

TWO BELLS

VOL. V

OCTOBER 6, 1924

No. 19

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

FIRE FIGHTING PIPE LINES TO BE PUT IN PITS

A fire protection system for the new open pits of Divisions 1 and 4 is to be installed shortly. A six-inch pipe will be run from the street as a feeder, and three and four-inch piping will be run throughout the pits. A fire hydrant will be placed at each trolley pole with a section of hose, and smaller valves will be used at the same location so that the same piping system can be used for car cleaning.

Next week electrically operated pumps are to be installed at Divisions 1 and 4 to remove the rain water which will accumulate. The cement flooring of the pits has been built so that the water will run to a center from which it can be pumped.

This new work is in accord with the company's policy to give the utmost fire protection to cars, and shop equipment. Due to this vigilance, there has been practically no fire loss. There has never a car burned at any of the divisions.

The new mill at South Park has been connected with the auxiliary fire alarm system. Alarm boxes are placed at conspicuous places at South Park, connecting with the city alarm system.

In addition to this, South Park has two hand drawn chemical wagons, one of which is kept in the paint shop, and a large number of hand fire extinguishers in all departments.

Half Way Mark In New Cars Is Near

Ten more cars are en route from St. Louis and will bring the total delivery in the last few weeks to 45. This is nearing the half way mark of the 100 cars ordered and scheduled to be delivered and made ready for use by Christmas.

The last car of the 20 being built in the company shops this year as a part of the 1924 program, was completed in the mill a few days ago and was sent to the paint shop.

LIGHTS FOR STORAGE SHED

The storage shed on the property at Sixteenth and San Pedro streets, formerly used for automobiles, is being rewired for the installation of ceiling lights.

To The Employees of
The Los Angeles Railway.

Mr. Henry Edwards Huntington gratefully acknowledges your expression of sympathy.

Div. 1 Substation Installation To Start Next Week

The building for the new automatic substation on the Division 1 property at Sixth and Central will be completed in a few days, and work on the installation of electrical equipment is expected to start within one week.

Transformers for the Division 1 station and the Sentous and Slauson substations were received last Thursday. The converters for Slauson and Sentous have arrived and have been set up, but this part of the Division 1 equipment has not been delivered.

The switchboard for Division 1 is here and similar equipment for the Sentous station has been installed.

The equipping of the Division 1 substation is one of the major parts of the electrical work program for the year.

Three-Rail Work on Sixteenth St. Done

The track department has finished reconstruction of west Sixteenth street between Bond and Burlington. This is three-rail construction and is jointly used by the Los Angeles and Pacific Electric cars.

The south end of the special work at the intersection of Jefferson and Grand avenue and the curves are being renewed.

Company is Thanked For Manchester Bus

A letter has been received by the company from William A. Sheldon, secretary of the board of education expressing the appreciation of that body for the bus service being provided for pupils of the new Fremont school at Seventy Seventh and San Pedro streets.

The bus line operates on Manchester avenue in the morning and afternoon hours to meet the school pupils.

Employment Survey Shows Motormen Favor Wedlock; Conductors Are Bachelors

Interesting Facts Derived From Records
To Govern Choice of New Men

WHEN a man applies for employment on the cars, J. B. Hayner, superintendent of employment, looks over his past record to judge *what the man is likely to do in the future*. To determine whether the applicant may be expected to stay with the job, is one of the important functions of the department.

To procure information which can be used as a basis in judging applicants, Mr. Hayner has made a careful survey of the records of men who resigned or were dismissed during 1923. The information will be used by George Baker Anderson, manager of transportation, at the Atlantic City convention of the American Electric Railway Association.

This is the first survey of the kind made here and it produced an array of facts that make an interesting story.

Matrimonial Factor

The majority of motormen who left service in the 12 month period were married, but the majority of conductors were single. Farming was the leading class of former occupation. Texas was the birth place of the majority.

Of the men who worked as safety car operators, the married candidates outnumbered the single a good two to one. The total figures for safety operators, conductors and motormen, show that the married men had a slight lead on the single men, but this slim lead was over-balanced for those rejoicing in single blessedness if the widowers and those divorced are added to the latter column.

From the Farms

The effect of grammar school writing lessons is shown satisfactorily in the majority of applications, as those that are classed as "neat" outnumbered the poorly made applications almost three to one.

The rural districts with their farms and ranches produced most of the men who left during 1923. The safety operators provided the exception to this rule. Conductors cast a heavier vote for the country districts than the motormen.

