



First Figures on Bonus Next Week

Entertainment Contest Assured INITIAL PLANS

STAGE TALENT RESPONDS TO CALL

As a result of "feelers" sent out to determine the attitude of employes toward staging a contest for the best footlight talent, it is now definitely determined that the competitive entertainments will be held.

Divisions Three, Four and Five have responded by making preliminary plans for their shows and recruiting acting talent. Divisions One and Two have not been heard from, but are expected to produce shows to assure a real contest. Those interested are urged to get in touch with their superintendent or committee men at once.

The dates for the entertainments will be arranged by men of the different divisions interested in this activity.

The long-promised mistrel show is going to materialize sure enough, but the date seems to be as uncertain as the safety contest winner.

Present plans call for a representation by the main office folks in the entertainment contest and the Engineering Department men are to be canvassed for talent capable of winning a first prize.

1000 ORPHANS GO TO CIRCUS FREE

Practically one thousand boys and girls, mostly orphans, who live at various charitable institutions of the city, saw the circus at Prager Park last Monday free of charge. The Los Angeles Railway had a part in the worthy enterprise by furnishing special cars which gave the youngsters free transportation to the circus grounds. The arrangements were made by a Los Angeles paper.

Several of the supervisors gave their attention to seeing that the children were taken from the homes to the circus grounds and back without delay or inconvenience. It was a big day for the kiddies.

Are you out \$5.00? Here's Lady Eager To Return Change

SOMEWHERE is a conductor who is out \$5.00. Somewhere else is a whole-hearted lady anxious to return that \$5.00.

Mrs. S. H. Bowen of 1881 Buckingham Road, telephone West 6479, sent her young son on an errand and the lad presented \$10 to the conductor. Apparently two five dollar bills stuck together in making change for the lad received \$14.95 instead of \$9.95 in change.

He told his mother of the incident and Mrs. Bowen notified Fred Clothier of the Lost and Found Bureau.

Now the rest of the story is up to the conductor.

LEFTY LOUIE IS CAUGHT FOR SURE

Lefty Louie has been caught.

All of which has nothing to do with notorious New York gunmen but merely relays information contained in the marriage license columns of the daily papers. To be precise, L. A. Recappe of the schedule department has been married.

Louie took as his bride Mrs. O. E. Boles, a close friend of Mr. and Mrs. C. D. Clark. C. D. is of course in the clerical end of the operating department.

Now the men of the schedule room who juggle fractions of seconds with red ink and an adding machine are anxiously waiting to extend their heartiest congratulations. At that, they have nothing on the rest of the office folks. They are all ready to condole and congratulate.

APPRECIATES PASS

Mrs. Robinson, wife of Motorman Nate Robinson of Division One, wishes to thank the company for the pass that she received a few days ago.

If one could keep the mirror before his face at all time, he would never expose it to a disfiguring scowl again. A good healthy smile is an indication of a contented and well-balanced mind.

L.A. Ry. Men at Traffic Meet

R. B. Hill, superintendent of operation, and H. K. Visscher, assistant superintendent of operation, have spent the past week in San Francisco attending a national convention of traffic men.

Executives from all over the country who have to do with various phases of traffic work gathered in the northern city.

The Los Angeles Railway men left with the idea of getting the benefit of experiences and suggestions presented by the delegates and to let anyone, who is interested, know that Los Angeles boasts a transportation utility that is up with the leaders of the country.

Difficulties are things which show what men are.

Assn. Office Girl Goes to Hospital

Miss Dorothy Palmer, stenographer in the office of C. V. Means, traffic manager and assistant secretary of the Co-operative Association, underwent an operation at the Good Samaritan Hospital last Monday for an injury to her shoulder. Many employes who have been to the association office in the last month or so will remember her.

She is recovering nicely and expects to be back bossing the job shortly.

"Only the game fish swims upstream."

Rubber Covers for Uniform Caps Here

Rain covers for uniform caps are on sale at the uniform department, room 225 of the Los Angeles Railway Building. They are made of good material and sell for 35 cents. They are a good money's worth in keeping the shape and size of caps during the wet weather and thus help to maintain a neat appearance.

The covers will be made so that cap numbers will show and it will not be necessary for trainmen to cut them.

