

DISPATCHER'S PART IN THE TRAFFIC GAME

Everything of Importance Happening In the Streets of Los Angeles Reaches the Dispatcher

An extremely important branch of the operating department of the Los Angeles Railway is known as the Dispatcher's Office.

This office, which might be called the nerve center of the street railway, is the terminus of 180 telephone lines. It is the point from which the twenty-five street car lines and sixteen bus lines are controlled when anything unusual to the regular order of traffic occurs.

There are nine dispatchers, of whom there are never more than three on duty at the same time. There are 950 cars in service and ninety-two busses, any one of which may be in difficulty at any minute.

The duties of a dispatcher are many and varied. The entire street railway system is placed before him on a sheet of paper, on which every street car line is represented by a letter and every car by a number. He knows at all times where the various cars are and what the conditions are in any part of the city. He has a mental picture of the entire city, the terminals and the intermediate points of every line.

A supervisor handles the traffic on the street, but he can see only one part of his own particular line at a time. The dispatcher is in a position to know just what conditions are all along that line and keeps the supervisor informed.

There is never a minute in the day when the dispatcher's wires are quiet; calls come sizzling in in a continuous stream, first from one part of the system, then another; a trainman has a bad order motor; a car is off the tracks; trolley wires have dropped and become wrapped around a car, or someone has caught his automobile fender under a car.

It takes two years' training to make a real dispatcher. It is impossible to learn the business in any way other than by the hard road of experience. Each situation that arises calls for its own solution. The circumstances of two different situations are seldom identical.

Time is the essence of it all. Trouble calls come in at the rate of

Chief Dispatcher and Assistants



Left to Right: J. E. Marsh, C. E. Pelsue, A. T. Harless, J. A. Bodley, chief dispatcher; J. G. Richardson, M. W. Ramsey.

1600 for a twenty-four hour day, so no time can be wasted in explanations. The dispatcher makes his decisions, issues the order and the trainman must carry out that order. The order given must be the correct one, because once issued it cannot be recalled. The information given by the trainman must be correct or the order issued will not be the correct one. Mistakes by the dispatcher are not permitted, because mistakes are too costly.

Knowledge of the topography of the city is imperative. It is necessary to keep up with changing conditions which must be taken into consideration when orders are issued. Orders may be snappy sometimes, but that cannot be helped. Two or three others may be waiting for orders.

A fire alarm connected directly with fire headquarters keeps the dispatcher informed of the location of all fires in the city. If a big fire occurs and all the streets and lines adjacent to it are blocked by hose and fire engines, an emergency truck, or two if necessary, is dispatched to bridge the hose covering the track. This naturally disarranges the service and as the management requires an even headway at all times, irrespective of conditions, the dispatcher gives the necessary orders for the diversion of the line and immediately notifies the line supervisor, who rearranges the schedule to cover that particular condition.

The tower men are advised by the dispatcher in case of an obstruction of any kind along the road, and if possible cars are diverted so that delays are minimized. Two special speed trucks are specially fitted to handle blockades. The crews are trained men, who are capable of handling all cases of trouble. These trucks are subject to call by the dispatcher.

Records are kept of all the schedules of the entire system, also the car numbers in service. All happenings that are of vital interest to the company are reported to the dispatcher and all departments of the company go to him for records of anything that occurs in the city. He cooperates with the Police Department of the city in such matters as looking for suspicious characters, holdup men and picking up injured people and rushing them to the hospital. He helps find lost children and even finds lost packages for old ladies.

In any crisis that arises the dispatchers are always ready for duty. If it is a case of working from sixteen to eighteen hours, they do it.

There is a fascination about the work which holds the interest, for a dispatcher's fingers are constantly on the pulse of the life of the city—a fire here, an accident there, a hurry call to hunt a holdup man, a lost child—all a part of the day's work.

It is not the position, but the disposition that makes life worth living.—

LIGHTING SYSTEM AT CAR HOUSE REMODELED

New Lighting System at Division Two Makes Marked Improvement in Working Conditions

An up-to-date, strictly modern lighting system has just been installed by the Los Angeles Railway at Division 2 car house. The building was completely rewired for the new installation and about 250 outlets, mostly of the 150-watt type, were put in.

