

PRIDE OF SHOPS NEW MACHINE HOME MADE

Rebores Bearings in Armature Housings in One Operation. Formerly Done By Lathe.

A NEW machine for re-boring the bearings in the armature housings of motors used in street cars is to be seen in operation in the machine shop. This machine accomplishes in one operation what has formerly taken four separate operations to accomplish when the lathe was used to re-bore the bearings.

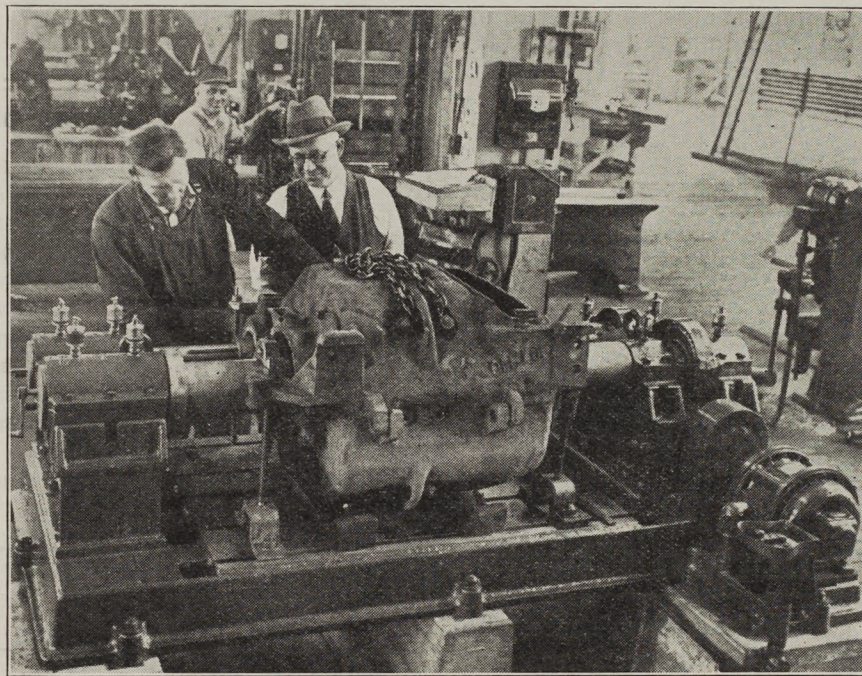
Each housing contains four bearings, two large and two small. In order to re-bore all four at the same time, two bars are used, one large and one small. The smaller bearing is twice as long as the large one, therefore the small bar revolves twice as fast as the large bar and so the work is done on the large and small bearings at the same time.

The machine is run with a three horse-power motor, equipped with a rawhide pinion, meshing with a cast iron spur gear of which is of proper size to run a worm shaft engaging two bronze worm gears. The worm gear mounted on the large bar is hobbled with a single thread and the one mounted on the small bar is cut double thread. This is done for the purpose of transmitting proper speed to each bar. The cutter heads are operated on each bar by a right and left screw, which is actuated by a star at the end of each shaft.

When the bearings are to be bored, the bars and head are lifted from the bed of the machine with a crane and laid on a trestle. The housing is then closed over, bolted, centered, and securely fastened to the bed by means of brackets. All the bearings will be cut to dimension by the cutter heads at one operation. Five complete revolutions of the large bar and ten of the small one complete one inch of the boring. When the boring is completed, the housing is opened, and the bars taken away. This permits the removal of the housing.

This machine, the pride of the shop, was designed in the offices of the mechanical engineer and was constructed in the machine shop, so it is absolutely a home product and can be seen only in our own shop.

Cannot Be Jailed for Speeding



L. J. Hathaway, Foreman of Machine Shops, and M. E. McCune, Machinist Testing Out New Boring Machine

WAIT FOR BELLS NO ACCIDENT RESULT

To Start Without Conductor's Signal Might Cripple Some One For Life.

BEHIND every one of our acts lies a reason, or a motive.

How many times have you met people and been immediately and unconsciously impressed with the feeling that they were accustomed to putting things over? You are so impressed, because these people are capable of paying attention to what they are doing.

You meet other people who do not seem to be sure of themselves in anything, because their attention is scattered, and in most cases, directed toward non-essentials.

