



Emergency Traffic Plan Changed

W. B. Adams Made Asst. Director of Traffic

SAYS L. A. MEN LEAD MANY IN EAST

W. B. Adams has been appointed assistant director of traffic.

Mr. Adams comes to the Los Angeles Railway after several years of experience in various positions in the operating department of the city lines in Detroit, before their recent purchase by the municipality. He was at one time assistant superintendent of the Woodward and Hamilton divisions, having been promoted through the various offices to that position. Under the system used in Detroit, the division was the point of original record in all matters pertaining to operation, excepting employment of trainmen.

Handled Heavy Service

Some idea of the service maintained by the two divisions mentioned above may be gained from the fact that 30-seconds tripper service with 90-seconds mid-day service was operated on Woodward Avenue, while the schedule of 90-seconds tripper service and three-minute mid-day service was maintained on Hamilton. The Woodward Avenue division included two-car train operation and had 550 cars.

Mr. Adams' training also took into consideration the operation of the various interurban lines radiating from Detroit.

Was Captain Overseas

During the big scrap, Mr. Adams was captain and regimental adjutant of the 334th Infantry, 84th Division. Enlisting in May 1917, he attended one of the first officers' training camps and worked with his outfit at Camp Taylor. His organization went through the Argonne along side of the 79th division of New York.

During the past four months, Mr. Adams has spent a large part of his time at the five divisions and in traffic work, familiarizing himself with the particular local conditions.

Already he has been nicknamed as "West" Adams so "West" Adams it will be.

"You can tell the world for me," he said, "that I have been in close touch with a large number of street railway companies in the East, and I'll say that the Los Angeles Railway men have it over most of them in courtesy and neatness of appearance. Everybody knows that efficiency starts with courtesy, so there is no need of my saying anything further."



W. B. Adams

Don't Remove Signs Without Authority

When a car leaves the car house in the morning, it sometimes carries extra dash signs which are to be used in the afternoon part of the run, but not in the morning.

Some confusion has resulted when morning crews have found these signs on the car and, realizing that they are not needed in the morning have turned them in to the car house. The result has been that in the afternoon, cars have gone out without the proper signs and passengers have been inconvenienced.

The placing of signs on the cars is in the hands of the switchman, and trainmen must not remove them without special authority.

Some people look at things; others see them; a few see through them.

New Supply of Car Route Books Ready

A new supply of the yellow route books, giving the names of lines, their routes, where to get them in the downtown district, early and owl car service, and a lot of free advice, is available.

Fifty thousand of these booklets have been printed for the new supply and are for general distribution. They may be procured through the public relations department.

Div. 1 Takes Safety Flag For First Time

Success crowned a determined effort Wednesday when Division One captured first place in the January safety contest.

This is the first time Division One has held the big Premier safety division flag.

Division One has been a close second and has nearly won on several occasions, but breaks in the game and a little carelessness prevented victory.

In capturing the January contest, Division One won without any question of luck and emphasized the victory without a margin of better than 15 points over Division Two, second place winner.

By a coincidence, the divisions finished in their numerical order. The final scores are as follows:

Division One	164.52
Division Two	179.05
Division Three	190.90
Division Four	198.70
Division Five	229.79

The February contest, which is now on, will be the fifth of the series of six arranged for the winter season.

The division with the lowest mark for the full six months will hold the safety pennant for the half year in which the contests will be discontinued. At present Division Two has the low score for four months with Division Three second. The total scores up to February 1 are close and are as follows:

Division Two	1002.56
Division Three	1006.94
Division One	1013.90
Division Four	1013.94
Division Five	1023.29

Your impressions are toneless until they become expressions.

Al. Plummer Back at His Former Work

A. K. Plummer is back at work as director of traffic, handling the desk and his black pipe in old-time style.

Mr. Plummer was seriously ill for a time and when he was able to be around again, he took things easy until he regained his strength. He says he is getting better and better every day and he ought to know.

EACH LINE TO HAVE SINGLE SUPERVISOR IN CHARGE

A system whereby one supervisor will have charge of an entire line will be completed early this week.

One of the big troubles that has resulted from having two or more supervisors on the same line is that they often work at cross purposes, although every man is doing his best to maintain proper service.