FOR XMAS CHECKS MADE

First figures on the number of men who will receive the varying amounts provided under the Merit System bonus will be announced next week.

Although the records do not close until December 1, a check is being made through the cards to give a preliminary indication of the number and percentage of men who will participate.

Arrangements are to be made for three big rallies at Recreation Hall, similar to those of last year when trainmen of the different shifts will meet and receive their Christmas bonus checks. The day will be set as soon as possible after the final figures are in, early in December.

Comment on System

In connection with this announcement is the following comment on the Merit System, made by George Baker Anderson, Manager of Transportation:

"The Merit System provides a history of a trainman as far as his work with the company is concerned. It is his ledger account which is balanced regularly like a bank book. It shows whether he is eligible for promotion or if he is drawing on his credit.

"The Merit System shows if a man is behind in the amount or quality of service he is expected to render to the public and the company in return for his pay. If his service shows a surplus, he is entitled to payment for this surplus in the form of bonus money.

Like an Account

"If he owes the company and the public service and is not meeting his obligations, he is in the same class as a customer at a grocery store. The proprietor may decide there is good hope that the customer will meet his obligations because he is trying hard. Or the grocer may decide that he has carried the customer on credit long enough because he is making no effort to meet his obligation and demand an immediate settlement, which will take the customer off the grocer's books."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

The Men Who Get Ahead

WHEN one thinks of all the rules, laws, courts, judges, inspectors and super-inspectors that are apparently necessary to run almost anything from a wheelbarrow to a national government, it looks like a rather complex proposition. But on the other hand couldn't a lot of them be discarded if there was a more general following of the good old Golden Rule of "Do unto others—?"

The spirit of the Golden Rule is the spirit of Co-operation and that co-operation can take various forms whether it be helping to paint a friend's house or helping him make his time points on the cars.

To get down to a single case, the matter of right of way is one of the biggest factors in co-operation between trainmen. Rule 60 covers the right of way conditions throughout the system but frequently cases are reported in which right of way is stolen. The usual result is a smash or a blockade which causes loss of time to both cars. Nothing is gained by stealing right of way although a motorman may appear to "get away with it" for some days or weeks.

A stolen right of way may result in another trainman losing just a few seconds that will send him against the automatic traffic signals down town too late to make the crossing and then he will be delayed by them at every block, causing a total loss of minutes instead of seconds.

There are some points in which peculiar conditions of right of way prevail, particularly near the car houses. In such cases there is even more room for co-operation. It lets the operating department officials in. They are anxious to co-operate in every way by giving you the correct information. An inquiry of this kind never shows ignorance. It shows a highly commendable spirit of co-operation. This article is not intended to go into detail as to the location and rules governing particular points but it aims to point the way for proper co-operation and to appreciate the fact that the majority of trainmen realize the necessity for working together and do it in excellent manner.

Co-operation is, as was stated at the start, an application of the Golden Rule. The man who put forth real honest effort and fulfills his duties to the best of his abilities is a REAL MAN. He is a SUCCESS. And successful men neither go back nor stand still. They are the men who GO AHEAD.

COURTESY NOTED BY L. A. NEWSPAPER

The courtesy of Los Angeles Railway conductors, motormen and safety car operators received recognition in the editorial columns of the Los Angeles Times this month in the following words:

"While the class in courtesy is being conducted for street car motormen and conductors, it might be as well if the public gained a little tuition in the gentle art. We have often wondered how a conductor could remain so courteous in the face of some of the provocation he received from free-born citizens."

Greater Safety at Depot is Planned

Bulletin No. 361 stating that cars at Santa Fe station must pull to a point 15 feet north of the switch point when turning back or taking lay over from that position, is issued to prevent automobile accidents. If the car stops at the point there is little room for automobiles. Machines turning to the left are in danger of hitting the Mateo Street shuttle car when it is stopped south bound, because the cramped quarters makes it necessary for machines to make a wide turn. By cars stopping 15 feet back from the point, auto drivers are given a clear view of the street.

SORROW VISITS 3 EMPLOYES' HOMES

Sorrow has come to the homes of three trainmen in the past few days. In each case death took a loving wife.