Former occupations ranged alphabetically from aviator to window dresser, with a few such classifications as chemist cowboy and chiropractor—embalmer, musician, photographer— theater manager and teacher. The

effect of rural life was shown by the fact that the majority listed "farmer," as former occupation, outnumbering the second highest class, "auto driver," better than two to one. The next highest classes were "clerk" and "mechanic."

Every State Represented

While street railway work was new to the majority motormen and conductors, most of the men on the safety cars had previous electric railway experience.

Every state in the union and the territory of Alaska was represented on the employment records, with Texas in the lead. Second honors went to Missouri, followed by Illinois, California (hurrah for the native sons) and Kansas, in the order named.

The Argentines and the Portuguese were not represented on the employment records, and the Greeks showed only one candidate, but 25 foreign countries and Ireland were named on the records. Of the foreign born applicants first place goes to Canada and the second to England and third to Scotland. Germany and Ireland tie for fourth honors in a nice friendly way.

The majority of motormen and conductors entered the service at the age of 23, but the majority of safety operators started when they were 26 years of age.

"One Wild Night" Staged By Div. 5

Division 5 conducted a general choice last Wednesday night which included the new line "E" schedule, effective October 5. The first of the month business and the "shake-up" made a lively evening for the office force.

The new line "E" schedule does not make any material change in the rush hour service. One car is taken from the maximum number operated and the mileage for the line becomes 6,765 car miles.

"The hand that rocks the cradle"

Has been sung in every land;
The hand that clips the coupons is
Another handy hand;
The hand that holds four aces you
May play for all it's worth;
But the hand that plugs the switchboard
Is the hand that runs the earth.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Records To Close Nov. 30

EFFICIENCY RECORDS for the year will close November 30, then clerks will begin the big annual job of compiling the amount of bonus money to be received by trainmen.

The merit and bonus system has been in force since 1920, and changes have been made from time to time in the procedure to assure as accurate as possible an indication of each man's worth.

The method of cancelling demerits by keeping clear of the offense for which the marks were given for three consecutive months has been a distinct advantage, but at the same time the awarding of credits for certain acts which are directly in the line of duty, has been reduced in an effort to make the records an accurate indication of efficiency.

Trainmen should remember that it is impossible to procure automatic dismissal of demerits assessed in the last three months of the merit and bonus system. The slate is wiped clean December 1 and all trainmen start with a record of 100 per cent. It behooves every trainman to keep his record clear of demerits in the closing weeks of the merit system year, because they create a discount of the bonus checks that cannot be wiped out.

Make Crossings Safe

DESPITE the fact that flagmen are stationed at the majority of railroad crossings, as many as 10 violations a day have been reported under the rule of operation at steam line intersections and the electric railway crossings covered by the regulations.

There is no room for misunderstanding, as the requirements are very specific. The conductor is required to go three feet beyond the far side of the track, make observations in both directions and face the street car before giving the signal to proceed.

The motorman is instructed not to proceed until the signal has been given, in accordance with this rule. He must see that no one is boarding a car, and must stand. The exact wording is set forth in rule 71.

A large number of the violations have occurred at night after the flagmen have gone off duty.

The rule is one of the greatest importance from the standpoint of safety and must be carried out without deviation. The passengers are dependent for safety upon the intelligent action of trainmen in accord with the rule governing railroad crossings.

Complaint Report Shows Good Work In September

A TOTAL of 145 complaints, which is three less than the previous month, were reported during September. Fifty-four discourtesy complaints were reported, which is an increase of one over August. Although fare and transfer trouble increased 10 complaints during September, they were offset by a decrease of five in passing

up passengers, and six in which passengers charged they were carried past their stop.

The letters of commendation came in at better than one a day with a figure of 40 for the month, although this is 14 less than were received in August.

The detailed summary is as follows:

Classification	Aug.	Sept.	Loss or Gain
Discourtesy	53	54	+1
Fare and Transfer Trouble	41	51	+10
Starting too Soon	6	4	-2
Passing up Passengers	6	1	-5
Carrying Passengers Past Stop	15	9	-6
Dangerous Operation	1	2	+1
Short Change	6	7	+1
Miscellaneous	20	17	-3
	148	145	-3
Commendations	54	40	-14

BULLETINS

Issued October 6, 1924

BULLETIN NO. 212
Notice to Motormen

We are receiving numerous complaints stating that motormen fail to stop at points where stop signs are displayed. The re-arrangement of these signs is complete and passengers must be picked up and discharged at these points only.

