

TWO BELLS

Vol. IV

JULY 9, 1923

No. 6

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

Changed Pay System Helps New Men

35 PER CENT REACH "NO ACCIDENT" CLASS

BY JOHN C. COLLINS
Supervisor of Safety

Some interesting figures have been compiled from the 1922 records of the safety bureau. A large number of trainmen established good safety records because they worked the best they knew how each day. They kept up enthusiasm in their work. They did not lag on hot days of the mid-summer.



A total of 335 conductors went through the entire year of 1922 without an accident of any kind, and 556 conductors were not checked with responsibility for an accident of any kind. There were 64 motormen who did not have an accident during the year, 313 motormen going six consecutive months without an accident. From January to July, or from July to January with a clear accident record in this city shows they were on the job every second. There are 1014 motormen on this system who went six consecutive months without one responsibility accident being checked against them.

35 Per Cent Safety Men

About 35 per cent of the men do not have accidents. These men are not only the safest, but the most courteous we have. They are the men who make the time points the best, with the least amount of effort, and will be the same men with the best records at the end of this year, because they are the best men, and the best because they think. They have trained themselves to a one-way system of operation—the right way, and have perfected it to a point where it is almost automatic for them to do the right thing at all times. These men are more familiar with the rules than the others, for they ask more questions than the less experienced men, and when instructed along any line, immediately put into practice what they are told. They do not wait for some future date to start. They start at once.

Gained Record by Work

Most of them have gained their experience at the expense of someone
(Continued on Page 3, Cols. 2-3)

Miss Gertrude Schoonmaker



"Miss L.A. Railway" to Marry in Fall

MISS Gertrude Schoonmaker, a popular employe of the auditing department for nearly three years, left last Thursday for Fresno, the home of her parents, where she will be married next September. Dayton Sayre Jr., a young business man of Los Angeles, is the lucky fellow.

Miss Schoonmaker has posed for numerous publicity pictures having to do with railway business, and thus earned the title of "Miss L. A. Railway."

Before leaving the company, Miss Schoonmaker was presented with flowers and a handsome coffee percolator by members of the auditing department. The very best wishes of the entire organization are her's.

Veteran of 30 Years Service Celebrates

P. C. Petersen, for 30 years a conductor at Division 2, and recently a watchman at Division 1, celebrated his sixtieth birthday in his beautiful home on West 54th Street July 1st. All relatives were present, including three sons. Conductor C. J. Petersen, K. G. Petersen, a former conductor, and H. M. Petersen, a motorcycle officer of Redondo.

The day was a happy one for the veteran employe.
Division 2 extends congratulations.

"Embarrassing Moments"

THAT F. H. Barry of the famous "West Sixth" street line is something more than just an ordinary motorman, was proven in a little incident that happened on his car the other night. A man boarded his car at Vermont, west-bound and asked F. H. to tell him when they reached Harvard. He then sat down behind the motorman to wait his call.

Upon reaching Harvard, our innocent and highly efficient Barry reached back and gave his charge a wholesome squeeze on the leg and said, "All right buddy this is Harvard."

On getting no response he tried it again, but with the same result. He looked around and found the most beautiful queen he ever saw sitting where he thought the man was.

She just smiled.

D. B. KOHL.

PENALTY FOR MISS OUTS ON NEW BASIS

When the last pay raise was established last April, the monthly guarantee was raised from \$100 to \$125.

A plan whereby a new trainman receives guarantee money due him half a month earlier than before was put in effect last week.

Heretofore a new trainman did not receive his guarantee until the second semi-monthly pay day after completion of a month's service.

Example Given

For example, a man starting in service July 1st, will receive on July 25th, pay for his working time up to July 15th, less any deductions for watch and uniform. On the August 10th pay day, he will receive a check for his time from July 15th to July 31st, and in addition any guarantee money due him if he has not had enough time to bring his pay up to \$125 for the entire month of July.

Heretofore the guarantee reports were not completed in time for the first pay day after a month's service and in the example given, the guarantee would not have been received until August 25th.

