,200 officers would be back at their headquarters within 30 minutes with some offender and in another 10 minutes every officer would be in jail for some other violation," said Sergeant Johnson. He elaborated on the problems of individual officers and the traffic department as a whole to give trainmen the insight into the reason behind the acts that affect street car and automobile movement.

23 Pounds of Smiles
Sergeant Johnson heartily seconded the remarks made by Mr. Lefferts regarding the value of courtesy in accident prevention. He asked his listeners to give a cheery smile to the traffic officers as they pass. "If they won't smile, make them," said Sergeant Johnson. "I weigh 223 pounds and I give the Los Angeles Railway men credit for the last 23 pounds, which I attribute to the happiness I have found in cheerful contact with trainmen."
The meetings have been outstanding in carrying a safety message to trainmen. The keen interest and the good attendance at all sessions indicates that highly satisfactory results will accrue to the individual motormen and conductors and to the company as a whole.

On The Back End (Contributed)

The following sign appeared in the window of Jack Ray's "Sweet Shop" opposite Div. 2.
"For Sale—Suit Uniform Practically new—\$8.99—One third off.
One sweater—(A steal) \$1.84.
Changer—A Bargain—28c."
For further information see Ex-Conductor J. E. Roberts, Window No. 23, Bank of Italy Bldg.—if he doesn't miss-out.

"Ham Rollins, cartoonist, who chases Motorman Ding and Conductor Ding Ding, the boys with the funny forms, across page three every week, came into the office last Wednesday with a cigar in one hand and a yawn in the other. "An eight-pound boy; ought to be quite a drawing card," announced the proud pa.

A certain conductor on "P" line has a habit of running forward as they approach the terminals and taking his motorman's cushion and gong cord extension to the back end. On one trip last Sunday, he had just finished the procedure. The motorman deciding to sit down but not knowing he had moved the stool, did a Japanese tumbling act to the amusement of several passengers.

A negro woman of mammoth proportions and inky complexion was in an automobile accident. She was taken to the hospital, where she soon regained consciousness. The doctor, seeking to comfort her a bit, said to her:
"You will undoubtedly be able to obtain a considerable amount of damages, Mrs. Johnson."
"Damages!" said Mrs. Johnson. "What ah want wif damages? Ah got enough damages now. What ah wants is repairs."

One of our good friends who patronizes the Wilshire bus line writes:
Since the "double-deckers" have made their appearance on the Los Angeles streets, I have often found myself humming an old English vaudeville refrain, the words of which I thought might interest you or your friend "A-Z-U-R-I-D-E." The words are:
Then we'll go — go — go for a ride on a car — car — car.
For you know how cozy the tops of the tram cars are;
The seats are so small, and there's not much to pay,
You've nothing to do but spoon all the way,
There's many a Miss made a Mrs. some day
Through riding on top of the car.

The teacher was discussing the rhinoceros family with her class and then said: "Now, someone name some things that are very dangerous to get near to and that have horns."
"Automobiles," promptly replied little Jimmy.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The coming automobile show at Exposition Park will have nothing on the auto show held at this division the first part of this week. Foreman Lair had his new Studebaker on display all during the day and was kept busy explaining the effects and defects of this new model to a curious mob of trainmen. The audience became so great at times that it was almost necessary to install a traffic officer to keep Central avenue clear. Then at another time when one of the lectures was at its height, an officer coming down the other side of the street and noticing such an unusual gathering in front of the division came running over half expecting to find someone stretched out on the ground waiting for the ambulance. Some of the men became so enthusiastic after hearing J. B.'s flowery line of wonderful deeds this car could perform, that they left fully resolved to trade in that old tin Lizzie at home for one of the new studdies. Anyone missing out on this exhibition last week might journey out to Hollywood as we hear the car will be on exhibition there all next week.

Conductor F. Slattery returns to Division One after spending two weeks on Broadway as messenger out of the Main office. He says to tell the boys he enjoyed the rest very much and he now feels able to go to work.

Motorman Rom says that the softest job he can think of would be a pork inspector in Jerusalem.

Motorman F. E. Kimble suffered some severe burns on his face and hands when the controller on his car exploded. He will be able to resume duty in a few days.