BULLETIN NO. 213
Notice to Conductors
Pass Found

Pass No. 3327 issued to Mrs. Clemmie A. Rainey, wife of conductor F. E. Rainey of Division No. 5 and reported as lost in Bulletin No. 197, has been found.

BULLETIN NO. 214
Notice to Conductors
Pass Lost

Pass No. 1779 issued to W. J. Shirk, Janitor, garage department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 215
Notice to Trainmen

Rule No. 24 on Page 7 of the Operating Rule Book states that conductor or motorman must engage in no unnecessary conversation while the car is in motion. This is also a violation of City Ordinance No. 14261 (NS) Section 6, which is found on Page No. 32 of the Rule Book. Severe discipline will be administered in case of violation of this rule.

BULLETIN NO. 216
Notice to Trainmen

Oct. 1st to 30th, 1924, will be the next semi-annual period for Watch Inspection. All of those coming under time service regulation MUST turn in their old card to Watch Inspector and obtain a new one. REMEMBER do not forget to sign the Inspection Sheet. No excuse will be taken for not having your watch inspected. All concerned please be governed accordingly.

BULLETIN NO. 217
Notice to Conductors

Pass No. 4146 issued to J. N. Smith, Motorman Division No. 1, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 218
Notice to Conductors

The following passes reported as lost or stolen during the months of January, February, March, April, May, June, July, August, September, 1924, are still unaccounted for:

189	1787	2707	4432	6079
361	1788	2786	4439	6116
456	1798	3015	4516	6285
567	1805	3023	4816	6292
584	1837	3139	4922	6363
651	1840	3199	4929	6371
681	1903	3201	5044	6567
685	2237	3250	5110	6706
953	2240	3263	5213	6749
1045	2283	3318	5272	6861
1175	2286	3332	5298	6955
1213	2287	3423	5429	7082
1281	2477	3432	5519	7238
1284	2533	3515	5612	7313
1313	2554	3653	5705	7413
1338	2578	4026	5720	7520
1615	2604	4066	5826	7693
1724	2638	4146	5850	7723
1736	2649	4147	5873	
1779	2658	4312	5866	

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

R. B. Hill
Supt. of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN NO. 145 September 30, 1924

A conductor on a double deck bus or an operator on a single deck bus, must not accept from a passenger a bill or coin of larger denomination than \$5.00 (Five Dollars), unless he can furnish the change for the same.

If change can not be furnished for a larger bill or coin than \$5.00 (Five Dollars), politely request the passenger presenting same to leave the bus, secure change and take the following bus.

Bus operators and conductors are expected to make change for \$5.00 (Five Dollars).

F. VAN VRANKEN,
Manager.

TWO DIV. FIVE SHOP MEN PROMOTED



E. F. Bond, who has been assistant night foreman of the Division 5 mechanical department, became night foreman of the Division 1 mechanical department last Wednesday. He succeeds A. E. Yeary, who is assigned to other duties.

Mr. Bond started with the Company in 1908 as a Division 3 car repairer. He has had experience as a street inspector. He is highly regarded in the engineering department and is expected to discharge his new duties creditably.

Cecil E. Herring, who has been a car repairer of the Division 5 shops day shift, is appointed assistant night foreman of Division 5, succeeding Mr. Bond. Prior to entering Los Angeles railway service, Mr. Herring was in the mechanical department of the St. Louis street railway system.



WILSHIRE BUS FOLDER

A folder giving a time-table of the Wilshire boulevard bus line has been compiled and distributed throughout the Wilshire district and to information bureaus. Copies may be procured at the division offices or from the Public Relations Department office.

Appreciation

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

MRS. HOFFMAN AND FAMILY.

Mrs. Mabel F. Comerford, Mrs. Ann G. Comerford and family acknowledge with grateful appreciation your kind expression of sympathy.

Los Angeles Railway Company, Division One.

I wish to thank you for your kindness and help during the illness and death of my son, G. F. Cubberly; also for the beautiful floral offering.

I also wish to thank the Cooperative Association for their lovely floral offering, and all those who tried to help him.

Yours very truly,
Mrs. E. D. Cubberly.