Rule on Miss-Outs

Another feature of the new system which makes conditions better for the new man affects penalties for miss-outs. Formerly a new man who missed out was penalized the full time required to earn the guarantee for one day. Now, in case of a miss-out he is penalized the difference between the time required to equal the guarantee for a day and the time he actually works, unless he works longer than the time required to equal the guarantee, in which case there is no penalty, but the man concerned will be given only such work as is necessary and will receive no waiting time.

Copies of the new regulations affecting guarantee pay and working conditions for new men will be supplied to each man as he enters service.

ON VACATION

J. G. Owens of the schedule department, and E. "Si" Perkins of the mileage department are on vacation.

The only one who should put faith in a rabbit's foot is a rabbit.

220,981 WALK AT 7TH & BDY IN DAY

What is the busiest corner in Los Angeles?

Final figures have not been completed but we will know by next week because Joe R. Ong, consulting transportation, will have completed a pedestrian count at the leading downtown intersections for use in his traffic survey which is now nearing completion.

An eighteen-hour count made on a Wednesday at Seventh and Broadway from 6 A. M. to midnight shows 221,241 pedestrians crossed the four intersections.

A previous check on "jay walking" showed that the percentage of pedestrians who move against the traffic signals and attempt to dodge through the moving lines of traffic vary from 24 per cent in the evening rush hour to 40 per cent in the noon hour.

New Generators for South Park Tested

New generators, which are part of the electrical equipment for the new mill at South Park shops, were given their first test Thursday. The work of moving machinery to the new building is progressing satisfactorily.

Tired, worn, discouraged, I leaned against the Door of Opportunity—and, to my surprise, it opened wide. It was neither locked nor latched.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Protecting the Careless

WHEN a number of accidents occur, it is common comment that serious mishaps run in cycles. To a safety man this only sounds like a poor alibi for relaxation of proper safety effort. There is no more reason why five or six serious accidents should occur in a few days than there is for one accident occurring, due to a slight or a great degree of carelessness.

There have been several serious accidents on the lines recently. Extensive investigation is necessary before blame can be placed, but it is not the purpose of this column to attempt to place blame.

We know there are careless pedestrians and careless auto drivers and there are pedestrians and auto drivers who follow the rules of safety first. The latter class does not break into print because they keep out of accidents.

Street car men can do comparatively little toward making pedestrians and auto drivers follow safety first rules except by example and by an occasional word of advice.

It is perhaps the most important part of a trainman's job to follow safety rules. To be thoroughly safe, a motorman must not only keep his car in control, but he must anticipate that some autoists and pedestrians are not as thoroughly drilled in safety principles as he is. Therefore a large part of a trainman's job is keeping people out of accidents. The street car man has a bigger job than transporting the general public. He has to protect the general public by anticipating the moves right or wrong, that the other fellow will make.

The situations which a trainman meets, due to the apparent intention of some people to get hurt, is enough to make any man's nerves raw. It is then that he may heed the urge to "take a chance." Perhaps you have been in this frame of mind. If you have, answer this question.

Would you take a chance if your mother, wife or children were on the car, or in an automobile or with the pedestrians involved in the traffic combinations in which you "take a chance?"

Every time some one is hurt, sorrow fills some home. You can imagine the degree of sorrow that a serious accident would bring to your home.

If every trainman kept fresh in his mind the realization of what an accident would mean to him if it involved his mother, his wife or his children, and imagined them with him on all his trips, he would get a new sense of his duty to the general public in accident prevention and there would be fewer of the serious accidents which bring sorrow to somebody's home.

COURTESY MAKES BEST SHOWING FOR 6 MONTHS

ALTHOUGH June shows an increase over May in the total number of complaints, the discourtesy column was reduced by seven and makes the month about the best of the half year. February with 28 days produced 55 discourtesy complaints, and June with 30 days brought 56. The other four

months of the half year have been higher.

The greatest part of the increase in complaints for June is in the "fare and transfer trouble" column, which jumped from 29 in May to 44 in June. The detailed summary for the two months is as follows:

Classification	May	June	Loss or Gain
Discourtesy	63	56	-7
Fare and Transfer Trouble	29	44	+15
Starting Too Soon	19	19	0
Passing up Passengers	23	17	-6
Carrying Passengers Past Stop	16	15	-1
Dangerous Operation	2	7	+5
Short Change	2	11	+9
Miscellaneous	27	27	0
	181	196	+15
Commendations	42	34	-8

Just what love will do, is demonstrated by an application for employment which has under the heading "married or single", the enthusiastic statement "Engaged."