Minimize Confusion

Taking line "W" as an example, it is possible that delay originating on the Washington street end can be met by the supervisor on that end turning back some cars. Although the supervisor on the Garvanza end of the line has been notified of the delay, he may make some turn-backs on his end of the line which will unbalance the service as adjusted by the Washington supervisor.

The plan of one supervisor to a line has been in operation for some time on several lines, and it has proved entirely satisfactory. The number of turn-backs has been reduced materially.

Work Through Board

The new plan means that emergency service changes will be handled by the emergency board and the one man in charge of the line.

Referring again to the "W" line as an example: If the line supervisor is on the Washington end when some delay originates on the Garvanza end, the emergency supervisor on the telephone will notify crews at the terminal what to do, or will reach them through one of the district supervisors stationed at some strategic point, such as 7th and Broadway or Bridge Junction.

In brief, the new plan reduces emergency service changes from a triangular proposition of two outsiders and the emergency board, to a direct system between the emergency board and the one supervisor responsible for service on his line.

The importance of crews reporting delays promptly is emphasized particularly under the new plan. If trainmen will co-operate thoroughly, marked improvement with fewer turn-backs can be expected.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Congratulations Div. 1

CONGRATULATIONS to Division One, winners of the January safety contest.

This is the first time Division One has been a winner of a contest, although it has been runner-up in several close finishes. Division One made numerous attempts to get the flag for a month and the loss by a few points did not check the determination to win. To achieve success after a series of defeats in a close fight makes victory doubly sweet.

The spirit of Division One is indeed commendable. It points a lesson which all may read and apply not only to safety contests but to all angles of street car work where genuine effort is necessary to achieve something worth while.

Two Eyes and One Tongue

THE fact that man has two eyes but only one tongue has been interpreted as meaning that he may well observe twice as much as he talks about. It means he may leave unsaid that which merely knocks and devote his attention to expressions of real use.

Anyone can knock but it is a real job to stick to a task and put it over. When a pebble rolls down a mountain side and lands with a splash in the bottom of the pool below, it knocks the trees and flowers on the side of the hill that are sticking to their job of beautifying the country.

There are plenty of things to be improved in street car service just the same as in every individual, every organization and every business. Every employe has two good eyes to see situations and a brain to plan ways of correcting or at least improving situations which need improving.

Unfortunately there are many situations which seriously affect car service but the company is powerless to improve them. The narrowness of streets and the resulting traffic problems are examples. There are agencies in Los Angeles exerting every effort to improve the traffic situation and others which merely sit back and knock conditions in general without lifting a hand to help.

Opportunity is given every employe of the Los Angeles Railway to express his suggestions for improving the conditions he observes. Not only is opportunity provided but suggestions are invited and the best ones are rewarded with cash prizes.

The monthly conference on service suggestion prizes is the clearing house for many good ideas. An invitation to attend this conference Tuesday is given to all trainmen and printed elsewhere in this paper. It is a healthy indication when a man will devote a little of his spare time to the interests of the organization that employs him. It indicates that that man is depending on PUSH and not PULL to go up the ladder of success.

Line M Has New Sunday Schedule

A new Sunday schedule on line "M" is effective February 4th.

Use of the two-car trains will be discontinued on the sweet day of rest as their operation resulted in a considerable loss due to long haul necessary for comparatively light travel. All Sunday service under the new schedule will be furnished by single units.

There is no change in the week-day service.

There is too little thought in most of our thinking.

H. W. Bailey Made Extra Supervisor

H. W. Bailey, motorman of Division Two, has been breaking in as extra supervisor and now enjoys his new title after working on the emergency telephone board and on outside traffic.

A grudge is too heavy a load for any man to carry.

Surprise Party Honors Recappe

A party of operating department office folks staged a surprise party at the home of Louis Recappe, chief of the schedule department, Saturday evening, January 27th, to celebrate his umpty-umpty birthday.

Louis had been carefully lured away from his fireside to a movie and in the meantime the merry-makers, armed with a variety of things to eat, entered the house. His plans for a peaceful evening went blooey when he unlocked the door, turned on the light and was greeted by a large group of his friends. The party played cards, ate and talked enough to make it a regular evening of good fun.