This change is a much needed improvement over the old lighting system, which was antiquated and gave a poor distribution of light.

Doc Robey, foreman at Division 2, is overjoyed with his new lights and considers his division is just about the last word in car houses. It is doubtful if there is another division car house in the country that can claim as good a lighting system. That the new lights greatly improve conditions for night work has been demonstrated by the workmen since the installation.

Division 1 car house will be the next to be considered in the remodeling of the lighting system. It is the intention of the company to install new lighting systems in all car houses.

Amazements of a Newcomer

I cannot say, do you recall the young days of the system, when men were men and cows were cows (and you seldom ever missed 'em). Nor with "Old Timer" can I shout about the early troubles which sometimes came in single form and then again in doubles. But of the present I can make a few terse, pungent puns anent the operation and about the "bigger guns." It seems we new ones know quite well our superintendents' looks and while we're green he's often seen for caution to us "rooks." About the "Big Chiefs" of the "Rail" who proffer us their greetings, we never see their cheerful "mugs" save at the safety meetings. We newcomers have oft observed some things that sure perplex; the green and yellow, brown and pink and white transfer complex. No reason seen why "out" not green and yellow "in" should be the hues of all the transfers; now don't you agree with me?

D. F. EDGAR,
Conductor, Div. 2.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

The Price of Freedom

THE success of America has been a result of individual success. The problems that have had to be met in this country were largely those that each man had to settle for himself. In religion, in politics and in our daily work the outstanding characteristic has been the responsibility and initiative of the individual. Our great leaders have not guided dumb masses bent to the sway of superior power and intelligence; they represented and acted merely as a combined will and intelligence.

In all large undertakings, authority has to be concentrated for the purpose of avoiding confusion and waste. In America we believe the people as individuals have sufficient sense to choose their own agents to conduct public affairs; and we also believe them sufficiently informed and interested to choose at frequent intervals. In other words, we believe that every voter knows enough to express himself on every large issue, local or national, in which a political principle is involved.

Our continued success in war, in politics and in business has left little reason to doubt the efficiency of our political system. Like everything else that is human, however, this political machinery is liable to decay. The only way to continue the benefits that have accrued from our system in the past is for every individual to exercise his political functions. Every voter is a ruler who exercises sovereign power, but he can only retain this privilege by action. He must be informed; he must vote!

~ LARRY LAFFS ~

Two Irishmen, one accompanied by his wife, met on the street.

Said Pat to Mike: "Let me present my wife to ye."

"No, thank ye," replied Mike, "Oi got one of me own."

Nurse: "Professor, a boy has arrived."

Professor (absent minded): "Ask him what he wants."

Mike: "Tis a fine kid ye have there. A magnificent head and noble features. Say, could you lend me a couple of dollars?"

Pat: "I could not. 'Tis me wife's child by her first husband."

"Rastus," said the negro minister, "dis am de fust time I ever saw you in dis here church and ah'm mighty glad to have you all heah."

"Pahson," replied Rastus, "ah just hadda come. Ah needs strength, ah does, cause ah gotta job whitewashing a chicken coop an' building a fence 'round a watermelon patch."

Sam, impaneled for jury service at a murder trial, had seemed a little too anxious to serve.

"Do you know the accused?" he was asked.

"Yassuh—dat is, nossuh," he replied, realizing that if he made an affirmative answer he would be discharged from serving.

"Have you made up your mind as to his guilt or innocence?"

"Oh, no, suh."

"You think, then, that you could give his case a fair hearing?"

"Yassuh," replied Sam. "Leastways, ez fair ez de old scamp deserves."

A teacher was telling her class little stories in natural history, and she asked if anyone could tell her what a groundhog was. Up went a little hand, waving frantically. "Please, ma'am, it's a sausage."

McAndrew: "Hooray! The wind has changed."

Convalescent Wife: "Well, mon, what of it?"

McAndrew: "Ye ken the doctor said ye needed a change of air."

Using Example Instead of the Rod

To a ten-year-old son who had broken a window with a baseball, the father, who is an advertising agent, said:

"My boy, I don't mind the window but it pains me to think that you cannot control the ball. Do you know that Christy Mathewson, the greatest pitcher of all time, never broke a pane of glass in his whole life? Learn control, never throw the ball wild, and you may become a second Mathewson!"