Life's greatest idiot is he who refuses to have anything to do with the man who holds a different belief from his own.

The purchasing department uses a written form in which it asks firms to "send bills in triplicate" by the simple process of using two sheets of carbon paper. But this was too much for one high-powered clerk who addressed a statement "Los Angeles Railway, Attention Mr. Triplicate."

BULLETINS

Issued July 6, 1923

BULLETIN NO. 118 Notice to Conductors

The following passes are reported lost: 445, issued to A. W. King, storekeeper, Division Four.

1111, issued to R. L. Ramshaw, lineman, Line Department.

5837, issued to C. F. Wood, conductor, Division Three.

6634, issued to W. R. Stephenson, conductor, Division Five.

6905, issued to T. F. Sullivan, conductor, Division Two.

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

BULLETIN NO. 119 Notice to Conductors

Summer schools will open on the morning of July 9, 1923, and remain open up to and including Friday, Aug. 17th. School tickets to be used during that period will be salmon color in a yellow cover.

These tickets are only good between the hours of 7:00 A. M. and 1:00 P. M. Not good on Saturdays, Sundays or Holidays. Sample book will be found in ticket case at your division.

BULLETIN NO. 120 Notice to Motormen

All cars southbound on Colorado Street in Eagle Rock City will make arbitrary stop at the property line of Fairmont and Colorado. Arbitrary stop sign will be installed as soon as possible.

BULLETIN NO. 121 Notice to Conductors

Pass No. 324, issued to Mrs. E. M. Greenamayer, Clerk, Auditing Department, reported as lost in Bulletin No. 107, has been recovered.

BULLETIN NO. 122 Notice to Conductors

Conductors on all cars passing Exposition Park on Santa Barbara will announce to passengers, "Main Entrance to Exposition Grounds is on Figueroa Street."

BULLETIN NO. 123 Notice to Trainmen

The name of the institution formerly known as The Los Angeles County Hospital, has been changed to "The Los Angeles General Hospital."

Conductors will so announce in the future and will give information accordingly.

P. B. Hill

Joy Riding Train Crews Confuse Gas Tank and Radiator

Last Sunday Conductors L. W. McCandless and H. E. Estep and Motorman W. H. Blakely went motoring. The road was long and finally the "Cheve" ran low on gas, so stopping at a wayside station they filled up.

Estep, however, mistrusted the service rendered and after they had been rolling for awhile, said: "Say, Blakely, I don't believe that 'bird' put that cap back on the gas tank. Look and see, will you?"

"Sure, says Blakely, and climbing out went to the front and began turning the radiator cap. "It's alright."

Estep now says that he considered himself lucky that he didn't tell Blakely to fill the gas tank.

Introducing New Men

The following men have been assigned to their divisions during the week ending June 30, 1923:

DIVISION No. 1

Motormen: C. P. Benson, T. J. Clifton, E. Paul, D. Peyton.

Conductors: F. E. Woodworth, C. R. Lambeth, P. J. Strohm.

Motormen: L. S. Hughes.

Conductors: R. L. Harmon, G. A. Hartigan, J. L. Morefield, W. M. Lindsey, W. O. Attebery, G. H. Conklin, W. S. Wilson.

DIVISION No. 3

Motormen: O. E. Holland, J. Lewis, I. B. Keyes, D. Stasi, B. B. Covey.

RECEIVES \$5 FOR PAYING 5 CENT FARE

Dependability is the rock on which great businesses have been built in America. Dependability in the courtesy of employes and dependability of regular service that customers desire, has made men and money.

Recently a passenger boarded a car on which Conductor C. O. Ashton of Division Two was working. By some oversight, the passenger was without a nickel, but Conductor Ashton paid the necessary fare and dismissed the incident. This was one of the cases that have made obliging and courteous service a dependable part of the Los Angeles Railway with a large percentage of employes.

A few days later Conductor Ashton received the following letter:

Mr. C. O. Ashton,
Division Two.

