

# New Safety Signs To Be Tried

## MAPS TO SHOW ACCIDENT CORNERS

The plan to make carbon copies of all accident reports, so that the safety bureau can proceed with its investigation promptly, independent of the claim department, is expected to start within three weeks. John Collins, supervisor of safety, is working over several plans to provide accurate accident figures that will indicate when, where and how a particular safety effort is needed.

One of the plans proposed is the maintenance of large maps with pins to be placed in the boards at points where accidents occur. Different colored pins will indicate different classifications of accidents, and will show at a glance where smashes are occurring, and give the lead for necessary accident prevention work.

**Keep your temper—don't get in a rut—dare to be yourself.**

## SMALL CHANGE IN ROUTE OF LINE H

Two pieces of special track work for First and Vermont and Beverly and Vermont, have been received and will be installed soon. This will involve a slight change in the route of "H" line cars. Instead of crossing Vermont at First, as is done at present, the cars will make a right turn at First and Vermont, outbound from the downtown district, and run on Vermont to Beverly Boulevard, then turn left and connect with the present track at New Hampshire.

The stretch of track on New Hampshire from First Street to Beverly Boulevard, paralleling Vermont Ave. will be abandoned.

## Veteran C. D. Clark Is Back In Harness

C. D. Clark, veteran of the transportation department, who collected his first nickels on a cable car, is back on the job. C. D. did not like the idea of staying home all the time, and is doing clerical work for the schedule department.

## Silent Drama

LAST Thursday afternoon a man was boarding a north bound "C" car at Temple and Broadway.

"We only go to California and Hill," announced the conductor. The man got on heedlessly. As he was dropping his nickel in the box, one of the passengers asked the conductor for a transfer to the "T" line. The conductor told him he should have got it when he paid his fare and refused to give him one.

The man who had just paid his fare asked for a transfer and with a cynical smile gave it to the passenger who had been turned down.

At California Street the conductor yelled, "End of the line." The man who had just got on arose, meditated a second, looked at the conductor a second, meditated another second and then walked to the curb with a far away look.

## UNIFORM DEPT. OFFERS SERVICE

"Curly" Beers, in charge of the uniform department, says that with the Christmas rush of business, which affected him as well as every other department over, he is in a position to give a little more than usual personal service, and suggests that the tall and thin or short and fat men, or others who have difficulty in getting pants to fit their dispositions, take advantage of the lull if they are considering ordering new uniforms.

With the discarding of the brass buttons, and the increased utility of the uniform outside of working hours, Mr. Beers suggests that a second uniform suit is a good investment, as it permits more frequent cleaning and repairing, and thus, less deterioration of the material and economy in the long run.

Another suggestion made by the uniform department is that where shank composition buttons are being used that they be removed before going to the cleaners, as the cleaning fluid damages the buttons. If bone buttons are used they need not be removed.

**They can who think they can.**

## Sand Car To Make Regular Service Runs

A sand car, in charge of Motorman O. M. Haywood of Division Three, has been assigned to regular service and will make at least two trips every week over the district between Figueroa and Central avenue, North Broadway and Pico street. The regular trip will be made during dry weather as well as on rainy days, but when the weather is bad, the car will be available for use in any particular district where the track is slippery.

In addition to the operation of the sand car, Mr. Haywood will devote some time to inspecting track for such conditions as the asphalt getting on track and creating a dangerous condition.

## Oil Salvage To Be Begun At Garage

An oil reclaiming machine which is expected to salvage at least 60 per cent of the motor oil used in company cars, trucks and buses, has been installed at the garage. The used oil is re-distilled and the particles of carbon removed.

A new gasoline storage tank with a capacity of 1000 gallons is being installed at the filling station. This will give a storage capacity of 2750 gallons under the four pumps.

Concrete has been poured for the wash racks east of the shop building. The racks will have an overhead washing system and other equipment to expedite the work.

## Throwing Down The Gauntlet! (So To Speak)

Arriving at Fountain and Edgemont on his first trip last Sunday morning, Motorman de Jager picked up a dirty glove and threw it in to his conductor. Then he changed his trolleys.

In the meantime the conductor threw the glove into the street.

"Say, here's the mate to that glove," spoke Herman as he picked up the same glove on returning.

**Merit rarely goes unrewarded.**

## COLOR PLATES WILL GIVE WARNING

A system of overhead signs which is expected to give an improvement over the "slow" signs will be tried on the private right-of-way in the Redondo yards on the Grand Avenue line, and on some of the steep grades.