Mrs. G. L. Trask, wife of Motorman Trask of Division Five, passed away October 21 at the family home, 1919 South Grand Avenue. Funeral services were held October 25 with burial in I. O. O. F. Cemetery.

Mrs. Ollie M. McGinn, wife of Conductor R. C. McGinn of Division Two, died October 21. She was known and loved by many friends who mourn her death.

Mrs. Martha C. Osborne, wife of Motorman Frank W. Osborne of Division Two, passed away October 24 after a long illness. Funeral services were conducted Thursday. Burial was in I. O. O. F. Cemetery.

All were members of the wife's death benefit branch of the Co-operative Association.

Library Books May Be Held for 4 Days

Librarian Burt Rees announced that books in the company library, which may be taken out for home reading, can be held for 14 days hereafter unless specifically marked "Seven Day Book." This will be a big convenience to busy employes who can take but a few minutes here and there for reading.

BULLETINS

BULLETIN NO. 353 (Omitted from Last Week) Notice to Trainmen

The near approach of Hallowe'en, Monday, October 31, makes it necessary to again caution trainmen to be on the alert on that date for unusual and dangerous conditions.

Extreme care must be taken in approaching dangerous points, such as grades, curves and switches, watching carefully for greased rails, or obstructions that may be placed on the track. One especially dangerous condition is when weights of different kinds are suspended from the trolley wire, collision with which is liable to result in personal injury to motorman or passengers.

BULLETIN NO. 356 Notice to Conductors

Conductors are reminded that at points where they are obliged to leave P-A-Y-E, or Center Entrance cars for the purpose of pulling switches or flagging steam railroad crossings, that fares from waiting passengers should be collected before the conductor leaves his station.

The practice of leaving the car before such collection has been made is resulting not only in the loss of fares, but the depositing of transfers and tickets in the fare boxes in the absence of the conductor.

BULLETIN NO. 357 Notice to Conductors

During the hours that Cash Receivers are on duty, it is permissible for conductors to turn in their receipts for the first part of their runs, if they so desire. Some conductors do not seem to understand that they have this privilege.

BULLETIN NO. 358 Notice to Conductors Pass Lost

Pass No. 5031, issued to J. I. Mullins, Motorman, Division No. 5, has been lost. If this pass is presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 359 Notice to Conductors Commutation Book Lost

Commutation Book No. 4355, Hawthorne line, issued in favor of Miss J. Crozier, October 17th, 1921, has been lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 360 Notice to Conductors Pass Found

Please cancel that part of Bulletin No. 349 relative to lost pass No. 1513, issued to Pearl Heywood, Car Repairer, Div. No. 3, as same has been found.

BULLETIN NO. 361 Notice to Trainmen

West 9th and East 2nd Street cars at the Santa Fe Station must pull North to a point 15 feet North of the switch point, turning back or taking lay-over from that position.

BULLETIN 362 Notice to Trainmen

Effective on and after November 1st 1921, trainmen will discontinue the use of toilet in the Cinema Garage, 1073 North Western Avenue.

Toilet privileges have been secured in the rear of Fruit Stand located at 1014 North Western Avenue. This toilet will be available for use all hours of the day or night.

P. B. Hill
Superintendent of Operation.

Wants Tobacco, Not Information

The services of information men in the downtown district are proving a big help to the public judging by the many compliments received. All sorts of queries are asked, serious, puzzling and foolish. Of the latter kind George Feller relates a good story.

A man approached Dad and extended his right hand saying, "How do you do brother, what do you play in the band?" Dad told him he was not a musician and the stranger looked at his cap a second time, then remarked: "I thought you belonged to the Salvation Army. Will you give me a pipe of tobacco?"

DIV. 1 LEADING LAST LAP OF SAFETY RACE

Standings in the Safety Contest at the end of the ninth week, October 22, showed Division Four in the lead by four points and Division One second.

BUT

A check made last Monday, after the usual weekly standings had been compiled showed that Division Four had a run of accidents which took away that lead and gave it to Division One. Just what is happening through the week as Two Bells goes romping off to press is unknown, but the final result will be announced in next week's Two Bells.

The standings at the end of the ninth week were as follows:

Division Four	872
Division One	868
Division Five	865
Division Three	857
Division Two	845

Three division superintendents are clearing off space to hang the safety pennant.