Dear Sir:

Please find enclosed a small bill which I hope you will use in helping others as you helped me today, by paying my fare for me.

It was a delight to be treated with such sincere courtesy; such kindness by officials will make visitors to Los Angeles decide to remain as residents. Now-a-days, the world is too busy in most places to be courteous.

If I sign my name you would want to return the money, so I sign myself—

A FRIEND.

Enclosed was a five dollar bill.

Mighty few people can make trouble for others without soiling their own hands.

Forgets Tackle on Fishing Trip

Foreman T. Y. Dickey of Division 2, who left a few weeks ago in response to the call of the open road with a party of friends, is having a mighty fine time, according to word received from a camping place some few hundred miles north of San Francisco.

T. Y. wrote that there is fine fishing at their present camp, or in the immediate vicinity, the only trouble he had encountered in regard to fishing was that he had left his fishing tackle at home, so E. A. Moxley, who was the recipient of the news, hurriedly packed up the necessary articles and sent them by parcel post.

We hoped they would arrive before all the fish would leave.

A little courtesy goes a great way to a man away from home and friends. It warms his heart and strengthens his faith in his fellowmen.

Conductors: J. H. Yates, O. Voorhees, M. P. Baima, R. G. Crisp, K. Norton, R. J. J. Jesse.

DIVISION No. 4

Conductor J. M. Nicholson.

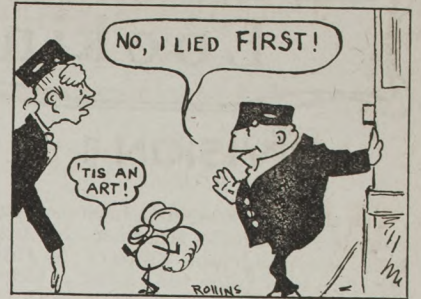
DIVISION No. 5

Motormen: J. W. Martin, W. A. Wood, H. H. Bird, G. B. Merritt, E. Skarda, W. L. Bird, G. B. Gearheart, E. O. Davidson, G. Orr.

Conductors: R. E. Whitley, L. G. Goodger, L. N. Phelps, G. C. Fisher, V. Z. Watson, W. T. Vickers.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

WHERE CAR LINES START WITH INK LINES

Standing—Left to Right: G. J. Fosdyke, A. E. Harris, R. Williams, J. H. Hartley, S. Bennett, G. Wyss, A. S. Little, H. D. Taylor, A. S. Genn, E. W. Sauerman. Seated—Left to Right: A. Duenes, L. E. Dye, G. E. Campbell, I. H. Seehorn and G. J. Marlowe.

On The Back End

(Contributed)

For Condr. J. M. Boehm, Div. 1
Los Angeles Railway,
Gentlemen:
I wish to commend you on your service on the West 6th Street line. I refer in particular to Conductor No. 872.
On two occasions I have heard irritable, unreasonable patrons speaking rudely to him and he just gave them a smile. Truly he is a well balanced young man. My neighbor, an elderly man, also speaks well of No. 872. We were riding on his car one day. My neighbor said to me, "Mighty fine young fellow. Always courteous and says good morning to me when I get on."
Sincerely,
Mrs. O. M. Anderson
317 North El Centro Ave.,
City.

For Condr. T. R. McPherson, Div. 2
For Condr. W. H. Clemens, Div. 5
Los Angeles Railway,
Gentlemen:
I am a very busy woman but I feel it my duty to say a good word for two of your men, who take the trouble to call the stops. I sure appreciated it last week—one on the San Pedro line No. 2668 and one on the Moneta No. 2890. My experience is that there are more that don't than do.
Yours truly,
Mrs. Lou G. Martin,
917 West 55th St.,
City.

For Condr. E. E. Howard, Div. 3
Los Angeles Railway,
Gentlemen:
Last Monday, April 2nd, while riding on a Garvanza (Annandale Blvd.) car, my attention was attracted by the courtesy shown several passengers by Conductor No. 882. He seemed to make it his business to see that passengers got off at the streets they asked for, also took pains to direct one who made inquiries of him. Yesterday I again rode on his car, and while getting on at Third and Spring Streets, noticed that he helped the women with bundles enter the car, in a kindly and cheerful manner.
Yours for better service,
Mrs. Emma B. Harris,
1471 Buena Vista Terrace,
City.