The caution sign, to indicate dangerous cross streets, will be a yellow square with a black diagonal cross, indicating that the car must be operated cautiously past intersections and gong sounded until a green plate is reached on the overhead. This system would mark the entire distance between the two plates as requiring cautious operation and would not make it necessary to put a "slow" sign at each intersection in the dangerous stretch.

Some of the down grades are now marked with arbitrary stop signs to assure motormen having their cars under control. A yellow sign at the top of the grade with a green sign to clear at the bottom, would give adequate warning of the necessity for careful operation.

One of the evils of the "slow" and "stop" signs is that automobile and truck drivers who observe the signs, attempt to take an unfair advantage over motormen, as they see that the car operator is ordered to move slowly. The motor vehicle driver takes this as assurance that he can speed up and a situation results in which the burden of accident prevention lands on the motorman's shoulders.

**Violence is the serpent that always leaves it mark on the man who uses it.**

## Semi-Annual Meter Test To Be Made

The semi-annual test of nine meters which register power on the Los Angeles Railway system, will begin Monday. The meters are corrected every six months at the Southern California Edison Company laboratories, where minute adjustments are made by the most delicate electrical apparatus.

**I wish, I can, I will—These are the three trumpet notes to victory.**

## Editorial Comment

*Two Bells Is The Official Paper of The Los Angeles Railway*

### Instructors' Objective

**I**N CONVERSATION on a car recently, two trainmen were comparing notes on students they had been training. One of them said that he had broken in a young fellow who took about twice as long as most students to get a grasp of the work, but "once he got it he had it for keeps," this line instructor explained.

Every man who has broken in new trainmen knows that some grasp the work quicker than others, and some are more of a task to line instructors than others. The lesson that may be derived from the conversation is that the line instructor's job is to train a new man so that he will be capable of delivering good service.

The objective is to deliver a capable man and not merely one who has enjoyed the sunshine of your smile for a number of days.

### Thinking Beats Knocking

**R**ECENTLY a woman came to the information bureau to relate an argument which she had on a street car. An argument on a car usually means a complaint, but this case was considerably different.

Mrs. M. Melville, who lives at 1503 East Fifteenth Street, and has ridden Los Angeles street cars since the days when mules provided the motive power, undertook to remind a group of street car riders that were it not for the Los Angeles Railway, they would not be enjoying the benefits of industrial development that have come from the growth of Los Angeles.

Knocking requires no brains at all. The harder the head of a hammer the better it can knock. But in these days when talk is cheap and plentiful, and thinking is at a premium, it is interesting to know that a woman who has lived 30 years in Los Angeles thinks enough of the Los Angeles Railway and Los Angeles Railway trainmen to give the younger generation the benefit of her experience and show them how to substitute thinking for knocking.

### The Why of Mileage Cards

The mileage card is the most important record on a car and should have the most careful attention of trainmen. It may seem like a bit of a nuisance at times to make the necessary notations on the card, especially during relay work, but the work of three departments is vitally affected. They are the auditing, mileage and claim departments.

The mileage card is important to the auditing department so that accurate reports on the cost of maintaining service and every other factor concerned with the actual distance traveled by cars can be procured. The mileage department is responsible for the accurate recording of these distances. The claim department depends on the mileage card records to show who had charge of a certain car on a certain hour and day. Frequently the claim department has occasion to refer to these records months and years after an accident has happened, especially in "blind" cases.

"Knowing why" makes many a job a bit easier and more interesting, so it is hoped that this brief explanation of the importance of mileage cards will make every trainman realize the responsibility that rests upon him in this comparatively small detail of his work.

### BUS LINE SERVICE FOR GRIFFITH PARK STARTED

**O**PERATION of bus service to Griffith Park was started January 5, by the Los Angeles Motor Bus Company. The buses run from First street and Vermont avenue, north on Vermont to Los Feliz boulevard and north on Park Road to the Field House. The distance is 6.60 miles. The fare rules are as follows:

Six-cent fare between First and Vermont avenue and Hillhurst avenue and Los Feliz boulevard. Includes transfers to and from Pacific Electric local street cars or Los Angeles Motor Bus lines, where such lines cross or intersect Griffith Park line, to any point

within the Hollywood-North Western avenue six-cent fare zone.