Personal inventories are beneficial when the shortcomings are listed as prominently as the virtues.

EXCELLENT BOOKS ADDED TO LIBRARY

An interesting collection of books, a personal gift of Mr. Henry E. Huntington, President of the Los Angeles Railway Corporation, is now available for all employes in the library, Room 604.

The books are of high standard, being written by some of the world's most famous men of letters and will prove a wonderful pleasure for those who appreciate reading of the better class. The volumes were in the Division Five library, but with the centering of all books in the main library, they are now quickly available to all.

Victor Hugo's Works

Notable among the collections are five volumes of Victor Hugo's works; 32 volumes of the writings of Balzac and eight books of Dumas' works, including the famous "Three Musketeers." Collections of Thoreau's natural history and John Burroughs' interesting writings on animal life are attractive. McCarthy's "History of Our Own Times" is a book well worth reading.

Famous Histories

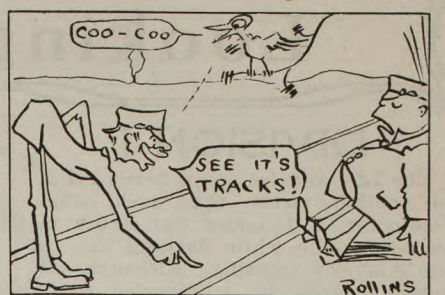
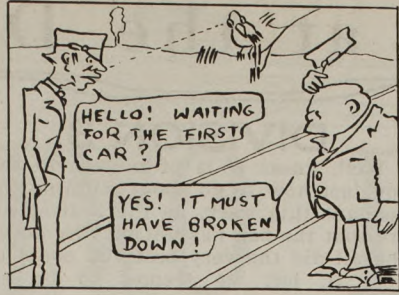
There is a splendid series of Prescott's history of Spain in the western hemisphere which tells the story of the Spaniards in Mexico, Peru and elsewhere. They are illustrated with actual photographs. Guizot's "History of France," in eight volumes, is a scholarly work which makes interesting reading. The detailed history of the French revolution is related by Thiers in an eleven-volume collection.

Twelve volumes of George Elliot's works, including the famous Italian historical story "Romola," are on the shelves. There are 10 books of the works of Thackeray, the famous English writer and 15 by Bulwers who wrote "The Last Days of Pompeii."

Librarian Burt Rees will be glad to help you select some reading to suit your taste.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

BOUQUETS RECEIVED LAST WEEK

Mtr. H. Lozier, Div. 1.
Mtr. C. E. Freeman, Div. 2.
Condr. F. H. E. Pierce, Div. 2.
Condr. W. H. Snow, Div. 4.

For Mtr. W. L. Cole, Div. 2
For Condr. L. Shelley, Div. 2
Los Angeles Railway.
Gentlemen:

Faithfulness in service, especially on part of men serving the public, is always deserving of some recognition. It helps just a little.

During the past few months I have traveled a great deal on the Heliotrope Drive cars and for courtesy and attention to the passengers I want to call your attention especially to the conductor and motorman numbered 1862 and 915.

Respectfully,
ERNEST NIPLEY,
Angelus Hotel, City.

For Condr. H. Coligny, Div. 3

I wish to express my appreciation of the extreme courtesy of Conductor No. 1332 and the motorman with him on Aug. 2 on car passing Inglewood about 3 p. m. I had a young baby and large satchel with me and both the trainmen were kind in their assistance.

Yours truly,
MRS. ROSA DUBOSE,
Inglewood.

For Condr. A. E. Kemp, Div. 5
For Condr. H. Dean, Div. 5
Los Angeles Railway.
Gentlemen:

Believing that you no doubt receive many complaints from the general public I take pleasure in commending two conductors for their efficiency, courtesy and gentlemanly conduct during the week of the Elks' convention.

One was conductor No. 2254, on Grand avenue car going south, at 11:30 p. m. July 14th, after the evening parade. The car was packed to the limit, but he was tactful, cheerful and gentlemanly, although he had no doubt had a very strenuous day; he was unusually efficient in handling the crowd.

The other conductor was on Moneta car No. 581, going north at 8:30 a. m., that is arriving in the business section about that time, Friday, July 15th.