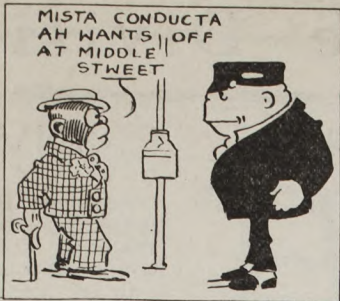
To the officials of the Los Angeles Railway, the Cooperative Association and the men of Division 3:

I wish to express my sincere thanks and appreciation for your kindness and help during my great sorrow, in the loss of my dearly beloved husband who so suddenly and bravely departed from a life well lived.

Sincerely,
Mrs. Florence A. Moore,
1955 Filbert Street,
San Francisco, Calif.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. L. W. Warfield, Div. 2
Los Angeles Railway.
Gentlemen:
I happened to forget my purse this morning when I left home at 2815 So. Hoover and I boarded the car which I believe was No. 190, and I discovered my unfortunate situation when the car was way out and after all those who had boarded the car at the same time I did had paid their fare.
The young conductor evidently read my disappointment on my face for, when I mentioned the fact that I could not pay my fare, without the least hesitation threw in a nickel in the box enabling me to reach my office without any delay.
The number of the young gentleman conductor is 1244 and I would be much obliged to you if you would convey to him my very best thanks and my sincere appreciation for the courtesy that he so kindly extended to me, and to hand to him the enclosed 5 cents in stamps.
Thanking you in advance, I am
Yours very truly,
ENRICO PIANA,
Acting Vice Consul of Italy

For Condr. F. S. Holland, Div. 2
Los Angeles Railway.
Gentlemen:
Just a little praise for Conductor 532 on the "S" line. I have ridden out to Hollywood two or three times a week with him for the past six months, and have found him to be a little on the extraordinary, so neat, and clean and kind and considerate to everyone and a real information bureau and guide for strangers.
Yours truly,
J. C. CURTIS,
543 West 88th Street.

For Condr. L. C. Stammers, Div. 5
Los Angeles Railway.
Gentlemen:
I wish to thank you and Conductor 1590 on line "F", car No. 499, for his honesty. I boarded said car at Jefferson and Main, July 25, somewhere near 5 o'clock in the evening, and dropped 25 cents in the fare box, thinking it was a 5 cent piece.
The car was crowded. I noticed his hand go on the box, without paying attention to it. Somewhere near 29th and Main, he came up to me and politely said, "Young man you're mighty careless with your money," and handed me the quarter and took 5 cents fare.
I have been riding on your cars for 12 years, and when I was old enough to think and understand, ever since I could remember almost, all of your employees have been polite and honest.
Thanking your employees for his honesty, politeness and quick thinking, I remain,
Still thanking,
IVAN BETRAKOFF,
2616 East 7th

For Mtr. J. L. Goulet, Div. 3
Los Angeles Railway.
Gentlemen:
I want to mention to you the courtesy and kindness of Motorman 1841.
It is refreshing when one is shown a favor when late and an appointment is ahead and all other efforts are in vain.
Others have been kind too, but I neglected reporting them.
In appreciation,
H. J. WAGNER, M.D.
205 Broadway Central Bldg.

For Mtr. E. Larcen, Div. 3
Los Angeles Railway.
Gentlemen:
I wish to commend your motorman 1785 for his spirit of courtesy and accommodation shown me.
Yours truly,
GEORGE R. DICKINSON
Eagle Rock City

City Officials Say New Bus Is Pretty Pathoot



MEMBERS of the city council, the board of public utilities and some of the department heads of the company, were guests of the Moreland organization September 26, when an inspection trip was made in the new six-wheel double-deck Moreland bus over the Wilshire route, followed by a luncheon.
Various city officials commended the progress being made by the street railway in providing new equipment to meet the growing needs of Los Angeles, especially the operation of the most modern motor vehicle equipment.
The picture was taken shortly before

lunch, which accounts for the impatient expression of Bob Hill's hat and the apparent effort of G. B. A. to walk out of the picture. The hand-shaking ceremonial at the left is being staged by Boyle Workman, president of the city council, who is holding on to his hat because it is a new one, and F. Van Vranken, manager of the bus division, who are jointly enthusiastic over the fact that there will be no spragetti for lunch.
On the step of the bus is a newspaper reporter and a policeman. It is apparent that all the others are on the level.