For Condr. F. H. E. Pierce, Div. 2
Los Angeles Railway,
Gentlemen:
I am a passenger on the Heliotrope line. Often the conductor in charge is No. 430. While going west from Los Angeles on the 28th of March, the car was filled, especially the seats. A man passenger was sitting near the center of the car and spitting tobacco on the floor.
One of the lady passengers went to the conductor and called his attention to it. The little, old conductor came immediately to where the man was sitting, and said, "Please excuse me, do you know that it is absolutely against the rules to spit on a street car floor? I ask you as a gentleman, not to do it again."
He was clean and nice to the passengers, not using rough and improper language, a perfect gentleman, and if there was ever a man that can call the streets, he is one. He sure had the good will of every one on the car.
Respectfully,
Mrs. Marion Fairbanks,
2906 Maple Ave.,
City.

For Condr. H. C. Underwood, Div. 3
Los Angeles Railway,
Gentlemen:
I am sending 5 cents in stamps for Conductor 2418, as he was kind enough to pay my fare, when I had no small change. This kindness was appreciated.
Yours truly,
G. H. Saltys,
3007 East 4th St.,
City.



Extension Program Makes Drafting Room Busy Spot

MAKING lines on drawing paper that eventually become line of steel track, and designing substations, shops and car houses is the work of the drafting room, which is an important section of the engineering department at the main offices. George E. Campbell is chief drafts-

man, and incidentally the work is at a record high point now due to the extension program being pushed by the company. The program calls for many detailed drawings of tracks and buildings which keep the 15 draftsmen of the staff busy every minute.

1014 Motormen Not Charged With Accident in 6 Months

(Continued from Page 1, Col. 1)

else, and not at their own. Do you belong to that class? Have you made an effort to belong to it? Or do you set back, satisfied, and then attribute the ability of these to run fast and safe to luck instead of the fact that they are careful men.

The very same conditions which come up in front of you, confront these men every day, for they are doing the same class of work. The only difference is that their mental attitude is toward safety at all times, so they do the positive thing to make themselves safe, doing this with no apparent effort, in fact they do the work much easier than the men who have accidents. They do not figure an accident has never happened here, but "there is a condition or that is a mighty good place for one to happen unless I am careful." They anticipate the possibility and make sure to be safe. Their brain is no different to that of other

men, though their mind is not in such a maze. They see their way clearly because they have but one way, and that is the safe way.

Be Ready to Stop

In running a car, do you motormen realize that you must run at all times so you have enough clear space ahead of you in which to stop, and to be prepared to stop before reaching points of greatest hazards along the line instead of after passing such points?

If it were possible for a conductor to know that each day, some woman would get off his car while it was in motion, and fall, how many would he let get away with it before working out a system to prevent this, and one that did not interfere with his other duties? Not many.

If 35 per cent of our men do not have accidents, never be satisfied until you belong to that class. Have that desire, for with desire there are no limitations; you will belong. Learn the rules and run accordingly, let nothing pull you away from your objective. It is easy to be a good starter. Try to be a good finisher. It takes work and enthusiasm to be a good finisher.

"For heaven's sake, is your wife in there?" screamed one of the hunters.

"Yeah!"

"Good Lord, man, get busy! A wild-cat jumped in the window"

"Yeah? Well, let him get out the best way he can. I got no use for the pesky critters, and danged if I'm going to help him!"

It happened on the first day of the group car movement and two motormen and one conductor were dead-heading west on 7th St. from Division One. My they were tired, after pulling their 53-minute tripper, so upon reaching Spring St. they decided to wait until the car pulled up to the corner. It did and right on through (it was the third car) and realizing their mistake our weary trainmen began to yell, "hey, we want off here." The crowd laughed and our men walked. Condr. Burdick step up and name your company.

Every day in every way the "genial ganitor" of Division Four is getting better and better. This time Herb wins the cast iron clothes brush. Keep on, and that man will have a complete new outfit. Here's the latest.