Conductor L. D. Cannon returns from a sixty-day vacation, spent visiting his home in Ventura, Iowa. He reports a very enjoyable time.

DIVISION 2

H. T. Hansen

Clerk J. A. Madigan told the writer that he attended a silver wedding anniversary last Saturday night. On returning home in his machine the roads hic, he wished someone sho crooked come and tow him hic!

Here's the latest news on the Los Angeles Railway Bowling Team:

A week ago Friday our team won the honors in a contest with the Garden City Lumber Co.'s "crack" team. Each Friday these contests are held at the Peko-mane Alleys, at Pico and Main Streets. Let's all go and root for our team, and help them keep the victory. The team consists of both Division Two and Five trainmen, as follows: E. R. Hoffman, Capt.; A. B. Hughes, Matt Burg, M. Verde, and H. Kettering.

Conductor E. W. Jones has secured thirty days leave to try his luck at raising chickens.

"The Stingy Thing"

He—"My dear, it's no use for you to look at those hats; I haven't more than a dollar in my pocket."

She—"You might have known when we came out that I'd want to buy a few things."

He—"I did."

Foreman C. L. Christensen and family motored to San Diego, last Sunday, and reported a very fine time—except that a little trouble was encountered while half way up a certain steep grade somewhere between here and San Diego. After looking over his motor, etc., he thought to look into his gas tank, and was amazed to find it empty. He managed to turn his machine around, glided back to the bot-

Who's Who



At a division where gift cigars are tokens of a wedding announcement or the arrival of a first installment on a large family, as often as at Division Two, a man like Conductor T. J. Kelly has a considerable advantage. Tom worked for many years at one of the leading tobacco companies in America. He was a skilled workman in this particular line, but he came to California for his wife's health, following a hitch in the army which started in 1916 and continued through a part of the war period.

Conductor Kelly has been at Division Two about two and a half years.

tom of the hill, supplied himself with enough gas to continue the trip.

On October 28, 1924, we had three separate meetings at this division, for the purpose of getting more cooperation to prevent accidents. The chief speakers were: E. B. Lefferts of the Auto Club, and Edgar Johnson of the Police Department. Both men during the course of their talks brought out the fact that there is an urgent need for cooperation between the Auto Club, the Police Department, and the Railway. Up to the present time the mortality due to accidents is very high. Let us get together and do our part in bringing this number down to a minimum. Most accidents can be avoided. Be a little more careful! Show them we know how!

BUS DIVISION

Elmer Wood

Introducing new men. M. M. Keathley, W. W. Morneau and E. LaReau, who have been working out of Division Three for some time. The two latter men have been with the company for several years.

A fence is being made at the bus division to keep the cash receivers behind the bars where they belong.

Elmer Wood of the garage, who has been putting in part of his time as a bus instructor, has been assigned to work as mechanical inspector. In this capacity he will be out on the bus lines to render any emergency mechanical trouble as is done for street cars by the mechanical inspectors in the downtown district.

DIVISION 5

F. J. Mason

OVER THE PHONE

He—"Sorry, Honey, I won't be able to take you to the dance tonight. I have to attend a meeting at the Standard Oil Company."

She—"Oh that's alright Johnny. I

DIVISION 3

Dan Hanley

Have you a vote or are you from Hollywood or some other seaport town?

Special announcement for this week: The first page of the Two Bells will be found on the outside. This is an improvement over recent issues.

I beg your pardon, Conductor, but I only gave you a quarter and you gave me change for fifty cents.

He tried to cross the street car track Before a two-car train They picked the pieces up in a sack But could not find the brain.

Motorman Johnson to Myrtle—"Hey, you got soup on the bill of fare?" Myrtle—"Thass funny, I just wiped it off."

That's all right, Motorman, I know you wouldn't carry me by on purpose, probably you did not hear the buzzer, so we forgive you this time.

"Snap out of it," she said, as she threw her old garter away.

Motorman Sharpe to friend wife—"It's raining." Friend Wife to Motorman Sharpe—"Well let it rain." M. S. to F. W.—"I was going to."