POWER SHORTAGE CONTINUES ACUTE

Car cards calling attention to the continued need for power conservation for the welfare of all Southern California industries and agriculture, have been placed in the cars. There has been no increase in the amount of power allotted to the Los Angeles Railway, and the regulations of the State Railroad Commission power supervisors regarding the number of cars operated and the stops made, are still strictly in force.
It is the plan of the Board of Public Utilities that the final rearrangement of stops, to be made when conditions are normal, will provide a uniform distance between the stopping points all over the system. This will be an improvement for the railway as a whole, as the stops were not evenly spaced on all lines prior to June when the skip stops were arranged as one of the power conservation measures.

IT AIN'T GONNA RAIN NO MO'
"The street car has no cloth of gold,
Has no imported name,
It does not roll on balloon tires.
But it gets there just the same.
Opportunity is like a gold mine—it gives you a chance to dig.—L. Brubaker.

DIV. 5 STORAGE TRACKS EXTENDED

Tracks 5, 6, 7 and 9 of the Division 5 carhouse are to be extended toward Slauson avenue the length of 375 feet each, giving an additional 1500 feet of track storage. Work was started last Wednesday.
Additional storage space is made necessary by the new cars arriving from the east and by temporary rearrangement necessary to take care of some of the cars that have been held at Division 4, during the relocation of the north and south tracks south of Girard. Under the rearrangement this track will extend east and west, connecting with the special track now in use on Georgia street.

For Condr. J. M. Scantler, Div. 3
Los Angeles Railway.
Gentlemen:
I feel it my duty to give well deserved praise to Conductor 2448 on the "W" car.
This kind young man actually got off his car, that is to the outside step, to better aid a mother and her little children board the car. Never before have I seen such a courteous, thoughtful conductor.
Then he gave me his stool, when he saw that I had bundles and no seat in sight.
He was not using his stool, for he said sitting down when working as a conductor was a wholly unnecessary habit.
MIRIAM JEAN ROLLINS
2812 Jeffries Ave.

On The Back End

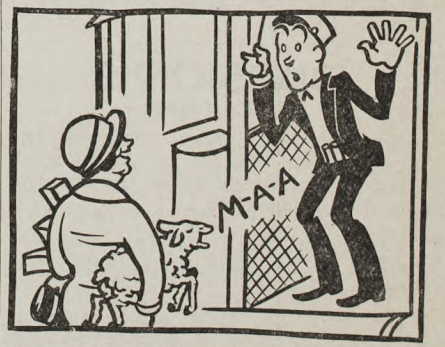
(Contributed)

A foreign passenger handed a conductor a note which read "Leave this man off as near as possible to the Pest." The conductor after several minutes of study finally deciphered this man's destination as P. E. Station.
O'Hara.
* * *

They met at the corner.
They both got dented,
And the saddest part was
Both cars were rented.

The bulletins this week contain the startling information that the busy janitor of the garage is named Shirk.
* * *

Conductor E. F. Adams was working on the Pico line a few days ago. Arriving at First and Broadway on a westbound trip, a man yelled, "Adams?" to him.
"Yes sir," answered Adams, wondering where he had seen the man before, but the next minute he got a good bawling out because the car turned down Broadway instead of Hill like all good Adams cars do.
* * *



Mary had a little lamb,
Its fleece was white as snow,
And everywhere that Mary went,
The lamb was sure to go.
She took it on a car one day
Which was against the rule.
The conductor said "You'll have to pay"
As it has too much wool.
Lap dogs ride on street cars free,
Conductors, motormen and police,
The reason why, if you ask me,
Is because they have no 'fleece.'
F. W. Millard.
"Mother, may I go for a ride?"
"Yes, my darling Dolly.
Park your car in our backyard,
And patronize the trolley."

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

She led the line into the car at Seventh and Spring. After holding up all the other passengers, while she tried to find five pennies, she handed the conductor a half dollar. He gave her six nickels and a quarter in change. She dropped a nickel in the box and the rest in her purse. A man waiting patiently behind her could not help but notice the wrong change. He asked the conductor if he knew he gave her six nickels. The conductor said, "Yes, but she will have a heck of a time passing that two-bits."