Young Trees

I never see young growing trees,
Outlined against the sky,
But what I think of marching men,
Like armies passing by.

Who plants a single growing tree
Sends out an army strong,
To carry on the work of faith,
And help the world along.

For of their shade and fruit and wood,
Shall other generations reap,
So plant these hostages to fate,
And faith of all our fathers keep.

—May T. Neff in American Forests.

Save The Forests

"The annual expenditure of our Navy, including aircraft, is \$1,140,000 a day. The cost of one day's maintenance is equal to nine years' federal expenditures for reforestation. In two and one-half days the federal government expends as much for prohibition enforcement as it expends for reforestation in a whole year.

"In 1925 there was reforested 7500 acres, or eleven sections, by the federal government. Twenty times as much area was cut over in the State of Washington as was replanted by the federal government in the whole United States."

These figures make their own comment on a situation which holds little solace for far-sighted men or women. One of the provisions vitally needed in our national forest policy is a plan budgeting over a number of years and on a larger scale the annual planting of areas which must be artificially reforested.

~ Musings of the Old Timer ~

By George E. Ferguson

"Out in the beautiful hills of San Marino," said the Old Timer, "lives a man that I know, but he does not know me. That statement will sound rather queer to the reader of this column, but, nevertheless, it's a fact.

"Collectively, he knows that perhaps he has among his thousands of employes a man that might fit my description, but as man to man he knows me not, but I'll bet a dollar to a doughnut that I or any other man who wears the insignia of the Los Angeles Railway, would receive a hearty welcome from the man who lives in the palatial home in the California foothills. A self-made man in every respect, and, while I know that I cannot do justice to the subject, I feel that this man should really have an introduction to those who daily go forth on their various lines, selling service to the Los Angeles Railway patrons.

A man who deals in sunshine,
Is the one who gets the crowds;
He transacts a lot more business
Than the one who peddles clouds.

Are you a self-starter or only a trailer?

An American King

"Some declare that they came to America to get rid of kings. But America is not without its kings. The American king was defined by Thomas Carlyle, who said: 'The king is the man who can.'

"Such a king was present at a slight accident on a railroad. An express train from New York to Philadelphia stopped suddenly. After some delay the passengers alighted and came up to find the engine crew attempting to make a minor repair. The job was baffling to the crew. Just then there stepped forth from the crowd a commanding, gray-haired gentleman, who demanded, peremptorily:

"Give me a hammer!"

"He went to work, and in a short time the trouble was rectified.

"Who's that man?" asked a passenger.

"That is Sam Vauclain," was the reply.

"The volunteer repairman was president of the Baldwin Locomotive Works, a man who had come up from the bottom to be the head of the greatest locomotive plant. He was a true American king, ruling by the divine right of 'the man who can.'

"The dynasties of the West remain with those who come to power by the gift of talent, rather than by gift of blood."—Collier's.

Bunker Hill monument was illuminated by electricity for the first time on the 151st anniversary of the famous battle it commemorates. The huge shaft, now lit by searchlights, may be seen far out to sea, and will also be used as a beacon by aviators.

"This man is a genuine 'Old Timer and I'll bet that when he so elects he can spin many a yarn of the earlier days of real railroadin' that would create no amount of interest. Rare books and valuable paintings are his hobby, but I know that his active mind still hankers for the activity of the early days, when section men were Irish and the sound of the tamping bar in the hands of a husky 'Mick' was sweet music to the ear of the engineer in charge. He comes from a race of pioneers and empire building is a heritage that has been handed down for generations.

"As a talker, this man is content to let the other fellow exercise his vocal cords, but as a doer he is without a peer.

"I know I am not presuming, gentlemen of the 'Old Timers' Club,' when I select as Honorary President of the Old Timers, our biggest boss, Mr. H. E. Huntington."

A useful thing is the street car gong—
Its benefits are double:
It speeds our passengers on their way
And keeps us out of trouble.

Don't let your wishbone take the place of your backbone.

Bulletins

Issued August 30, 1926

STREET CAR

No. 123—NOTICE TO TRAINMEN
An arbitrary stop is no longer required at 6th and Flower Streets.