It Often Happens

"Mother?"
 "Yes, dear."
 "Tell me a fairy story before I go to bed, will you?"
 "Wait till your father comes home, dear, and he'll tell us both one."
 —EXCHANGE.

BULLETINS

Issued February 5, 1923

BULLETIN NO. 16
 Notice to Trainmen

In all cases where an employe is injured, it is necessary for the injured party to make out report on Form No. 120.

Any employe witnessing such an injury to another employe must also make report on the same form.

BULLETIN NO. 17
 Notice to Conductors

Honor Police Identification Cards, which are used by Police Officers in connection with the old six-point star, up to and including March 1, 1923.

BULLETIN NO. 18
 Notice to Conductors

Transportation Book No. 73480, issued to W. A. Bauer, a/c Fire Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 19
 Notice to Conductors

Pass No. 3190, issued in favor of Mrs. Jane L. Perry, wife of C. L. Perry, carpenter, mechanical department, is reported lost.

Track Badge M-129, issued to E. Rivera, oiler, track department, is reported lost.

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

BULLETIN NO. 20
 Notice to Conductors

On Friday, Feb. 9, Shuttle Car transfers will be put into use on lines "I" and "K." Conductors on other lines will honor these transfers in accordance with the rules for use of Shuttle Car transfers.

P. B. Hill
 Supt. of Operation.

S. Dakota Booster Asks Line on L. A. Man; forgets Name

From a small town in South Dakota, which can be found by careful search of a post office map, has come something new under the sun and appropriately enough it came to "Sunny Jim" Hayner, superintendent of employment.

The name of the town need not be mentioned, but the letter is from the president of the Commercial Club and his letterhead paper announces that he deals in hardware, harness and furniture.

With its unique features of typographical and rhetorical art, the letter read is as follows:

Gentlemen:
 I und rstand that you have in your city a former citizen of our imediate vicinity who in looking for employment in your company.
 If you desircany informtaion as to how he stand here you can secure same by writing to the President of the Farmers State Bank.
 As president of the _____ Commercila Club we are in the habit of keeping track of ones leaving here and getting close rating — on all new commers.
 I remai , Yours truly,

The president of the tremendous organization was assured by return letter that the company would be only too glad to assist him in locating its ex-prominent citizen if the little matter of giving the gentleman's name had not been omitted from the letter.

Two New Boys in Engineering Office

Allan De Witt and F. W. Hensel are new members of the main office engineering department office force.

De Witt recently was honorably discharged from the army where he held the rank of sergeant-major in a tank corps outfit stationed in Maine.

Hensel has been unsuccessful in efforts to conceal the fact that he was in the income tax division of the internal revenue department at Washington, D. C., before coming to Los Angeles recently.

TRAINS START SERVICE ON LINE "S"

Operation of two-car trains on line "S" was started last Monday in the evening rush period. Six trains are in service, giving a total of 55 cars on the line during the late afternoon rush travel.

Most of these cars are from the last shipment of fifty "1200" type cars delivered late last year. Twenty-five more of this model are ordered and the new mill at the South Park shops will be used for construction of a number of cars which will be practically duplicates of the "1200" type.

Time, the potter, hands you as much clay as the other fellow. In the vessel you fashion will your meat and drink be served.

RAISED SAFETY ZONES ADVOCATED

A move toward the establishment of street car safety zones was made by the Los Angeles Safety Council when a committee appointed to consider the subject recommended that such safety islands be erected as a test at Seventh and Figueroa, east and westbound; North Broadway and Solano, north and southbound; and Sunset Boulevard and Echo Park Avenue, east and westbound.

The committee recommended that the zone at Seventh and Broadway be long enough to serve two cars and that the others be about the length of one car. The drawings submitted with the recommendations call for a low wall at the side next to the sidewalk, with entrance and exits at the front ends. This would make it impossible for pedestrians to step from the zone directly into the line of moving autos; but would make it necessary for them to enter and leave at the front end and thus put them in the line of pedestrians crossing at the inter-section.

Definite action on the plan will be taken by the Safety Council soon.

Every orchestra leader once played second fiddle.