Queer things happen to those who sail over the seas, and in the air, and things equally queer sometimes happen to those who coast an auto down a hill with engine running and ignition cut off. Things begin to happen when you start up again. Ask Clerk Roy Ruggles. He can tell you all about it. Or rather let the Div. One poet tell it in the following alleged blank verse: *Ruggles went Jew-joy riding in his automobile.*

*And saved all the gas he could, coasting down the hill.
And when he reached the level, without gas enough,
He stepped on the thing and blew his muffler off.
So, next time, my friend, I am telling you,
Before you go Jew-joy riding, learn to be a Jew.*

Rom

Clerk B. R. Caldwell had been out driving in his new Willys-Knight, several days ago, and had parked in front of his lady friend's home, when a polished looking man jumped into the rear seat and ordered him to take a drive. Caldwell drove and kept on driving till he was ordered to stop and hand over all his money. Then the polished looking man took the steering wheel and kept on driving, leaving Caldwell with no machine and no money, and a long way from home. Here is hoping he recovers his machine.

A great big fine blue-eyed baby boy arrived at the home of Conductor and Mrs. M. Howell, September 23. Mother and baby are doing fine, and Mr. Howell is as happy as a lark.

Conductor E. H. Coltzen has taken six months' leave, to try out the police force.

DIVISION 2

H. T. Hansen

Conductor X. Bryan, surprised the boys of Div. No. 2 by announcing after his three day leave that he has joined the benedicts.

Conductor H. T. Gollar, returned from a 90-day leave, spent with relatives in the East.

Conductor Roy Bray, has been granted ninety days leave in order to give the Police Dept. another trial.

Conductor J. R. Hanna, and Motorman J. T. Hall, have secured 60 days respectively. They are going to spend their vacation picking cotton on Herbert Hoover's ranch, Wasco, California.

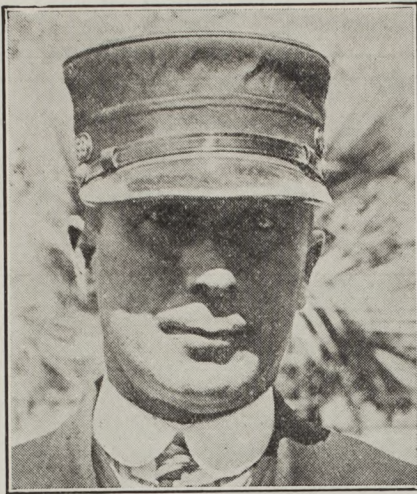
Motorman B. Rodefer, just returned from a 90-day leave, spent with relatives in Montana.

Conductors S. J. Napierskie and A. G. Richards have been granted 30 days to rest up.

Conductor R. C. Taylor secured 30 days for the purpose of visiting friends at Santa Cruz.

Motorman L. B. McCreary has just returned from a five months' stay in Seattle with his wife who has been very ill. McCreary says its good to be back on the job again.

Who's Who



THE horrors of the war have their compensations, for if the draft registration had not called Harry Swinnerton, he might still have been a construction foreman in Death Valley. But the war is over and Harry is a motorman of Division 5, with a service record of seven years. He is a native son, having started his career in San Luis Obispo as a vocalist.

The Editor was dictating to a very pretty stenographer. Suddenly he stopped and asked anxiously "am I too fast for you?"

After slowly looking Ed. over from head to foot she replied, "Oh no indeed, but you are entirely too old and a trifle too fat."

DIVISION 5

F. J. Mason

Cond. G. C. Fisher reporting an accident to the dispatcher stated that "an auto had run over their fender." "What damage to the car?" questioned the dispatcher. "I don't know" comes back Fisher, "but our fender is too high off the floor."

A TWISTER

Two young ladies boarded Cond. Von Hagn's car and asked the best way to get to the Twist Hill car. He decided that it was the Crown Hill car they wanted but they claimed that he could call it that if he wanted but as far as they were concerned it was nothing else but Twist.

Our Bowling team didn't do so well last Friday. The B. M. W. team whitewashed them three games. They hope to take their revenge out on the Pico-Main Team next Friday so here's hoping.

If there's anyone who can make up some nice sweet poetry on "A General Shake-up" the whole office force would sure appreciate it. We just love them.

Tourist to Conductor: "Say, does it ever rain here?"
Conductor: "I don't know I've only been here three years?"

Let's see who's taking lay offs this week and where and why they're going:

Cond. H. C. Stewart, tripping along up to 'Frisco, 10 days.

H. 'Commodore' Conklin, to Fresno.

DIVISION 3

Dan Hanley

Ladies and Gentlemen the battery for today's game—

*He stood up to the baseball plate,
Praying for a hit.
The ball came whistling thru the air;
He swung and slammed it—NIT!*

Ball One:

I think Foreman Owens must have bought a new car, I know he had a Buick, but the other day I heard clerk Allen say, here comes Owens now, driving in a RUSH.