Account of heavy traffic at this point, special care must be exercised to avoid accidents.

No. 124—NOTICE TO TRAINMEN
On August 30th, 1926, Station "S" of the Post Office Department will be open for business at 341 South Vermont Avenue.

Carriers working out of this station will be picked up and let off under same rules as govern other Sub-stations.

No. 125—NOTICE TO CONDUCTORS
The following Firemen's Pass Books are reported lost: No. 29533, issued to Battalion Chief George A. Kelly; No. 29554, issued to Fireman Joseph H. Gentry; No. 31411, issued to Fireman Oscar T. Blythe; No. 31842, issued to Fireman Orville W. Sage.

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

No. 126—NOTICE TO CONDUCTORS
The following passes are reported lost: 630, issued to C. A. Tubbs, Ticket Clerk, Traffic Department; 1726, issued to Noah M. Stemen, Repairman, Electrical Repair Dept.; 3225, issued to Mrs. Anvilla Adams, wife of J. K. Adams, Motorman Division No. 2; 5175, issued to P. Kelly, Conductor Division No. 1.

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

No. 127—NOTICE TO CONDUCTORS
Pass No. 1951, issued to E. Edwards, Car Repairer, Mechanical Department, and reported as lost in Bulletin No. 118, has been recovered.

No. 128—NOTICE TO CONDUCTORS
The following passes are reported lost: 7562, issued in favor of Bus Operator T. G. Smalley; 7600, issued in favor of Bus Operator P. H. McKay.

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

P. B. Hill

BUS
No. 495

Los Angeles Railway Pass No. 7562, issued in favor of Bus Operator T. G. Smalley, has been lost. If presented for transportation, lift it and deliver to Division Foreman.

No. 496

Los Angeles Railway Pass No. 7600, issued in favor of Bus Operator P. H. McKay, has been lost. If presented for transportation, lift it and deliver to Division Foreman.

No. 497

Transfers issued to passengers riding the Los Angeles street car "S" Line, transferring at 61st and San Pedro Streets to Bus Line, may be accepted at 62nd and San Pedro Streets.

No. 498

Operators must not run beyond the curb line in making stops at intersections.

J. Van Vranken

Appreciation

We wish to express our thanks to the Co-operative Association, the men of the Los Angeles Railway, and their families, for their sympathy and assistance in the loss of wife and mother.

W. W. Taylor,
Jess Ralph Taylor,
Harry W. Taylor,
Stella Mae Taylor.

Prize Winning Orchestra And Cup



Left to Right: A. H. Eidsen, H. E. Weaver, M. Taylor, W. V. Sweet, Rex Boardman, leader, and L. L. Sweet

Another Bride In Claim Department

Kathleen Huffman, cashier in the claim department, was married on Saturday, August 28, to Raymond Teale, who is connected with the Union Oil Company.

The girls of the office gave a shower for her at the home of Mrs. Abbott (Eleanor Mitchell), in Glendale, on Thursday of last week. The members of the claim department presented her with a beautiful bridge lamp as a wedding gift.

Kathleen has been with the company for more than three years and every one wishes her the best luck in the world. Mr. Teale is to be congratulated on winning her for his bride.

BOUQUETS

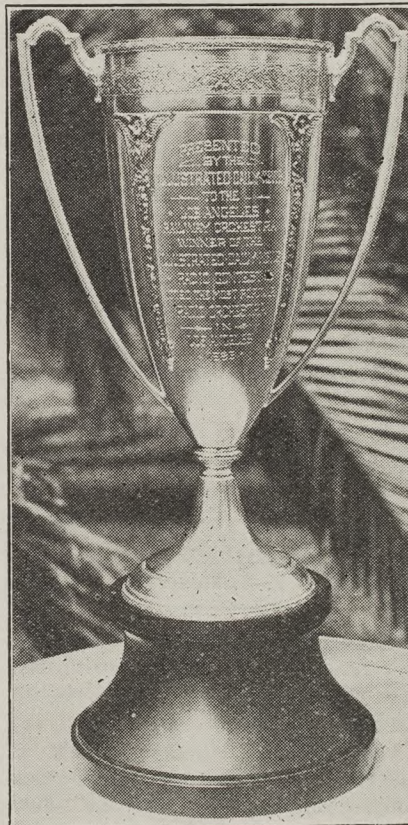
For D. W. Beatty, conductor at Division 3, from A. F. Newcomb, 462 Chamber of Commerce Bldg., for marked courtesy and thoughtfulness to all and special kindness to elderly people and strangers.