Motorman Masters Japanese Tongue

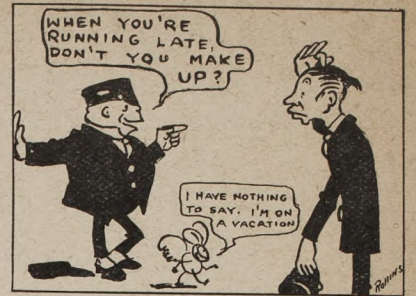
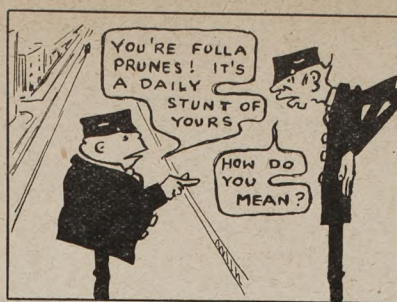
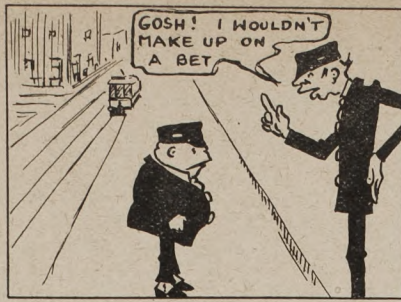
Motorman M. B. Madden and his conductor were walking towards the division on Georgia Street last Sunday morning. Two Japanese girls were playing on the sidewalk. "Oe-hye-Oe," greeted Madden. The two Jap children both replied with the same words, "Oe-hye-Oe." After passing, Madden explained to his partner that the expression meant "good morning." That evening the two trainmen were walking down Georgia Street again and came upon the two children again and before Madden even noticed them, the con had greeted them effusively with a very courteous, "Arizona!"

Technical Language

"How do you feel?" asked the physician who had been called to attend the seamstress.
 "Oh, sew, sew, but I seam worse today and have stitches in my side."
 The doctor hemmed and told her she would mend soon.—KREOLITE NEWS

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. A. W. Gilbert, Div. 2
Los Angeles Railway,
Gentlemen:

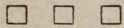
I take the West Jefferson quite frequently and have noticed in particular Conductor No. 880.

I think this man is to be highly complimented on his efficient and courteous way in handling the public.

Having had some experience with the public myself, know it is no easy matter.

Hoping that you will reward this man for his splendid service, I am,

Sincerely,
MRS. E. ADCOCK,
133 S. Flower St.,
Los Angeles.



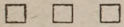
For Condr. T. V. Maitland, Div. 5
For Mtr. C. W. Buckley, Div. 5

Mr. Chesney would like to call the company's attention to the courtesy and efficiency of Conductor No. 96, on line "E" and to Motorman No. 2371, on line "U."

He said these men are working WITH not FOR the company.

He spoke of the efficiency of Conductor No. 96, in inducing the passengers to move forward, thereby making room for many who otherwise would have been compelled to wait for another car. He said he was A-1 in getting others to cooperate with him.

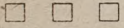
A. P. CHESNEY,
4211 Dalton Ave.
Los Angeles.



For Condr. G. C. Bidwell, Div. 3

Conductor No. 396, on line "L," is always very courteous.
Always calls streets and transfer points.
Very efficient.

MRS. F. A. BRISTOL,
MRS. M. F. WALDEN,
1001 S. Burlington,
Los Angeles.

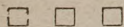


For Condr. J. C. Klasson, Div. 4

Los Angeles Railway,
Gentlemen:

I wish to say a few words of praise in behalf of Conductor No. 2650, on car 300, Washington line. Taking weather conditions into consideration, the big crowds of short riders, wet umbrellas and raincoats, bags and bundles, this conductor made his passengers oblivious of inclement conditions by calling out every street distinctly; was courteous, assisted the feeble and children. A lady who sat next to me exclaimed, "What a comfort to ride with this conductor." I often wonder why your men are so different and so indifferent.

Sincerely,
H. J. ADAMS,
4801 Mascot St.,
Los Angeles.



For Condr. F. E. Rainey, Div. 5

Los Angeles Railway,
Gentlemen:

I ride on the "F" car running from Euclid Ave. to Athens every day and should like to commend to you Conductor No. 600, and the motorman who works with him. I have found them unfailing in courtesy and consideration.