Ten-cent fare between Hillhurst Ave. and points south thereof. Includes transfer to and from: Bus lines of the Los Angeles Motor Bus Company, local street car lines of the Pacific Electric Railway Company, street cars or buses of the Los Angeles Railway where such street car or bus lines cross or intersect the Griffith Park Bus line.

Ten-cent fare between Hillhurst Ave. and Picnic Grounds, Griffith Park. No transfer privileges.

Fifteen-cent fare between Hillhurst Ave. and Field House, Griffith Park. No transfer privileges.

## BULLETINS

Issued January 14, 1924

### BULLETIN NO. 5 Notice to Conductors and Safety Operators

Conductors and Safety Operators will please read carefully the notice recently posted regarding counterfeit money.

In all cases where counterfeit money is tendered to cash receivers at the divisions and is detected by them, such counterfeits must not be returned to the conductor, but the cash receiver will call the conductor's attention to same in order that the amount involved may be made good, and the counterfeit money must be forwarded by the cash receiver to the main office.

### BULLETIN NO. 6 Notice to Conductors

The following Firemen's Pass Books are reported lost.

No. 14031—issued to Fireman C. J. Basden.

No. 14653—issued to Fireman Wm. Tynan.

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

### BULLETIN NO. 7 Notice to Trainmen

As soon as arrangements can be made, new Official Street Car Guides will be placed in the hands of trainmen.

These guides are numbered and a charge of 50c will be placed against the trainman's record, which charge will be cancelled if the guide is turned in on leaving service.

In case a guide becomes worn out through use, a new one may be obtained on turning in the old guide; no further charge being made in such case.

*R. B. Hill*  
Supt. of Operation.

### Whistle Blows; House Is Left On Car Tracks

Another of those little things that make the first 70 years in street car life the hardest, was encountered at Market and Kelso Streets in Inglewood last Monday night where a house moving outfit left a building so that one of the eaves blocked the cars by a few feet. The blockade lasted 28 minutes until the house could be jacked up high enough to clear.

Too bad the five o'clock whistle blew just when it did. Another two minutes and the house would have cleared the tracks.

Thermometers are the only things that graduate and get degrees without brains.

### 25 YEARS AGO 60-Pound Rail Big Help to Seventh St.

The work of laying the heavy rails of the Los Angeles Railway Company's tracks on West Seventh Street is moving along like clockwork. One track is finished from Westlake Park down Figueroa street already. The way the cars ride on this track and the way they ride on the rest of the road is astonishingly different. It is like getting out of a farm wagon and into a carriage. Every three feet of one of these heavy rails weighs sixty pounds.

The above item taken from the Express "25 years ago today" column indicates an interesting point in street railway history. This track remained in good condition for 22 years. It was removed in 1921-22, and replaced by 116-pound rail. Before the 60-pound rail was installed, 24-pound rail was used and cable cars were operated over Seventh street to Westlake up to 1896.

## INSTRUCTION MEETINGS STARTED

The first meeting of the supervisors school was held at the instruction department headquarters last Wednesday afternoon. Succeeding meetings were held Thursday and Friday, the men being divided into three groups so that their work could be cared for in their absence. Unfortunately the first meeting had to adjourn hurriedly to release men needed for traffic work on account of a fire.

R. R. Smith, assistant superintendent of operation, addressed the first meeting on discipline and department in a supervisor's relation with trainmen. At the other meetings R. B. Hill, superintendent of operation, gave the talk on discipline.

Next week "rules and their interpretation" will be the topic of R. A. Pierson, and "forms of transportation" will be discussed by Dan Healy.

The instruction department started a series of meetings Monday, with motormen who serve as line instructors. Four meetings were held during the week. It is the aim of the instruction department to have the line instructors giving uniform training to the new men, and the points to be covered were discussed at these meetings.

### On the Sick List

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

#### DIVISION NO. 1

Conductors—C. V. Clark, 3215 Central Ave.; E. A. Hanuschek, 5713 Cameford St.; J. M. Elliott, 211 N. Indiana St.; A. E. Pingry, 1165 Orme Ave.; J. W. Hunter, 1349 S. Flower St.

Motormen—J. W. Fenicle, 5307 Grand View; A. E. Gardner, 3709 Michigan Ave.

#### DIVISION NO. 2

Conductors—C. Gutnecht, 5208 S. Wall St.; S. T. Nichols, 3329 S. Normandie; J. S. Phillips, 1336 Lawrence.