Ball Two:

Page Sir Walter Raleigh—Ad. in the paper read:
"Women's sateen gown slips, 60% off; come early and avoid the rush."

Strike One:

Conductor Wollam remarked he lived on soup three weeks. That's nothing said ex-skipper Motorman Myers, I lived on water five years.

Ball Three:

Pass the cast iron waffle to the gink who fishes a quarter out of his mouth and hands it to the conductor to change.

Strike Two:

Conductor Sapwell took in the auto races the other night and as his car painfully chugged up to the gate, the keeper asking the usual fee for parking, said: "One dollar for your car." Sapwell looked up at the man with a smile of relief and a careworn expression and said, "SOLD".

FOUL

Foul Again:

Tune in and whistle the wedding march. Conductor Blasingame and Miss Montgomery. Copy from Ogdens Sad News. So you see I read foreign papers.

Strike Three:

This week's Octipus Dissulium.

A _____ B

Was this line drawn from A to B or B to A and why?

Batter Out:

Bulgaria complains to the POWERS that TURKEY is advancing. We know that as Thanksgiving and Christmas are coming.

Motorman Brannick came in and laid off as he was not feeling very well said he was going to insult a chiropractor.

81 days to shop.

Cond. J. H. Price, Jr., motoring to Southwestern Oregon, 30 days.

Cond. C. H. Owen, resting at home, 7 days.

Cond. H. F. Henney, to Salt Lake, 14 days.

Cond. D. Scherzer, resting up, 14 days.

Motr. B. L. Warden, to Childress, Texas, 60 days.

Cond. G. L. Kramer, on police force, 90 days.

Motr. J. B. Jackson, on police force, 90 days.

Cond. E. J. Hutchison, on police force, 90 days.

Motr. E. A. Hilty, to Library, Penn., 60 days.

Motr. J. Holm, to Hawthorne, 30 days.

Cond. J. H. Maxwell, to Memphis, Tenn., 90 days.

Motr. B. R. Cox, resting up, 10 days.

DIVISION 4

C. J. Knittle

Conductor Hughie O'Neil has returned from a trip to Chicago and several other cities in the middle west. Says it cost a lot of jack but was worth it to see his old pals on the surface cars up in the Windy City.

For one little moment we might dwell on the fact that Clerk Ellis missed out the other morning. This will provoke much laughter but o' course—like a dog's tail—its bound to, a cur.

Clerk Driggs seems to be the original hard luck guy. Spent his vacation in bed. Lumbago did it. Then he started building a home. But the lumbago came back and halted operations. Last Sunday a party composed of Supt. Wimberly, Foreman Boyd, Clerks Ervin and Roffee, Motorman Dixon, Stenographer Benedict, Conductor Tromblay and Operator Vejar went out and worked all day on the house.

Our bureau of trollylogical research declares the following expressions are used more than once a day.

"Change a five?"

"Gimme a transfer."

"May I use your stool?"

"Troonsfair!"

"Say, I wanted off there!"

"Do you go to Western?"

"Trawnz!"

"Where do you hit Broadway?"

"Why don't you stop?"

"A transfer, please."

"Some service!"

"Good morning."

"Good afternoon."

"Thank you, conductor."

"Good night."

Motorman W. Vanden reports the arrival of a seven pound girl Saturday. Mother and baby getting along finely. Papa busy handing out smokes.

Just can't pass up Motorman Schultz' moustache which has finally reached maturity. Its a summer style. (Some 're here and some 're there). Its the cat's whiskers. Makes us feel like saying, "S'matter Pop?"

Motorman G. S. Mattern, Jr., has annexed a Cleveland six (sport model) to his earthly possessions.

Vacation time being practically over finds many old buddies back in harness. Conductor Duke Lowen has returned from a stay at Big Bear. Operator D. J. Daley is back from his trip to Massachusetts and Motorman Z. P. Dempsey is with us again after a two months visit in Texas. Then too we see the smiling face of Conductor G. S. Mattern, Sr., who made a sixty-day trip to the east and also J. P. Lavelle who has been gone since March 16.

Incidentally chances for laying-off are very good right now so if any trainman would like to take a week or a month or a day off just drop in and say so.

That concludes the program from K H J. We will be on the air again at eight o'clock.

There are two classes of people: dreamers and doers. One howls for light wines and the other plants grapevines.