Yours truly,
C. E. MABEE,
3600 South Flower St.,
Los Angeles.

Trainmen Invited to See How Suggestion Prizes Are Awarded

THE service suggestions submitted by trainmen during January will be judged at a conference of transportation department heads Tuesday, February 6, at 2 P. M., in the lecture room of the instruction department.

It has been decided to make this an open meeting, and interested trainmen are invited to attend the meeting and see how the suggestions are handled. Cash prizes of \$7.50, \$5.00 and \$2.50, are given for the best suggestions for the improvement of service made each month. There are many factors to be

considered in determining the usefulness of a suggestion. Some of the letters call for a tremendous expenditure of money, and while the change would no doubt improve some condition, it does not warrant the expense.

It has been decided to make the meeting next Tuesday afternoon an open session, so that all trainmen interested may get a better understanding of how the prize awards are determined. It is hoped that a great number of men will take advantage of this offer.

TRY AGAIN

By Conductor H. J. Burke

If you should fail, just try again;
"Try Again" is what makes men,
Never quit until you win;
Stick right to it, Try Again.

When you've succeeded, Try Again!
With success you've just begun;
Try to better what you've done;
Aim still higher, Try Again!

Should things go wrong and you feel blue,
The world seem out of tune with you,
Remember the tricks that always gain;
They're "Smile" and "Push" and "Try Again."

With winning smile through thick and thin,
Keep on pushing until you win;
With every effort, use your brain!
When you've succeeded—well—Try Again!

Introducing New Men

The following men have been assigned to their divisions during the week ending January 27, 1923:

DIVISION NO. 1
Conductor J. A. Cardenas.

DIVISION NO. 2
Motormen—A. E. McLaughlin, J. Guyer.
Conductor A. E. Adams.

DIVISION NO. 3
Conductors—P. H. Hawkins, H. D. Landress.

DIVISION NO. 4
Safety Operators—A. Cooper, R. E. Taylor, C. N. Howes, C. B. Smith.

DIVISION NO. 5
Motormen—F. C. Haynes, J. F. Howry.
Conductors—H. Pope, R. H. McKinley, A. H. Panscik, C. Sonderegger, F. C. Allen.

BOOSTS WALNUT PARK

Motorman W. C. Boreland, motorman of Division Two, who has been doing some outside work for the schedule department, proved that Walnut Park is true to its name when he brought in a large sack of nuts from his four-tree orchard in the back yard of his suburban home.

On the Sick List

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

DIVISION NO. 1
Conductor R. W. Stevens, 5518 Compton Ave.

Motormen—C. Coover, 861 S. Norton; W. H. Fisher, 1318 N. Alexander.

DIVISION NO. 2
Conductors—A. Hill, 515 E. 52nd St.; A. C. Haenssler, 326 E. 52nd St.; I. F. Graham, 703 E. 51st St.; A. R. Hanson, 3819 S. Vermont; L. Rogers, 1257 E. 60th St.

Motormen—L. P. McLaughlin, 1327 E. 42nd St.; P. C. Pederson, 8908 S. Hoover St.; W. Meier, 603½ E. 7th St.; J. M. Sparks, 653 E. 53rd St.

DIVISION NO. 3
Conductors—J. C. McKasson, 124 E. Buckthorne; I. E. Gott, 291 W. Ave. 25; F. E. Clark, 141½ E. Ave. 35; J. O. Murray, 603½ E. 7th St.; H. E. Wilson, 600 W. Ave. 27.

Motormen—J. W. Gilreath, 1923 Echo Park Ave.; A. W. Vatcher, 1005 W. Ave. 50; A. R. Nimocks, 1253 Cypress St.; L. J. Jones, 5165 S. Ave. 20; W. L. Alcorn, 2065 Dayton Ave.

DIVISION NO. 4
Conductors—J. L. Carnine, 3306 Gleason Ave.; M. Maurer, 222 E. 24th St.; J. D. Randolph, 1320 Georgia St.; R. J. Dickson, 500 S. Rowan St.; D. J. Vander Linden, 332 N. Westmoreland; J. B. Dunn,

On The Back End (Contributed)

Ask George Prichard, the attorney-motorman of Division Three, what was the cause of his falling over a suit case when he rushed through the car to tell the motorman to let him off. It was about 11:30 o'clock Monday night on the "E" line and he had only gone three blocks past his stop then.