Yours respectfully,
MISS BEULAH PAGDHAM,
Assistant Secretary to the Mayor.

For Condr. W. H. Snow, Div. 4
Los Angeles Railway.
Gentlemen:

Some days ago I carelessly left a book on one of your cars. The conductor, No. 704, returned it to me the next day before I had discovered its loss.

I appreciated his action very much and wish you to know of it.
Yours truly,
MISS NAOMI GLICK,
2200 Ocean View Avenue.

For Conductors H. Dean, Division 5;
L. B. Turner, Division 5; Wm. Sproule, Division 1; D. D. Briggs, Division 3; G. E. Conkle, Division 4; W. B. Snavely, Division 4.

(Taken from letter received from Mrs. F. McIntosh, 1224 Magnolia Avenue, August 18, 1921.)

"Of late I have been so situated as to use the cars repeatedly and as I do believe, with you, in complimenting where possible, as well as reporting adversely I wish to recommend to your favorable notice Conductors 1584, 708, 1676, 2342, 2430 and 1345. And as you tell me the merit system is in vogue with you, I hope these men, some young and some older will be credited with being men any company could be proud of."

OILER AND ENGINEER JOIN HELPING HANDS

This photo shows some of the men of the car house mechanical department who gave their time to help one of their fellow workers.



MECHANICAL MEN PAINT HOME FOR SICK FRIEND

THE spirit of co-operation, as applied with a paint brush, is shown in the picture above. The demonstrators are car house employees of the mechanical department from oiler to foreman, for the popular J. R. Brittain, mechanical engineer was there too.

The story is simple but the thought behind it is deep. One of the fellow workers of the mechanical department men has been sick for some time and sickness is usually expensive. Fighting to keep both ends meeting, he decided to eliminate rent payments and built a modest temporary home with the aid

of friends. The neat little home needed painting so "Billie" Brown, foreman of the car house shops, called for volunteers to give a Saturday afternoon's work. As might be expected, more men responded than could be used, but a delegation was soon under way with paint brushes and equipment. The following Saturday the second coat of paint was applied and it was then that the picture was taken. Light refreshments were served and a few well chosen remarks about true co-operation were indulged in by those participating.

PROPER TEAM WORK CAN AVERT STEP ACCIDENTS

By John C. Collins
Supervisor of Safety

THERE has been considerable carelessness in the observance of the rule with reference to giving bells before women passengers are safely on platform of cars, in many cases conductor giving bells before cars has come to a stop or before commencing to collect fares. The men who have no accidents and have the least difficulty in observing the rule are as follows:

Motorman, on stopping his car to pick up passengers glances in mirror and when all women and most of the men passengers have reached the platform, sounds two taps on his gong. The conductor, who has up to this time been collecting fares, thereupon

glances at the step to verify motorman's signal; observes that no women passengers are reaching for the step from behind, out of the motorman's sight, gives his two bells.

This practice saves time, prevents accidents and insures proper observance of the rules.

When cars in down town section are forced to stop at other than regular passenger-loading points, THE MOTORMAN SHOULD CALL FOR HIS SIGNAL WHEN READY TO PROCEED. CONDUCTOR, AFTER OBSERVING THAT IT IS SAFE TO GO, SHOULD GIVE THE STARTING SIGNAL. This requires only one set of bells and will avoid many accidents.

ON THE SICK LIST

- DIVISION NO. 1
Conductors—E. S. Wright, 207 N. Chicago; C. C. Daniels, 4310 Hammel.
- DIVISION NO. 2
Conductor—E. J. Marceau, 404 W. 54th St.
- DIVISION NO. 3
Conductors—D. L. Daniels, 521 So. Ave. 21; F. C. Mead, 327 Concord St.; M. S. Harrington, 4512 Paulhan Ave.; J. A. McDonald, 3400 1/2 Roseview Ave.
- Motormen—F. J. Massing, 3327 Elthea St. L. M. Covington, 259 So. Royal St.,

- Eagle Rock; F. M. Newell, 3359 Audrita St.; Wm. Bunch, 649 Ave. 28.
- DIVISION NO. 4
Conductors—D. M. Best, 1216 W. 12th St.; D. J. Van Der Linden, 1147 S. Rowan Ave.; H. W. Carter, 943 Potter Park.
- Motormen—L. H. Stephens, 928 W. 11th St.; L. S. Howe, 1327 Wright.
- Operators—T. M. Fitzgerald, 1343 S. Flower St.; E. C. Upthegrove, 493 Agate St.