*The raspberries razzle on the trees,
The snow flies fly adown the breeze,
But anyway this life's the cheese,
I have a cold and cannot sneeze.*

Passenger to Motorman M. L. Moore—"Say, the rain is leaking in this car."

Motorman Moore to Passenger—"What do you want for a nickel, a snow storm?"

These delays are great, Conductor, as it gives one a chance to read the A-z-u-r-i-d-e going to work.

Auto and street car collided and driver was badly injured though conscious, so motorman called out the conductor to get man's name so they could notify his people. Conductor came back and said "I tried to, but he says his people knows his name."

EPITAPH

Here lies the body of Conductor Stout He laughed at his wife when her teeth fell out.

Oh my gosh, just think if they would move Olive Street one black west, wouldn't it be Grand?

There will now be a short intermission, so don't go away folks.

heard they were calling in all their oil cans."

POETRY BY THE STRAP

A maiden entered a crowded car,
And firmly grasped a strap,
And every time they hit a curve
She sat in a different lap.

The jolts grew deeper, the jolting worse,

"Till at last she gasped with a smile,
"Will some one kindly tell me, please,
How many laps to the mile?"

DUMBELLS

People who persist in riding the back end of a street car and imagine they're getting a longer ride.

Say, boys, how do you like the trimming up our trees and shrubbery got last week? You can now turn clean around among the shrubbery without knocking your head against a palm leaf growing from the peach tree and there'll be no more picking peaches off the palm tree. Henry Mast can now walk with impunity in any

DIVISION 4

C. J. Knittle

Operator Lee Moyer was married Sept. 25. It is impossible to give the details of the event, as Lee went on a short leave of absence immediately, but took time to bring over a couple boxes of good smokes.

Conductor John Howarth is reported to be well pleased with his new Pico run, it being so light and just saturated with big lay-overs.

Motorman M. F. Gillis has resigned to take up carpenter work.

It is with regret we report that Motorman E. A. Ricketts was struck by an auto while on his way to work last Tuesday morning. His right leg was broken in four places. Physicians at the Golden State Hospital say he will be laid up for six weeks. Mr. Ricketts is high man on the motor-men's seniority list.

Baby No. 1 is crying for its mother.

Motorman E. E. Craft has been granted a sixty-day leave to visit his mother in the northern part of the state.

part of our garden. No more pushing back the holly bushes while he steps over the lilies and no more turning sidewise to squeeze past the flagpole and the switchmens' shack.

We take this opportunity of bidding good-bye to our dear old friend, Conductor Ed. Gray. Ed. has been with us quite a while, this being his second trip to the plate, having left us a little while back to go back to Denver. However, as they all do, he came back but this time he's gone forever. No, no, he didn't quit. JUST GOT MARRIED, THAT'S ALL.

Well, good luck to you, Ed. and thanks for the cigars.

Jack Holmes has just got back from a little layoff and is getting back to his old pinochle game again. All we hear from him nowadays is "Spades IS trumps" or "Diamonds IS trumps."

I endeavored to correct him in his grammar and said to him, "Jack, don't say 'IS,' say 'ARE,' where's your grammar?"

"Oh H—," replied Jack, "she ARE in the barber shop getting her hair bobbed."

DUCK—POETRY

The Boatman brothers, Leonard and Ray,
A hunting went in a Dodge Coupe,
'Twas ducks they were after, so the report goes,
And through 700 miles had no woes.
Mechanically speaking they had great luck,
And between them both they got ONE DUCK.

OMIGOSH

(From the Examiner)

"Altorre sued for \$15,000 damages, alleging that when he was getting on a street car he fell, landing in a sitting position, and received concussion of the brain."

TO WHOM IT MAY CONCERN: I wish the person, who stole the gas out of my tank, good luck. Even if it did get you home I had to stick around the barn till after 2:00 A.M.

W. EBERBACH.

We take our hats off to Dan Hanley, who scribes a wicked scribble for Division Three. Maybe when you go on your vacation the boys of this division will read their own column first. However, as vacation days are a long way off, we'll try to follow you a close second. In the meantime keep up the good work, as it is surely enjoyed by all over here, even though we are in a better part of the city.