A young man boasts that he has got his wife pretty well trained already. He can make her do almost anything she wants to.

Don't put things off; put them over.

Motorman Haight of Division Three, on January 28th, was late. He had train run 8, car 878, went straight to Avenue 28, arriving at 6:58, when he should have been relieved. When informed of the error he replied: "I just Haight that," and so concluded the song of hate.

Motorman Lawson, of Division Five, says of all the places he has worked in his illustrious career, he never found one where the superintendent took such a personal interest in an individual employe as he finds in his present berth. Supt. "Shorty" Morrison even sent him a printed invitation to call at his private office because he wanted to talk to him personally.

We doubt very much the report that a new trainman tried to buy a nickel's worth of hair tonic to remove a speck of dandruff from the hair spring of his watch.

H. Smith, who pilots a West Jefferson car, of Division Two, is some motorman, according to his conductor, H. M. Vining, who informed us that Smith is always in a hurry to return to the city after dark. On one trip he stopped at Eighth Avenue, turning the seats taking the handles to the other end of the car, saying: "Well, here we are!" Vining gave him the once over and asked, "Where do we go from here; why not go to the end of the line?" Just then Smith realized he had stopped a block too soon.

Motorman W. J. Hamilton, of Division Two, has made the startling discovery that since he has been operating a two-car train on the "S" line, he can serve twice as many customers as heretofore.

What is a "miss-out?" If a man misses his footing when boarding a car and falls in the mud and is unable to pull his run, should he be charged with a "miss-out," inquires Motorman No. 2253.

1168 West 36th St.; J. D. Wilson, 1501 S. Hope St.

Motorman J. B. Keller, 1604 Cherry St. Operator H. A. Cornwell, 352 E. 84th St.

DIVISION NO. 5
Conductors—A. W. Hall, 830 W. 61st St.; O. S. Briley, 710 N. Freeman St.; H. J. Osborne, 1236 W. 102nd St.; R. P. Redden, 5403 6th Ave.

Motormen—J. Holm, R.F.D. 2, Inglewood; D. Frugoli, 618 Centinella Blvd.; L. H. Weber, 1301¼ W. 54th St.

P. Henry Murphy was a subway operator. His wife was a conductorette so they called their son "Transfer."

This was discovered when the boy started in kindergarten and gave his name as "William Transfer Murphy."

BELMONT (N. Y.) PRESS.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

At this writing, as the third and last week of the big safety contest draws to a close, we find Division One still in the lead. During the last few days there has been some big changes in the standing of the different divisions. The race is tightening up with each division striving to make the lead. This division is losing some of the big lead which she has carried for the past week but we hope to cross the finish line with a good margin to spare.

Conductor L. F. Carmack is confined to his home this week with a bad cold, but hopes to be back on the job soon.

Motorman F. F. Kirchner made a hurried trip up north to attend to some business, returning by stage over the ridge route. He reports a rather chilly trip. Br-r-r!

The new addition to the cash room is just about completed. This is a great improvement, as it will give the receivers more room, and more complete and up-to-date equipment to handle the transfers and money.

Conductor C. T. Jones, who left for a short time to try out another job, is back with us again. Oh, well, Jonesie, that's all right, they all do it.

Motorman A. B. Parker is the proud possessor of a brand new Star car. Parker says it is some car but the trouble is he still thinks he is driving a Ford and gets the shifting combustion mixed up at times.

Motorman J. M. Lawson, who has been laid up for a long time with a broken leg, is navigating pretty good now and often comes around to see the boys. J. M. hopes that before long he will be able to resume duty on the tail end of a working car once more.

DIVISION 2

C. L. Christensen

The Safety Contest for January is about to close, and all indications, at the present time, (Wednesday), points to the removal, in the very near future, of the safety flag to decorate the walls of some other division. It is sad, fellows, but it is a fact, we had a good thing here but didn't hold on to it. That proves there were some of us who did not do our level best, but instead, were pulling away from the majority. It will never do. We must pull together, without exception, in order to win any kind of contest. So let us go now for the next one, beginning February 1st, showing the other divisions that Division Two is still in the ring.