Motormen—E. W. Lyon, 1227 E. 34th St.; E. Fitzpatrick, 239 E. 54th St.; F. Manning, 124 E. 35th St.

#### DIVISION NO. 3

Conductors—J. J. M. Wilson, 2612 Idell St.; R. A. Lee, 1906 S. San Pedro St.; L. C. Stroman, 1808 Daily St.; L. A. Vinland, 3216 Huron St.; R. W. McDonald, 6109 Piedmont; J. Ungefug, 2206½ Huron St.; J. W. Bonato, 3328 Merced St.; J. B. Logue, 600 W. Avenue 27; C. H. Walkinshaw, 6411 Ruby St.; F. E. McKibben, Burbank, Calif.; A. H. Tanguay, 2214½ Huron St.; B. M. Chilson, 765 Idell St.; C. J. Clayton, 630½ W. Avenue 27; J. C. McGee, 844 E. 5th St.; J. D. Conner, 2670 Maceo St.; J. W. Reynolds, 209 Huron St.

Motormen—L. Rosa, 619 Cypress Ave.; T. W. Kingsbury, 1837 N. Main St.; N. B. Stiles, 2213 Dayton Ave.; W. L. Alcorn, 3065 Dayton Ave.; O. R. Griffin, 3402 Dayton Ave.; J. D. Brewster, 3741 East Side Blvd.; P. L. Messer, 660 San Fernando Rd.; R. L. Neefus, 3217 Huron St.; J. L. Rutherford, 3434½ Merced St.

#### DIVISION NO. 4

Conductors—E. F. Hedtke, 1520 W. 22nd St.; E. L. Bailey, 1420 W. 12th St.; D. W. Gibbs, 940½ W. 12th St.; C. W. Beckner, 1232 S. Alvarado; T. W. Laughlin, 255 S. Bunker Hill.

Motormen—T. H. Peterson, 188-A Gledale Blvd.; W. H. Wisdom, 1645 W. 1st St.; H. A. Patterson, 1516 S. Hope St.

Safety Operators—A. G. Harding, 418 W. 27th St.; H. A. Cornwall, 352 E. 84th St.; J. H. McClintock, 1341½ S. Flower St.

#### DIVISION NO. 5

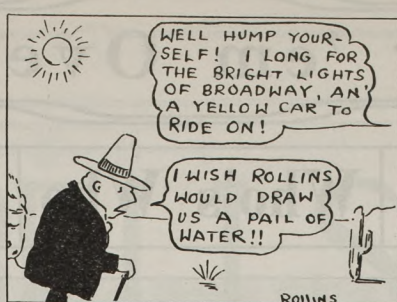
Conductors—H. W. Hunt, 141 Hawthorne Way, Hawthorne; R. M. Benesche, 248 West 59th Place; M. Kreisel, 4831 Cimarron St.; A. E. Conway, 5410 Third Ave.; H. Dean, 160 East 67th St.; O. V. Byers, 5351 First Ave.; R. Barlow, 525 W. 74th St.; J. T. Burns, 5425 Second Ave.; L. K. White, 1416 West 57th St.

Motormen—N. Jamison, P. O. Box 891, Gardena; J. I. Murray, 223 S. Fir St., Inglewood.

A little carelessness is all one needs to invite great disaster.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Condr. R. C. Young, Div. 3  
Los Angeles Railway,  
Gentlemen:  
I want to congratulate you on having in your employ Conductor 536, on line "E" and report him for kindness shown me September 16th. He surely is worthy of commendation.  
I am a lady of 68 years. He respects age.

Respectfully,  
MRS. HEINZ,  
346 North Avenue 51.

For Condr. L. Howell, Div. 3  
Los Angeles Railway,  
Gentlemen:  
I would like to call to your attention the splendid attitude of Conductor 2338 on "A" car line. His courtesy and consideration is unusual and worthy of commendation.

If there were a few more conductors and motormen of his type many of us would not dislike street car riding.  
MISS MacLEVESON,  
2683 San Marino.

For Condr. F. U. England, Div. 3  
Los Angeles Railway,  
Gentlemen:  
I boarded an "L" car, No. 895, about 1 P. M. Sunday at Third and Broadway and the conductor whose cap bore the number 1570, was so courteous to an afflicted woman, assisting her off the car with so much gentleness that I just wanted you to know that he is working for the public good and hence is serving the company well.

Respectfully yours,  
MINNIE T. RIDINGS,  
4101 Oakland Ave.