On The Back End

(Contributed)

If only the young men whom we sometimes see tearing about the city in their automobiles, were as eager to earn their living as they are to get to the place where they always appear to be going in such a dickens of a hurry, we would have an industrious nation.—Winston.

We understand that Motorman E. Wagner is thinking seriously of going into the movies, as he was noticed studying pictures of the chickens in a movie journal.

Motorman Dundas exhales this one: "We were talking at home of the registration of school children and our little girl said, 'Mama, will it hurt to be registered?' She had been vaccinated against the flu back in Nebraska and remembered it."

First Conductor's Wife: "I can't get my husband to do an errand in town for me. It would save so much car fare you know."
Second Conductor's Wife: "Mine used to be that way but I soon changed that."
F. C. W.: "Do tell me how you managed."
S. C. W.: "Well, I just said, 'As long as I have to go in town you had better give me twenty or thirty dollars and I can do a little shopping while I am there.'"

This crew of Division Three claims the hand turned corkscrew.
Nice lady on West 11th Car: "Is this Figueroa street?"
Condr. Van Keuren: "Yes, lady."
Nice lady: "Do you know where Mrs. Hooper lives on Figueroa street?"
Condr. V. K.: "No, lady."
N. L.: "Maybe your motorman does. I'll ask him. Do you know where Mrs. Hooper lives?"
Mtr. Dundas: "Yes, she lives between First street and 64 unless she has moved."
(Passenger on front end smoothers a tall grin and says: "Gosh, I congratulate the company on having such efficient men.")

A woman boarded a car at First and Broadway with a West Jefferson transfer and after the conductor collected another fare from her she said she wanted Boyle Avenue.

Arriving at her destination she asked "Next time I want to get the East First car, where can I get it without walking seven blocks?"

This week's hot one comes from the Lost and Found Bureau: A kindly old lady walked in rather timidly and said: "I've looked all over town for my little dog and I just came in here to see if you had him."
Yep, it actually happened.

Division Two can not be expected to hold first place in the safety contest while occupied collecting coupons. Now that Condr. Mannigan is back with us after a trip east, we can all get down to the real work of winning the pennant again.

DIVISION NO. 5
Conductor—M. A. Hinson, 767 Towne Ave.
Motormen—G. W. Rankin, 821 W. 57th St.; N. Jamison, 992 W. 110th St.

Looking 'em Over at the Divisions

DIVISION 1

The Los Angeles speed fiends claimed another victim this week, when Conductor T. J. Loder was struck by an automobile while flagging the 1st and Alameda crossing. Although seriously injured, he is reported to be making a plucky fight for life, at the Golden State Hospital, and is progressing as favorably as can be expected.

Not so long ago, it is reported, the flying squad of the Police Department received a hurry-up call to 7th and Spring, on the startling information that a Rear-Admiral of the Swedish Navy had landed there with a party of sailors. After breaking all records, the "Shotgun Squad" arrived and found a gaily decorated gentleman, generously smeared up with gold braid and brass buttons, surrounded by a seething mob of people, all shouting at the same time. After the riot had been brought under control, somebody arrived from 11th and Broadway, and identified the "Admiral" as George Feller, the L. A. Ry information man, and the flying squad went home.

Motorman Coltzan and myself had the pleasure of honoring Division Three with our presence last Tuesday, and were royally entertained by the one and only Dan Hanley, foreman. Danny still wears the same old trick hat and the hard-boiled expression, that he used to awe the boys with, in the old days, and still peddles the same old Phillipine war stories. Needless to say, we visited the company dining room, and found that it was indeed something that we could urgently use in the immediate vicinity of Division One.

Eddie Williams, Division Superintendent, sends his regards to all the Superintendents of the other Divisions, and takes these means of issuing an invitation to all to come and view the place where we are going to hang the pennant for the next three months. We thank you.