A flock of waiting room lizards were discussing the great Thomas Edison. Someone made the remark that it was too bad that Edison had died—just as Herb went by. Herb stopped and viewed the spokesman, his face darkly radiant with superior wisdom.

"Where you get thataway," said Herb, "Mr. Edison ain't no more daid as you or I; you is probably thinking about that other great man who jest died, Robinson Crusso, the great opra singah."

It was the evening rush hour, Broadway was crowded, traffic was bad. I was north-bound, the second car in ahead of me stopped mid-way between 7th and 8th. I saw Motr. H. D. Gordon climb down and come running back along my car. Having a vision of a pedestrian laying in the street or an auto with a wheel torn off, I looked out. I saw Gordon stoop over, then straighten up and lumber wearily back to his car.

Yes, it did look like a dime, H. D. "HEINIE," Div. 5.

Condr. J. A. Johnson of Division Five had a student and at the end of the line the student was grinding the money out of the fare box. All at once Johnson became aware of the fact that the student was taking money out of the hand box and putting it back in the top. "Whoa," yells Johnson, "what are you doing? Don't you know that all that money registers when it goes through the box. Well, said the student, "I've got my changer full, what else can I do with it?"

"I have a well-defined end in view," said Motorman "Fat" Smith as he boarded a Pico car to make relief. "I'll say he has," echoed the good people who stood on the sidewalk, watching the well-defined end in view.

Looking 'em Over at the Divisions

DIVISION 1 D. B. Kohl

The three-car system at intersections sometimes confuses trainmen. A few days ago Conductor Slattery of this division, who holds the rating of skipper on one of the speedy C. C. & C. C. line packets, was relieved North bound at 6th and Spring. Becoming confused when the car made the regular landing at 5th and Spring, he (Slattery) found it necessary to give the relieving engineer 3 bells for full speed astern to allow him to safely disembark midway between 5th and 6th streets.

Register Clerk Swartz, the boy that's full of pep and rarin' to go, will have a chance to lose some of that surplus energy up around Big Bear where he went last week on a two week's vacation. Swartz says he is going to catch some big ones (that's what they all say), you've gotta produce the goods boy, produce the goods.

Our genial clerk, Roy Ruggles, expects to leave soon on a trip up around Frisco in his new Buick. He expects to spend about two weeks on the trip and will take in all the interesting places both coming and going.

In order not to discourage any of you fellows who might be contemplating raising a "miss-placed", I will not say anything about them in the future. Now Johnston went and spoiled a perfectly good one just because I made a little crack at it.

Conductor H. H. Glass made a mysterious trip back East a few weeks ago. It was rumored that he was going after a certain little girl back there and now Glass is back but we haven't seen the girl yet. How about it? Is he or isn't he?

DIVISION 2 C. L. Christensen

Conductor M. Taylor and Motorman G. Schultz, are on a month's leave of absence, to visit San Francisco, Denver, Omaha and other cities.

Conductor W. B. Seehorn has taken two weeks off, visiting friends and relatives in Kennville, Cal.

Motorman G. L. Stoddard, has secured two months leave, and is planning a trip with his family to Yellowstone Park, making stops at San Francisco, Stockton and other northern cities.

Conductor W. E. Jones has resigned to accept a position with the Electrical Dept. at the main shops.

Conductor L. R. Colvin received a telegram last week informing him of the death of his brother, after a short illness, at Pueblo, Colo.

M. R. Gregory, who has been pulling the bell cord since November, 1918, has secured a leave of absence to visit his old home in the southern part of Michigan. On his trip, he will visit all points of interest, such as Yellowstone Park, Salt Lake City and others.

Our stenographer, H. T. Hansen, made a trip to San Francisco last week, went up on the "Owl" and returned on the "Lark." H. T. says it was a short visit, but, oh my, how sweet!

N. E. Olton, who has been a conductor for 18 years, resigned July 1st, retiring, and will perhaps pay a visit to his former home in Sweden.

Who's Who



FROM Paris, Texas, comes D. B. Kohl, stenographer of Division One, former conductor and Two Bells scribe for the division.

Before coming to Los Angeles in 1920, Kohl was bookkeeper and assistant cashier of the Cochise County State Bank at Benson, Arizona, and was in a similar capacity for a time at Tombstone, Arizona. During the war, he was in navy service.