For Condr. E. F. Weaver, Div. 2  
Los Angeles Railway,  
Gentlemen:  
Conductor 2492 is a fine man and is one of the best men you have. I ride with him often and have taken particular notice of his unflinching courtesy and his attention to business.

Very truly yours,  
F. E. KESTER,  
607 North Ardmore Ave.  
Los Angeles, Calif.

For Mtr. J. T. Daly, Div. 1  
Los Angeles Railway,  
Gentlemen:  
Early in September I took occasion to complain about what I believed to be improper conduct on the part of Motorman 293. Since then I have ridden frequently on his car and have come to recognize that man as a genial gentleman. There must have been some good explanation and excuse for the circumstances which I reported to you.

This morning I was riding on the car driven by 293, when an automobile stalled on the tracks in front of it. The car was proceeding at a normal rate, under control and there was nothing at all out of order. Due to the alertness and quick reaction of the motorman serious damage to the automobile was avoided. The accident was in my opinion (and I saw it all) due to the lack of skill of the driver of the automobile.

You may be interested to know that as I have observed them, all of your men on the "N" line are of the caliber of Motorman 293. It is a pleasure to deal with them after some experiences I have had in other cities.

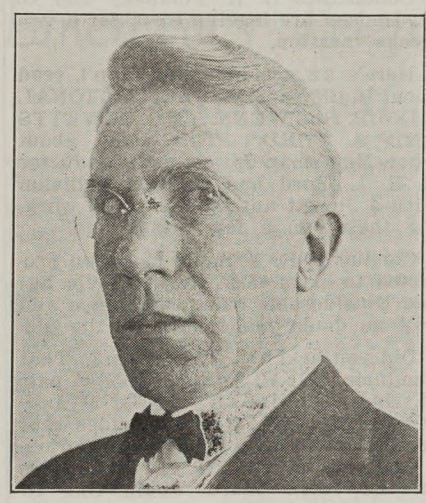
Yours truly,  
W. F. PYNE,  
1015 Union Oil Bldg.

Condr. E. F. Pitlock,  
Division Five.  
I suppose you have forgotten the girl who got on your car and had only a \$20 bill, which you did not want to change, but was kind enough to let ride. Enclosed you will find car fare and many thanks for your kindness.

Yours truly,  
MAUD E. POPE,  
446 Piedmont Park,  
Glendale, Cal.

## City Guide Book Ready After Extensive Work

W. H. STEVENS  
Designer of the Self-Starting Route Book



THE most thorough guide book that has been prepared in the history of the Los Angeles Railway has been completed by W. H. Stevens, of the manager of transportation office, and will be distributed to trainmen. The book contains 450 pages regarding all features of street car service and general information showing what car to take to reach any point on the system and almost finds the information for you. The book is copyrighted and all copies issued to trainmen and others will remain the property of the Los Angeles Railway.

The book gives the name, address and directions for reaching all private and official associations and institutions and points of interest. Under each car line is given the route and the intersecting streets with the street numbers of each block.

The book will fill a longfelt want. It represents extensive and efficient work and is a great credit to Mr. Stevens.

## On The Back End (Contributed)

Out at South Park shops some pit work was being done involving a change of steel and requiring the use of a derrick. The big hoist was at Vernon yards and L. F. Sparks, superintendent of construction telephoned to Oscar Fleetwood, mayor of the yard, and asked that the instrument be sent to the shops. "Fleet" was reluctant to let the derrick go and wisely commented:

"Suppose we send you some longer rail so you can get enough men around it to lift it."

A woman boarded an "S" car, which was being cared for by Conductor C. O. Ashton, of Division Two, at Santa Monica Blvd. and Western. The good passenger said she was greatly confused about directions but wished to go down town. "Is this the end of the line?" she asked.

"No, madam, this is the beginning of it," gallantly replied C. O., and set her mind at rest.

## TRACK REBUILT ON PACIFIC BLVD.

Track on Pacific Boulevard from Fruitland Road to Slauson is being reconstructed with a change of grade. Three street intersections are being paved, and curbs and landings will be built.

The special work at Vernon Avenue and Alameda Street, a Southern Pacific crossing, is being renewed.

East Seventh Street between Mateo and Mesquit Streets, is being rebuilt with new ties, ballast and pavement.

## SUBSTATIONS IMPROVED

A new wire fence and gate is being installed at the Huron Street substation.