The old gent, who once said the age of miracles was past, must have been about four blocks behind the times, as witness our day switch, (we mean yard-master) Chester Hill. Chester came back from a vacation recently with the most pathetic and tangled bunch of spinnach adorning his map that mortal eye had ever seen. When the division recovered from the shock, it waited for explanations, but there were none. Chester only walked around looking like a Boyle Heights spaniel in distress. Just when everybody had become resigned and daily watched for the ding-a-ling wagon from the nut factory to come and get him, he shaved it off. Of course, we immediately interviewed him and asked the reason for the sudden change. He said that he had to shave them off, because a couple of meadow larks had mated and were building a nest in the brush and kept him awake nights.

Conductor E. P. Johnson is the proud "Daddy" of a fine 9-pound baby boy which has graced his home since the afternoon of the 19th. He says neither Division Three nor Five have anything on Division One when it comes to "Daddies."

DIVISION 2

Motorman C. A. Pipes has taken a thirty days leave of absence in which to build a new home.

Conductor E. W. Mansfield came strolling up to the window the other morning just like the "Cock of the Walk," and bubbling over with enthusiasm. We were not to be left

Who's Who



Kinda fooled you this week! Instead of introducing some handsome employe who draws a regular pay check we have "Bob," collie mascot of Division Two and second to none in loyalty to the Los Angeles Railway.

Bob is getting rather old now but in his younger days he got a lot of fun from riding on the street cars. He was human enough to know where the stops were on South Park and would board a car with as much dignity as a cash customer. Most of the motorists knew him and would let him board at the front. Bob would ride a few blocks, then get off and ride a car back. No doubt he quite enjoyed the popularity and comments of passengers who watched his stunts.

But now Bob rests near the bottom of the stairs or walks sedately up and down in the sunshine. He tips the scales at 100 pounds and shows signs of good feeding.

long in doubt as he soon informed us that he was the Daddy of a nine pound girl.

Conductor W. W. Reutter has at last been found out. He came into the Superintendent's office a day or so ago and asked for a pass for his wife. It took the Superintendent a few minutes to recover as he had known Reutter for the past eighteen years as a bachelor, but on being pressed for information, Reutter admitted that he had but recently joined the ranks of the Benedicts.

Our corner at 53rd and South Park is growing. A new restaurant is the latest addition.

Motorman Grant Clear, who has been an Instructor for the past two years, has now returned to train service.

Conductor J. A. Madigan has returned from a sixty days leave of absence. Most of this time was spent in New York City. Madigan reports a fine trip and gave us a first-hand information about the World Series, but was unable to give Switchman Forsythe a satisfactory reason why he lost six bits on the Yanks.

Extra Conductor A. F. Haws came into the Superintendent's office last week and asked for a leave of absence. Supt. Mann asked him if he was leaving the city, and he said he was, whereupon he was informed that it would be necessary for him to turn in his outfit. Haws evidently took this literally, for in addition to the usual outfit turned in by trainmen when going on leave, he brought up and turned in his extra clothes and belongings; showing his good faith that he would return on expiration of the leave granted.

DIVISION 3

Well, guess it is of no use to tell you just how to go about winning the pennant this week, as the indications are that the flag has left us. No doubt you all did the very best you could to hold it, but we seemed to be up against a streak of hard luck. It may be easier to get it back than to hold it. But anyway we will not give up hope and we will go after it stronger than ever next time; so whoever wins it will have to go some to hold it. Get that into your bean and when the new race opens go after it.

Conductor F. A. Holden may be a good conductor but as a reporter he is the bunk; for he was the gent that handed in the good news in reference to the bouncing baby boy at the home of the Flying Dutchman Hollander. This boy happened to be a girl and, instead of the 8th of Oct., it was the 14th; so we apologize to the Dutchman, and, by the way, we overheard Dutch calling up his home and it is evident that the baby has been christened, as we heard him ask, "how is 'Skeezies'."

Monday A. M., before the cobwebs had cleared away, Motorman H. R. Armstrong ran across a Division Four crew just west of the Georgia St. crossing on 16th St. When he inquired what was the main trouble, the conductor said he allowed they would have to go to Vermont to take the crossover to get into Division Four barn, they had just made a change off.