DIVISION 3 H. A. Russell

Good morning boys, well, here I is again after an enjoyable vacation of two weeks, satisfied that the female of the species of California at the sea side is running strictly to form—some form—I extend my thanks to Mr. Fontain, our "stenog.," for his kindness in so ably handling the "Two Bells" column during my absence, and would ask you all to not forget the "Two Bells" box, as we need the news. I thank you.

Conductor L. L. Sweet says that before he saw his picture in last issue of "Two Bells" he never did know he was such a beauty. He is all worked up now as to whether he will put in an application to join the Follies or Mack Sennett's bathing beauties. In either bunch he would be the frog's hair.

If Ira Gott is not a fisherman there never was one, and it takes a fisherman to tell a fish story. Ira was fishing the other day and he got a bite and Ira says that he is quite sure that it was a corn-fed mackerel as it mistook his bamboo rod for a corn stalk and swallowed about half of it. Anyway we have Ira's word for it and that's 'nuff.

Night Clerk Harry Gilmore has a week's vacation and is spending same with his family in their bus, gallivanting around the country taking in San Diego and that home of "African Golf" and "galloping dominoes" across the border. We expect to hear that Harry either broke the bank or it broke him.

Motorman Gale Hendry, although he could hardly see how he could afford to take a vacation, took a chance, but the old boy failed to reach the limit, returning to duty one day ahead of time, as he said he needed the money.

Clara Phillips has returned from Honduras and so has Motorman Frank Wolfe, not that there was any connection, just a coincidence, that's all, but at the same time F. E. is now working a full run, a thing that he was never known to do before, showing that the old boy is still full of pep.

DIVISION 5 E. C. Tyler

Vacation time has started in earnest, and following is a list of the Division Five boys who have left on their vacations during the past week.

Conductor A. J. Monteverde has taken a fifteen-day leave in order to accompany his mother (who is going east) as far as Frisco.

Conductor H. C. Stewart has taken thirty days, and when asked "where he was going," answered, "I'm not going no place, just going to rest."

Motorman M. Knudson has taken fifteen days and states "that he may take a trip to Catalina."

Conductor C. G. Lind has taken 15 days with the stated intention "to visit Catalina Island." Now as that is the 'honey-mooners' paradise' there may be some truth in the rumor as published in the last issue of "Two Bells."

Motorman A. M. Miller has been granted a ninety-day leave to visit his old home in Nova Scotia.

Conductor A. V. Smith has also left for a visit to his old home in Center Hill, Ark., where he says he won't be bothered with traffic.

Motorman M. E. Shanahan has taken fifteen days off and when asked where he was going said, "Unnecessary question, I'm going to the mountains."

A "chink" who's name was Ching Ling,
Fell off a car, bing, bing.
The Con' turned his head
And to the passengers said,
"The car lost washer," ding, ding.

Shinballymuckamuckbinahagiclinsquinthanacloughstha-hag. If you have any trouble in pronouncing this, you may ask Motorman C. Desmond, for this is his home town in Ireland.

A. W. HALL.

An Irishman coming out of a restaurant the other night "tipped" the check room boy a quarter upon receiving his hat. His wife gave him the "dickens", saying, "What do you mean by giving that boy 25 cents for just handing you your hat." "Yes, my love," says the Irishman, "but look at the foine hat he gave me."

O'HARA.

Judge: "What's the charge against this man."

Officer: "Stealing nine bottles of moonshine, Your Honor."

Judge: "Prisoner discharged, I can't make a case out of nine bottles."

J. H. FIELD.

It has just been discovered why Conductor W. A. Bird bid off the Moneta "Owl." It was the fear of being arrested.

It seems that about two weeks ago the power was off about 2:45 A. M., and the "M" Owl was standing at 47th and Moneta waiting for it to come on, when two of the city's finest drove up in their trusty "flivver" and tried to tag the Owl crew for not having their headlight burning.

An employer was finally forced to discharge a man who was so lazy that he was absolutely worthless. Upon receiving his time the man asked for a service letter and this is what was given him.

"The bearer has worked for me one week and I am satisfied."