The work of improving the outside appearance of the University substation on Santa Barbara Avenue substation carried out, and the shrubbery makes the corner much more attractive than heretofore.

A thousand starts won't make one finish.

## Flat Car to Have New Steel Frames

Steel floor frames to replace the wooden floor frames in ten of the flat cars used by the track department are ordered and the change will be made at the South Park shops. This work is in addition to the construction of ten new flat cars, which is a part of the 1924 construction program.

Let us put an ax in accident by keeping our 1924 safety slate clean.

## LIGHT FOR NIGHT WORK AT GARAGE

The electrical department is wiring the bus garage at Sixteenth and San Pedro Streets for lights.

An outdoor lighting system has been provided for the garage shop yards so that outside work can be done. The garage now has as large a night as day crew keeping the numerous trucks and buses in good condition.

He who wins by wrong doing is still a loser.

## NEW TRUCK IN SERVICE

A new five-ton truck has been added to the equipment of the line department. The truck is equipped with a power winch and other material for the electrical work.

Kill carelessness by spreading the safety germ.

## Last of 1923 Cars Finished at Shops

The last of the 50 type "H" cars received from St. Louis have been equipped with electrical and air brake equipment and mounted on trucks, completing one of the big shop orders of 1923.

The shops are now awaiting the arrival of another 25 type "H" cars ordered last year for delivery early in 1924.

Experience is worth only what you learn from it. Let it teach you safety.

It happened at Adams and Hooper. The cause was a beautiful young lady, so the story goes. This young lady had boarded the car up the line and had immediately started to shower the conductor with bewitching smiles and questions. This got Conductor E. E. Fort, of Division Three, so rattled that when the car stopped at Adams St. to let a passenger off, Fort rushed across the street and flagged his motorman over.

"Doggone these wimmen, anyhow."

I have seen many absent minded people in my travels but the one who wins the rubber waffle was on the Crown Hill line. He boarded my car at Temple and Belmont. He had a nickel in one hand and a cigar in the other. He tossed the nickel into the street and dropped the cigar in the fare box, I've had a side ache ever since.

Conductor G. F. Hughes

Operator W. H. Budrow has found another of the Temple Street natives who refuses to believe the "no smoking" sign just because it does not say "POSITIVELY no smoking."

Our old friend Conductor L. P. Johnson of Division Five remained in the arms of Morpheus five hours too long the other night, and is now serving the customary three days on the rock pile. When interviewed by Ye Scribe, L. P. gave out the following for publication:

"Yo' all tell all the boys that these rocks are mighty 'hard' and mighty cold, so they better take my advice and listen for those 'alawm' clocks."

Mr. Gallagher: "Why don't they paint the Western Ave. buses yellow like bananas, instead of green?"

Mr. Shean: "Because they are young and are not ripe."  
"Absolutely, Mr. Shean."

M. HERRICK,  
Division Five.

# Looking 'em Over at the Divisions

## DIVISION 1

H. N. Cole

Motorman L. Burnett of the "R" line is a large man and has a reputation as a pugilist, two pretty good reasons why his conductor should use discretion when he feels that it is necessary to his peace of mind, to give him a little back talk.

Last Saturday his conductor, usually very quiet and apparently harmless, felt that he had ample cause to take the law in his own hands, but he used discretion. East bound on Seventh street, crossing Mateo, the trolley came off. The conductor stepped off the car to replace it just as the trolley saw cause to jump back in position, and the motorman saw cause to put it against the brass. Matters would have been much better had not the track men, with their tools and piles of concrete, been in the way. However the car stopped at the next corner and the conductor, out of breath and also slightly out of temper, caught up and was the object of much laughter from the passengers. Now whenever the trolley jumps, this conductor applies the rule of "Safety first" and takes the reverse lever with him.

It is no discredit to a man to be absentminded, in fact it is rather a mark of distinction as verified by the many stories told of famous men who, when thus afflicted, pulled off some ridiculous stunts. Motorman N. Robinson, of the "R" line, has been accustomed, when going home to his lunch, to take a "U" car southbound. Recently he moved to another section of the city and it is necessary to take the "U" car, but going in the opposite direction. The first day, as usual, he boarded a southbound car, and after going several blocks, it suddenly dawned on him that he had moved. The report does not say whether or not he remembered his street and house number.