For C. O. Boyd, conductor at Division 2, from Mrs. Claude I. Brown, 311 West Laurel Street, Compton, for kindness to mothers with small children and for calling streets and transfer points with unusual clearness.

For W. D. Everett, motorman at Division 1, from Mrs. F. Firestone, 2858 Leeward Avenue, for wonderful service and attention given to passengers.

For S. S. Wollam, conductor at Division 3, from E. C. Koenig, 2332 Norwalk Avenue, for attention to the little things that provide for the comfort of his passengers, such as lighting the car upon entering the tunnel, calling all streets and for courtesy.

F. J. P. Lavelle, conductor at Division 4, and W. E. Marsh, conductor at Division 1, from "Age 76," for special kindness to crippled passenger.



This beautiful silver cup was won by the Los Angeles Railway Orchestra in the radio popularity contest conducted some time ago. The boys are justly proud of this splendid trophy, which is a testimonial of the esteem in which they are held by radio fans all over the vicinity.

1136 West 60th Street,
Los Angeles, Calif.,
August 23, 1926.

Dear Friends of the Los Angeles Railway:

I should like to take this opportunity to thank you for the beautiful gift and lovely luncheon given me at the Italian Village on August 21.

I could not begin to thank each and every one of you nor tell you how much I appreciated your thoughtfulness.

I hope this will express my thanks and appreciation.

Sincerely,
HELEN MONTGOMERY,
Formerly of the Auditing Dept.

Honolulu Man Returns to Islands

David Kaina, who was sent here in June by the Honolulu Rapid Transit Company, Ltd., to study the ways of the Los Angeles Railway Company in overhead work, returned to his home in Honolulu Saturday, August 28.

Before leaving, Mr. Kaina said that he had acquired a lot of knowledge in the three months which he had spent in the line department of the Los Angeles Railway and that he intended to use every bit of it in his work at home.

The systematic methods of the company in all their overhead work were a marvel to him. He was much interested in the company's method of repairing old materials and using them over again. That has not been the custom in Honolulu. Another interesting thing was the amount of material made in the company shops and the strict test of all materials purchased.

While here, Mr. Kaina rode over the various car lines in the city. He had been told that the trainmen on the mainland were not so courteous as the island trainmen, but he found otherwise. He considers Los Angeles Railway trainmen courteous and unusually patient with grouchy passengers.

The climate in Los Angeles he prefers to that of his native islands. Mr. Kaina is carrying home with him a very friendly feeling for the Los Angeles Railway Company and the city of Los Angeles. He desires to express through Two Bells, his thanks to Mr. Yeager and all the L. A. Railway linemen who were so kind to him during his stay here. He will always remember them and gives them his "Aloha Nui."

GENERAL OFFICES

C. E. Pelsue, dispatcher, has just returned from a vacation spent at Catalina Island.

Luella Vihstadt, who has had charge of the reception room in the doctors' offices, will leave September 1. She intends to take a course in nursing at the Good Samaritan Hospital. Miss Ada Hewitt will take over the work done by Miss Vihstadt for the past few years.

Wilfred Grotke, stenographer in the Chief Engineer's office, will leave the employ of the company September 1. He is returning to his former home in New York.

Mrs. Nellie Nordyke of the claim department was away last week on her vacation.

TOLERANCE

The most lovable quality that any human being can possess is tolerance. Tolerance is the vision that enables us to see things from another person's point of view. It is the generosity that concedes to others the right to their own opinion and their own peculiarities. It is the bigness that enables us to let people be happy in their own way instead of our way.—Philadelphia Public Ledger.

DIVISION ONE

H. N. COLE



Katherine and Elynor, small daughters of D. A. Van Dyke, conductor at Division 1. Grave Katherine is five and smiling Elynor is three years old.

Motorman Dave Rogers of the "N" line is back on the job after being on the sick list for ten days. His wife is also very ill.