Conductors C. V. Stewart and C. A. Arrington are working their runs again, having worked for the schedule department for some time.

Motorman F. V. Dannee finished his house just before the last rain commenced. He had two months off to build a house, and is now back on the job on his crosstown run.

Our Chief Yardmaster (we used to call him switchman), Ed. Foresythe, has returned to work after a few weeks absence.

Motorman H. W. Bailey has been assigned to temporary work for the schedule department.

Motorman P. C. Pedersen, who has been on the sick list for some time, has secured a months leave for the purpose of going to a hot spring to improve his health.

Conductor L. H. Wilson is "breaking in" on the night shift in the office, and

Who's Who



IT MUST make a Scotchman feel terribly bad to be the victim of a hold-up, especially when he packs a name like Sandy McGregor. But imagine the proportionate satisfaction of seeing the same holdup men later sent to the hoose-gow for from one to fifty years.

These are high spots in the street railway career of James McGregor, safety operator of Division Four, who has been in the street railway game since 1912.

McGregor was born in Stirling, Scotland at an early age and later came to America. He worked as an interurban motorman for the Pacific Electric for several years and for the Key System in Oakland.

He has been with the Los Angeles Railway a little over two years and is commanding officer of a Homeward Avenue shuttle run.

C. J. Clark says, "L. H. is doing fine work."

Extra Clerk J. A. Madigan donned a pair of overalls the other day and is now a qualified switchman.

Conductor A. Hill, who has been on the sick list for some time, staged a come-back last week, but was able to work only a half day, and the doctor ordered him to take a few more days off.

DIVISION 5

E. C. Tyler

The big show is on and the kiddies who entered and those who are entering at the next rehearsal are determined to give the trainmen of the Los Angeles Railway and their families one grand treat.

Owing to the inclement weather many were not able to attend the first rehearsals so that the kiddies who enter now will not be behind the others. Also I wish to assure you that the rehearsals will not interfere with school nor keep the children out after dark.

Mr. Hamlin wishes to announce that the next rehearsal will be held at 4 P. M. next Monday, February 5th, at Hamlin's Studio, 955 South Olive St.

The sympathy of Division Five is extended to Motorman J. S. Wilson whose wife passed away January 24th.

Conductor DeLoos Frye has taken a thirty-day leave of absence on account of his health. Motorman S. A. John-

DIVISION 3

H. A. Russell

Just at present this division is suffering from an attack of shortage of men, caused principally by a large-sized sick list. There appears to be a slight epidemic of La Grippe and in the meantime it makes it difficult to let men off, but as we have a good number of students breaking in, this shortage will soon break up, and everyone will be able to get off and all will be happy.

Our old veteran Extra Motorman W. Somerville, is at present hors de combat with an abscess on his side, but as you can't keep a good man down, we expect to see him on the job again, shortly.

The bandits who held up Conductor Frank Leon, visited a Broadway jeweler and in payment for a ring gave a check for \$50.00 signed "Frank Leon," and for identification showed Frank's pass and got the dough. In their second attempt to cash a check of this kind, they were caught and are now busily engaged telling it to the judge.

Conductor Albertson, owner of the Roockeyford Boston Bull Kennels, had several of his dogs entered in the recent dog show, and was successful as usual in carrying off some of the best prizes.

Some of our bachelor trainmen are still firm in their belief that the female of the specie is far more deadly than the male even after opening their mail and finding that it contained the blanks for their income tax.

Motorman M. L. Covington, inventor of Rapid-fire Hair Restorer, informs us that the life of an inventor is not always a very happy one. He is defendant in a damage suit for a large amount brought by a customer who, in using the aforesaid restorer, carelessly allowed some of it to trickle down his forehead on to his nose, the result being a flowing mane that would put a Shetland pony to shame. Jarvis, go see him.

Motorman J. W. Stewart says that next to having a good run, having a good relief man is next best bet. That is the reason that he is just tickled to death that Slim Barrett relieves him; for when Slim isn't late, he's always on time.