"Do you take pennies?" asked a lady passenger as she boarded a West Ninth street car at Harvard. "We can't refuse them," replied the conductor. After a lapse of about five minutes, the lady offered a hand full of pennies, fifty she said, and one nickel amongst them, for her fare. "Give me two quarters please," she said. It is needless to say the nickel found a resting place in the fare box, and as to the pennies, well you can guess the rest.

Supt. Williams left Monday for a two weeks' vacation.

## DIVISION 2

By C. L. Christensen

W. O. Dowle, a former motorman of this division, dropped in to see us the other day, being in Los Angeles on a visit from San Luis Obispo, Cal., where he is employed by the Southern Pacific. W. O. likes his new position fine, but longing for home (Division 2) he could not refrain from visiting the old place, and greeting his many friends here.

Motorman F. Hauschildt has taken a few days off, going to visit his ranch in the San Diego mountains.

Conductor B. I. Derry has been "breaking in" on the early shift for about a week and admits it works different on the inside of the counter than it looks from the outside. However, he is doing fine.

Switchman Ed. Foresythe has taken a few days off, going hunting with some friends. Charley Pipes is taking care of Ed's duties during his absence.

Motorman C. Haggard, who several

## Who's Who



"The supervisor who uses his bean." How's that for an introduction to Supervisor Leon Paul Bean. (Echo answers, pretty poor.)

All right, customers. Rally 'round while we tell you a few things that will look good in print about this subscriber.

He was born in Hamburg, Pa., and developed a good understanding by working for a shoemaker. In 1916 he came to Los Angeles and in 1917 started on the cars at Division Five. During the well known war he was a sergeant and returned to street car service after parking his khaki uniform. November 10, 1921, he was made a temporary supervisor and fastened the brass insignia on his cap. January 1, 1922, he pasted it on a little more securely when he was made a regular supervisor.

Leon is known in the traffic work as a man who is on the job every minute and handles the situations that come his way with efficiency.

## Introducing New Men

The following men have been assigned to their divisions during the two weeks ending, January 5, 1924:

### DIVISION NO. 1

Motorman R. H. Lacoste.  
Conductors—E. L. Brown, C. E. Stevens, J. A. Lavigneur.

### DIVISION NO. 2

Conductors—A. Stephany, C. M. Bartlett.

### DIVISION NO. 3

Conductors—B. P. Cloward, R. J. J. Jesse, M. W. Wallace.

### DIVISION NO. 4

Motormen—W. C. Rouse, H. P. O'Gorman, W. F. Biby, C. W. Morris.  
Conductor G. L. Morey.  
Safety Operator D. D. Rhoads.

months ago was seriously ill at his home, fooled his many friends by getting well and is at the present time switching for George Coulter, who is laid up with a bad cold.

Motorman L. G. Simmons has been "breaking in" on the switching job with R. L. Wilson and is now a full fledged switchman. You tell 'em, R. L., you know how.

G. L. Musselwhite, for the last 20 years an all-around man at Division 2, having worked as conductor, motorman, safety car operator, division clerk and so on, has been assigned permanently to the Chief Instructors office. We congratulate you, G. L., on your promotion.

It pays to be careful; the more careful you are the better it pays.

## DIVISION 3

R. W. Reid

Hurrah for the Irish. At last the Irish have come into their own. After carrying an orange colored pass for a whole year, imagine their relief when they walked into Supt. Dye's office and were handed a Paddy Green one for 1924.

Conductor Frank Moore, our diminutive extra register clerk, who has been living in the south end of the city, and who keeps him a little dorg, was ordered to vacate or get rid of said dorg. Frank said he'd be dogged if he'd part with his animated pen-wiper so he packed up and moved to the vicinity of Division Three.

A good thing it wasn't a baby or Frank would still be hunting for a house.

Conductors L. K. Polansky and O. M. Henson are leaving town for a two weeks vacation.

Here's an accident you didn't read about in the papers: "SENSATIONAL MIX-UP BETWEEN TWO JEWETTS AND A FORD." This came about when Motorman Jewett and Conductor C. R. L. Ford had a slight collision with a Jewett automobile while working their run a few nights ago.

Conductor R. T. Soule has been promoted to extra-office clerk. Soule has had considerable office experience and will no doubt make good on the job.

Did you hear it? Hear what? That Conductor W. H. Coffman took a pair of trippers on line "B" regular because of a certain REASON who rides that particular car to town every morning.

Can this be true, W. H.? The boys on the extra board would like to know.