The following have cast aside all thoughts of work for a time and are having a good time somewhere: Conductor W. A. Lear, Motormen F. E. Kimble and J. H. Irwin.

Conductor C. B. Haggard was engaged in a heated argument with his motorman, F. A. Smith. Weighty matters were being discussed, and judging from the way they handled their subject, one would think that the destiny of the nation depended on the result of the discussion. Finally, Smith, as a parting shot, exclaimed, "Well, at least I am not two-faced." Haggard replied, "I didn't think you were or you wouldn't be wearing the one that I see."

Introducing: J. P. Watson, Frank Lombardo and O. J. Freeman.

DIVISION THREE

L. VOLNER

Our superintendent, Mr. Dye, is back after a three weeks' vacation. On a visit to the office, looking for news for this column, Acting Superintendent Mr. Owens said: "Plenty happening, but it would not look good in print."

At last Motorman C. H. Wolfe has resigned to devote all his time to the tire business.

Motorman R. M. Dixon is very sick at his home and would be glad to have any of the boys come to see him.

Conductor M. A. Zink has resigned and will go to La Verne to be with his parents.

Sunday the 15th, Motorman Bob Harris got the day off. He and his wife spent the day at the beach. The water looked so inviting that he just had to get into it. He rolled his trousers up and waded for a few minutes. He sat in the sun to dry his feet. He has been on the sick list for four days and is not in A-1 shape yet. His legs were literally fried. He says the next time that he goes to the beach he will trade his Ford for an umbrella.

DIVISION FOUR

C. J. KNITTLE

One person whose absence will be noticed for a couple weeks is our stalwart foreman, Mr. B. B. Boyd. If B. B. had gone alone, it would not have been so bad, but he took three other prominent Four-ites with him, Motormen Cunningham and Speed and Conductor Jim Saunders. They will have a good time. We know it. Camp Wishon, a spot in the Northern California forests, which can only be reached with a guide and horses, thirty miles into a spot where fish and deer abound, is their goal.

Safety Operator H. R. Bodycott, who was operated on for appendicitis about ten days ago, is recovering nicely. He is in the Roosevelt Hospital.

Conductor A. B. Rasmussen rushed his bride of three months to a hospital last Monday night when she was taken with acute appendicitis. The operation was a success and Mrs. Rasmussen is doing fine.

Paul Tromblay of the traffic force returned from a 60-day trip to Chicago last Monday night. While away he visited Detroit, Rock Island, Saginaw and Grand Rapids. Mrs. Tromblay, private secretary to Mr. McNally of the Rand-McNally Company, will arrive in Los Angeles some time in October.

Conductor Roy Griffin and family report having had a wonderful time during their recent seven-day stay at Big Pines.

Motorman E. W. Moore is taking a fourteen-day rest.

Safety Operator J. L. Young has taken a ninety-day leave and left for Brownwood, Texas.

DIVISION TWO

E. A. MOXLEY

Foreman J. A. Madigan, who has just returned from a trip north, says that on his next trip he will wear red woolens and several overcoats.

Superintendent Dickey and E. R. Forsythe are on a three weeks' vacation, en route to Mountain "X." They will not divulge where they are going or what they will do other than "shoot a few deer."

Conductor Taylor Chase has been granted a 90-day leave to try out his Nash on an eastern trip.

The editorial department of "Two Bells" would like to have you fellows send or bring in photographs or "snaps" of your "kiddies." They help to give the paper a friendly interest.

Motorman A. W. Smith reports the arrival of a baby in his family. Mother and child are reported doing fine.

Stenographer H. T. Hansen and party were on their way recently to Fullerton. Sailing along at a good clip and enjoying the absence of the well-known "guardians," a sudden rattle of tin cans like that of a "lizzie convention" let "Hank" know that all was not well under the hood. All was not well, as the aluminum connecting rod severed connections, with the result that a new motor had to be installed. "Hank" ran around for several days like a hen with its head cut off, while kind friends loaned him their ancient chariots, than which there was none more ancient than a certain Dodge.

BUS DIVISION

ELMER WOOD

C. O. Morse, division foreman, is taking his vacation by spells. Two weeks ago he enjoyed a three-day trip to Catalina and last week he drove to San Diego in his new Buick sedan for a short rest of two days.