Conductor E. Brown, the Swede, is now known as the Pirate, but at that at stealing runs he is the bunk, especially when he tries to grab the run of Conductor McClure as that old bird is not losing any runs in that way. But say, Brown, old top, when you want off on the Glorious 4th, put your name down, maybe you'll get off and not have to fill a flagging job.

DIVISION 4 Bob Lindsey

Conductor Knittle joined the National Guard, Company D, machine gun company, and has gone to Salinas on their annual encampment. Don't be surprised if Knittle yells "Twos Right" or something similar, while he directs traffic downtown, when he returns.

He got on one of our cars, and he had already got a bun on somewhere and somehow, for this is what he said, "Hic. Shay do you go to the Phisic Electric?"

If you have missed them, here is the reason: H. L. Keever is on a week's vacation; J. G. Dixon is off for thirty days; J. E. Dyer is on a month's vacation; D. W. Keaton is off for 60 days on account of his wife's health; H. W. Cartwright is off for a month, and here we are plugging' away. Shux.

Truth is stranger than fiction they say. So listen to this tale of woe. It's true and carries a moral.

It was a nice typical California afternoon when a motor car drew up and stopped at the curb in front of a large apartment house. "Gee," exclaimed the young man who held down the seat behind the steering wheel, to his attractive companion of the opposite sex, who snuggled close, "I wish I could get off the last part of my run this afternoon, you wait here and I'll run up to the apartment and call up the barn and see if I can get off." Up he went, but no satisfaction was forthcoming.

"We can't spare you," answered the clerk from the barn, "we are short of men."

"Well," replied our young hero, "I'm way out here on Vermont Ave. and it will be some time before I can get there, but I'll hurry."

"Make it snappy," said the clerk. And that's that.

So the dejected young carman returned to his heart's delight downstairs in the motor car, and told her the sad news that he must report for duty. "But cheer up," he continued, "there is no great rush, as I told them I was out on Vermont Ave." And that's that.

Sometime later that afternoon this young man came puffing into division headquarters, he sure had burnt up the streets getting there. "The superintendent wants to see you," the clerk told him, and he went in on the carpet.

"Howdy," says Mr. Wimberly, "I hear you could not get here in time to take your run out."

"Yes sir," the unsuspecting young fellow replied, and repeated the Vermont Ave. story.

"Well, well," said the boss, "how interesting. How is it that they have moved Vermont Ave. up to Pico and Wright Sts., just a stone's throw from the barn here, and further more I would like to know just why you and your friend found it so amusing that you had lied about that Vermont street bunk? I can't see the joke myself," etc. etc.

There wasn't any joke any more, and the moral is this, comrades.—IF YOU MUST TELL A LIE, USE A PHONE IN A SOUND-PROOF TELEPHONE BOOTH AND DON'T PARK IN FRONT OF THE BOSS'S APARTMENT.

On the Sick List

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

DIVISION NO. 1.

Conductor E. S. Wright, 207 N. Chicago St. Motormen: N. M. Millea, 660 Ocean Ave.; C. Coover, 906 S. Bronson St.

DIVISION NO. 2.

Conductor H. L. Hansen, 5257 S. Main St. Motormen: J. G. Fakes, 319 E. 52nd St.; A. U. Calvert, 1368 Justine St.

DIVISION NO. 3.

Conductors: F. C. Mead, 3227 E. 3rd St.; H. N. Richardson, 2907 W. Ave. 36; F. B. Love, 5424 1/2 Monte Vista. Motormen: H. Christin, 2660 Loosmore; G. M. Williams, 2826 Massachusetts; P. Jaksich, 402 Buena Vista; G. C. Bidwell, 2913 Jeffries Ave.

DIVISION NO. 4.

Conductors: F. Shuster, 2709 W. Jefferson; D. A. Mitchell, 915 Kern Ave. Motorman J. W. Faulkner, 452 E. 42nd St.

DIVISION NO. 5.

Conductors: H. A. Peyton, 945 1/2 Girard St.; A. W. Hall, 830 W. 61st St.; R. P. Redden, 2309 1/2 W. 54th St. Motormen: C. H. Spurlock, 5439 4th Ae.; E. S. Bradish, 5349 1st Ave.