Foreman J. G. Owens is laid up with a cold but we hope to have him back on the job by the time this comes off the press.

Conductor A. R. McDougall has secured a leave of absence for ninety days.

Conductor D. O. Kramer has secured a ten-day leave to work around his house. We intend to drop in some time to see if any of his work is being done in the cellar.

## DIVISION 5

E. C. Tyler

A visitor at Division Five last Saturday was Conductor Max M. Sacks, who has been confined in the J. C. R. A. Sanitarium at Duarte for over a year, but just recently was transferred to the Convalescents Home in Belvedere, and we hope that he is now on the road to an early recovery and return to service. Sacks had a nice visit with a good many of his old friends, but he wishes to be remembered to those he did not see and trusts that he will be fortunate enough to meet them the next time he gets over.

Ol' Bird Stork seems to like the vicinity of The Sea Gulls Roost, for on Friday, January 4, he paid a visit to the home of Condr. W. H. Oliver and left a seven-pound boy. We are glad to report that both mother and boy are getting along fine. Oliver himself is very proud of the event and puts out a mighty fine brand of cigars, for which we thank him.

Motorman C. M. Detrick, who is enjoying (?) a leave of absence in Nelson, Nevada, writes us, telling of Xmas in the sticks and thanking the boys for the Xmas cards sent.

He says the reason he did not send any cards was because the only store in Nelson, which by the way, is run by a man who is mayor, sheriff, postmaster, coroner, and in fact the whole cheese, had no Christmas cards in stock. He asked the storekeeper

## DIVISION 4

C. J. Knittle

Mr. B. Raymond Smith, cash receiver, is contemplating matrimony with a queen of Los Angeles or thereabouts. All you heavy smokers don't need to line up for B. Raymond is an ardent believer of the anti-smoking movement, in fact the only thing that keeps him from being an L. A. police commissioner, is that he's never home in the wee small hours. In place of cigars, I understand goat milk will be poured between 4:00 a.m. and 6:00 a.m., January 26.

Now boys, this is only a rumor, but as Smith says, "You never can tell."

We wonder if the reason Conductor Bailey has been sick so often since Christmas is to wear his new Christmas pajamas.

Motorman Redfield reports that he failed to throw the electric switch at First and Broadway the other day. His conductor, Partee, ran out to pry it over but went to the wrong rail and almost broke the point off before Redfield noticed it.

Conductor M. B. Schaefer has returned to the cars after picking cotton for six weeks in Imperial Valley.

Would like to say that the "Sporting Life" cigarettes that Duke Lowen passed around last Friday, were SOME smoke.

"Haint" it the devil how some mothers flop their four-year-olds down on the seat of a crowded car and then go blind?

Motorman D. M. Hanson, who returned last Monday from a thirty-day leave in Texas, says the unemployment situation there is grave and that people are flocking to Southern California.

Motorman W. H. Wisdom returned from the sick list last Thursday. W. H. has been having a run of hard luck. After being laid up for seven weeks with lumbago, he worked one week and was then laid up two more.

Operator A. H. Eidsen is taking a ten day rest at his home in Reedley, Calif.

why he did not carry any and his answer was, "That Xmas only came once a year and I was the only one who had called for any in the last ten years."

Detrick also said, "Santa did not find Nelson for the Lord forgot where he put this place." C. M. wishes to be remembered to "the bunch" and states that he is planning on returning to L. A. next month and that the whole family will be d—n glad to get back.

Motormen J. Morton, who took a leave of absence in order to visit San Diego and points south, returned and got back on the job so quick that we are inclined to think that he got as far as the Torrey Pine grade, lost heart and returned to L. A. How about it, Jim?

A visitor, walking in the grounds of a lunatic asylum, asked a patient how he came to be there and this is his reply: "Well, sir, you see, I married a widow with a grown-up daughter, then my father married my wife's daughter; that made my wife the mother-in-law of my father-in-law, and my father became my stepson. Then my stepmother, the daughter of my wife, had a son, and that boy, of course, was my brother, because he was my father's son, but he was also the son of my wife's daughter and therefore her grandson and that made me the grandfather of my stepbrother."

"Then my wife had a son, so my mother-in-law, the stepmother of my son, is also his grandmother, because his stepmother is his wife; I am the brother of my own son, who is also the son of my step-grandmother; I am my mother's brother-in-law; my wife is her own child's aunt; my son is my father's nephew, and I am my own grandfather. That's one reason I am here, sir."