Operators C. A. and R. E. Pruter, who have just returned from their extended leave of absence spent in Chicago, have resigned.

Operator A. L. Irwin, who was operated on for appendicitis at the Roosevelt Hospital, has been removed to his home.

Grady Woodall of the garage intended entering his car in the races, but after he had slept a few nights on a hard bed, decided he wouldn't practice on the highway any more.

Former Operator R. H. Campbell dropped around the other day. He says he is assistant camera man for the Lasky Studio Corp.

The double-deck busses are now equipped with rear-view mirrors, which enable the operator to see the passengers in the aisle, or when boarding the bus. They are greatly appreciated by the operators.

George Oliver spent his vacation at the local beaches and Coronado. He is said to have had a good time, only his revolver got rusty from wearing it with a bathing suit.

Frank Ralphs, mechanic, took seven days to visit relatives in San Francisco, and returned safely in his coupe.

Introducing new men: Operators C. W. Mills, L. B. Renouf, J. R. Rogers, F. J. Vacher and G. G. Ellis.

DIVISION FIVE

FRED MASON

Just a little bit disappointed, but not a gosh darn bit sorry. Motorman Jess Laid said, "It's a girl; mother and baby doing fine." This makes three girls for Jess.

Conductor George Drinkwater said, "I had to get up at 2 o'clock in the morning, but didn't have to take a horse-back ride." This on the occasion of the arrival of a seven and one-half pound baby boy, and both mother and baby are getting along nicely.

Conductor W. M. Briggs is back on the job again after enjoying a three months' vacation spent with his folks in Northampton, Mass.

Motorman Bill Otte, after an extensive automobile trip back east with his dad, is another one of the vacationers who is back winding 'er up again.

It is good to see Conductor W. H. Moore working the back end again after a two months' lay-off on account of his health.

Motorman Louis Hescocock blew in last Wednesday all tanned up and r'aring to go again—back to work.

Motorman M. McConnell has taken a couple of weeks off, autoing around the country.

Motorman W. C. Calloway got all burned up because he lost a ten-spot. It was the ten of hearts, though, and it happened in a pinochle game.

Conductors "Tex" Hiller and "Shorty" Hensley enjoyed a wonderful vacation spent at Murietta Hot Springs and Tia Juana. After counting his change just before leaving Tia Juana, "Tex" said, "Boy, I'm sure glad we went to Murietta first."

SHOPS

JACK BAILEY

Latest news from Mr. Buswell was received by Mr. J. M. Spearing. Starting from Lebanon, New Hampshire (his birthplace), he jumped to Portsmouth, N. H., from there to Boston, a short stop at Newport Beach, a trip up the east bank of the Hudson and then down to New York, just in time to be caught in a 3.24-inch flood which came down in one hour. He then made a big splash to Washington, D. C., on August 17th, where he wrote the letter. He is scheduled to arrive in L. A. on September 14th.

H. Heuer and H. Dyer have returned safe to the winding room after recovering from a few days' vacation.

John Smith of the air department sends in a report from Catalina that he has succeeded in landing his record catch. He failed to give the weight of this monster, but we are led to believe that the usual large fish were used for bait. This has caused an awful disturbance around the shop and John's foreman, Robert Harvey, left on the 24th, probably to join him. He vows to make John's fish look like a tadpole beside the one he will catch.

Arvie Latva of the carpenter department returns from a three weeks' trip to Washington. Most of his time was spent in Seattle.

Gordon Hatch.

Gordon is the youngest son of Charles Hatch, foreman of the mechanical engineering department, and was just two when this picture was taken. The thermometer did not stand quite so high then as it did last week.

H. C. Smith, foreman of the electrical repair department, is on a two weeks' vacation with his family at Camp Seeley.

Mrs. W. T. Reynolds has discovered that fire extinguishers contain something that will not only put out fire, but also will make extra short dresses out of long ones. Mr. Reynolds suggests a rubber suit while practicing around the store department.

In Memoriam

Mrs. Mary Taylor, wife of W. W. Taylor, Motorman at Division Three, August 20, 1926.

R. M. Dixon, Motorman at Division Three, August 24, 1926.