Conductor J. C. Sleeper has been going around for sometime with that peculiar look in his eye that denotes something doing in the near future. We understand that the very interesting event is to take place Saturday, Feb. 3rd, and that the honeymoon will be spent on Mount Baldy. Anyway that's the rumor and we will give you the real facts in next issue.

Conductor Harry Taylor is laying off for a few days for rest, as he claims that this thing of working between meals is a strenuous grind and he is not as young as he used to be and feels about all in. We hope that the rest will agree with him, and that he will soon be back on the job again with old side kick, Motorman H. R. Armstrong, as he always looks after the overtime, and as he says, "that's all velvet."

son has also taken a short leave of absence to attend to some business.

Conductor A. E. Larson has resigned to take another position. Motorman G. B. Carson has also resigned on account of his wife's health and has secured a position in Bakersfield.

The poker fans of Division Five say they are going on their vacation, six months, twice a year. I wonder why?

It seems that we have neglected an important piece of news from friend Stork. Conductor A. P. Nielson is the

DIVISION 4

C. J. Knittle

Conductor Hughie O'Neil is on a thirty-day vacation, two weeks of which he will spend at Murietta Hot Springs.

The weekly giggle is supplied by Operator Caldwell this time. Caldwell and Operator Palmer are very close friends. Last Saturday morning Palmer missed out. Caldwell witnessed the event. The next morning Palmer overslept again and missed his run. Caldwell happened to be on hand again and when Clerk Croushorn finished recording the miss-out, the operator grabbed the phone and called his unfortunate friend as follows: "Hello, is that you, Mr. Palmer?—Yes, this is the carbarn.—You overslept?—Well do you realize that you missed out yesterday morning, too?—How soon can you get here?—Well make it snappy!"

It was a cruel deception but it worked fine. In twenty-five minutes a taxicab speeded up to the division and out stepped Palmer. After slipping the driver a nice silver dollar, he rushed into the office and humbly asked pardon of Clerk Croushorn for causing so much trouble.

Janitor Herb has two used uniforms, size 34, which he will let go for five dollars a suit.

Conductor Freeman of Temple line is still smiling over this one: Two ladies boarded at the Post Office, paid cash fares, asked for transfers and left the car at Echo Park. Two hours later they boarded his car eastbound at the park and handed him the same transfers. "These are not good here," declared Freeman. "We were carried past our stop," replied one of them, "and the other cond—" "Hold on, lady," broke in Freeman, "I'm the conductor who gave you these transfers and I didn't carry you past your stop. Allow me to save you all that. I gave you these transfers two hours ago." The ladies looked at the fare box and at the door and for some "mysterious" reason got off.

Conductor G. Prewitt has been granted a sixty-day leave to build up his health.

Last Tuesday afternoon Motorman Erdman Reichelt was piloting his Pico car west on E. First Street. After leaving Cummings St. a male passenger meandered to the front exit. "State Street?" asked Reichelt. "Yes," replied the passenger. They stopped at State and Reichelt opened the gate but the passenger didn't move. So they started up again. "Boyle Avenue?" asked Reichelt. "Yes," answered the man. At Boyle, Reichelt stopped and again opened the gate but the man again stayed on. "Say, where do you want off?" asked the motorman, slightly peeved. "At 4th and Broadway," the patron replied. "Well," rejoined Reichelt, "when I asked you, 'State Street' you said 'yes' and also when I asked you 'Boyle Ave.' 'Oh!' he giggled. "I thought you were asking me if they were the next stops."

proud father of a fine baby boy born January 10th. Mother and boy are both doing fine.

Motorman L. Heinzman (Heinie, for short) claims he has the prize conductor. He timed him the other night, and it only took him 40 seconds to put on the trolley. When asked his name he said, "He thought it was Link."

Nearing the close of the present safety contest it appears as though we were perfectly safe in offering our congratulations to Division One. We can extend them whole heartedly and freely, for after fighting their way into first place they held a good lead over the other divisions during most of the contest.

It is with sincere regret that we deprive some other division of the "booby" prize but from the standing of Division Five, at this writing, we are surely entitled to it.

Now just a word regarding the new contest. Division Five has always got away to a flying start in nearly every contest, so let's take a tip from Division One, take the lead and keep it.

Watch the daily standings.