Motorman L. E. Grauel, who has a large apple orchard in the Northern part of the State, is doing a large business with the boys in apples. They are of the finest quality and he makes them a fair price that is much appreciated by the boys.

Conductor Slim Comstock was standing on the back of his car wondering how he would be able to finance his way to the circus; when suddenly down through the car floated a piece of paper and fell right at his feet, No. 10's. He picked it up thinking it was a transfer, but, would you believe it, it was a pass to the circus. Fat was so tickled he beat it through to tell his motorman and right there on the seat in the center of the car was a dime to buy red lemonade, can you beat that. He is now known as Horse Shoes.

Conductor W. O. Butler and Motorman Bill Pearson have gone on a five-days trip to the mountain home of Pearson. No doubt on their return we will receive the usual dose of fish stories.

Motorman "Efficiency" Reid received a beautiful little box of rouge from all the fixings through the mail from one of his fair admirers in the line.

Our new stenographer "has flew the coop" and Motorman E. O. Baker is officiating.

Motorman C. W. Talbot, who left us with the Birneys, is back again; this time on the back end, and, I might say in passing that C. W. has taken unto himself a wife since he left us, so things are moving along pretty swift for him just now. Glad to see you back, C. W. Kind regards to the wife.

Stork Speeds Work on New Bungalow

The stork visited the home of Conductor E. L. Tree of Division One and left a seven and a half pound baby girl. Tree immediately took thirty days off to build a bungalow in Huntington Park in honor of the new arrival.

DIVISION 4

We have been in *terrible* suspense the past week awaiting the outcome of the safety contest. Everything was running in our favor until last Monday when—Oh! I just happened to remember that Mr. Wimberly forbid me to publish it. Mr. Wimberly is not politician enough to gag the press but he can gag his "press agent." If we do win we feel that we deserve the pennant. If we do not win we have the consolation of knowing that the Division Four boys put up a game fight.

Conductor H. E. Cubberly is on a fourteen day vacation to build a home. Some busy vacation, eh?

Motorman G. B. Hubbard is on a fourteen day leave to attend to important business.

Do your Christmas shopping early. (Ofergawdsake).

Conductor C. A. Bryant will start switching on the nightshift on November 1. Switchman "Hughie" O'Neill has decided to go back to the road. He will wiggle a wicked fare box handle on a West First night run.

Say fellows, does it not look as tho this column is in the third stage of consumption? Well come on, be a sport and send me some news. Remember what our chief scribe, friend Jeff, wrote in the last issue? **THIS PAPER IS WHAT "YOU" MAKE IT.** Alright gents, let's shake-a-leg and help me to help friend Jeff to help everybody else to learn that there is a live bunch over at Division Four.

C. J. KNITTLE

Motorman "Jack" Wayne reported back to work last Monday from seven weeks on the sick list. He has just finished digesting a hamburger sandwich which he bought at Manchester and Vermont on August 27. Jack has been seriously ill with ptomaine poisoning.

DIVISION 5

"Pete" Jaksick, extra motorman, was united in marriage about Oct. 14th to Miss Margaret Smith of Los Angeles. Mr. and Mrs. Jaksick went on a short honeymoon trip. The boys of this division extend their best wishes to Mr. and Mrs. Jaksick. Pete hasn't missed out since he was married. It has benefited him that much.

Scandal!

There was a rumor out last week that one of our clerks got married. Personally I have my doubts about it. I won't mention his name but he is bald-headed, rather heavy set, blue eyes, blonde hair, (what little he has) I think the clerk will know who started the rumor, as this man is a motorman and claims to have seen the clerk at 54th and Mesa Drive talking to one of the fair sex early one morning (about 6:30 A. M.) shortly after that the clerk laid off for his vacation. For those who desire more information, kindly see the clerk whom I have described to you. He works the 11 P. M. until 7 A. M.

Introducing New Men

The following men have been assigned to their divisions during the week ending October 22, 1921:

DIVISION NO. 2
Motorman—S. E. Weeks.

DIVISION NO. 4
Motorman G. R. Miles.
Safety Operators—R. L. May, C. F. Stagers, D. E. Alvarado.

DIVISION NO. 5
Motorman—R. G. Henderson.