The motorman who starts his car without bells from the conductor, causing an elderly woman to fall, then realizes that his attention was directed to other things rather than to his work. This is not a momentary lapse, but is the result of weeks or months of inattention, a gradual growth which reaches the climax with an injury. His thoughts were scattered over so many different things, that he was not sure of anything. This is one of the reasons why many men receive demerits for the violation of rules, and claim they do not remember the violation. This is not the case, for they were merely not paying attention.

When about to start the car, your attention should be on that move, and when under headway, your attention should be on where you are going.

If a motorman starts once without a signal, he places his conductor in a difficult position—the conductor cannot depend upon him.

Just a start may cause an injury to a woman for life.

Before we can honestly criticize others for carelessness, we should be sure that we are not careless ourselves.

The ladder of life is full of splinters, but they always prick the hardest when we're sliding down.—William L. Brownell.

He is happiest, be he king or peasant, who finds peace in his home.

TURLEY GOES EAST MEETS COMMITTEE ON VENTILATION

ELECTRICAL ENGINEER L. J. TURLEY is leaving the first of this week for New York City, where he will attend a committee meeting of the A. E. R. A. to be held in that city June 3 and 4. At this time the subject of the ventilation of automatic substations will be taken up.

While away, Mr. Turley will stop at St. Louis and make an investigation of the submerged substations operated by the United Railways. He will also stop at Schenectady and Chicago and make a thorough study of the mercury arc rectifier substation which is in operation in these cities.

The Los Angeles Railway is contemplating the installation of this type of equipment in its new Inglewood substation.

EASTERN EDITOR VISITS TWO BELLS

Mr. John W. Colton, Editor of AERA, the official magazine of the American Electric Railway Association, called upon the editor of Two-Bells, Tuesday. Mr. Colton's home is in New York and this is his first trip west.

BIG TRACK JOBS IN HEART OF CITY START SOON

THE entire reconstruction of the Los Angeles Railway tracks on Broadway from First to Seventh streets is being lined up by the Engineering department and will be started soon. Another big reconstruction job that will be started within the next ten days, is the renewal of the tracks on West Seventh street from Main to Figueroa, excepting the block from Spring to Broadway.

The track work at 11th and Flower will be completed about May 24. Mr. Jinks, special work foreman, will then move his crew to Seventh and Hill to renew the four unit crossing at that point.

McROBERTS SPEAKS AT NATIONAL MEET

At the Thirty-seventh Annual Convention of the Association of Railway Claim Agents, held in Los Angeles, May 18 to 20. C. M. McRoberts, General Claim Agent, was the speaker on the subject of the Validity of Releases, at the Wednesday morning session. Mr. McRoberts is an honorary member of the National Association of Railway Claim Agents.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Street Cars For Pleasure

THE street railway company is a utility on which hinges the whole success of metropolitan business, and as such it is accepted. In the old days, however, a street car ride carried with it an element of adventure, and was an important factor in the plans for the Sunday picnic.

Eagle Rock Park is a relic of the days when every street car company owned and operated an amusement center as a means of encouraging Sunday and holiday business. While universal ownership of automobiles has practically ended the pleasure jaunts by rail, there are still opportunities for retaining the casual customer as a satisfied patron of Sunday street car service.

Beautiful scenery is an asset on some of our lines. The section below the imposing Southwest Museum is a good example, with its vistas of the Sierra Madres and the beautiful masses of foliage presented in the Arroyo by the sycamore and eucalyptus trees.

Giving the passengers the utmost in service and efficient operation of the cars is the deciding factor in making them lasting patrons of street cars, however. The comfortable ride accompanied by courteous service will mean more passengers parked in the cars and fewer cars parked down town.

Message From Instruction Chief

THE Chief Instructor would be glad to hear from those who think they can qualify for the places left vacant by the men promoted from line instructors. Such applicants, however, must have a good record, and sufficient education to pass the "skull test." The men who have entered the service since September, 1925, have passed this test.

The "skull test," by the way, consists of a few examples in simple arithmetic, such as adding up running time, simple problems in addition and subtraction, and a few words in spelling. An impression seems to have gotten abroad that instructors are losing time when changing runs. This condition does exist to a certain extent, but will eventually be overcome.

On the new schedule the chief instructor is taking the long runs for instruction purposes, providing the runs make the necessary terminals and side trips. In this way a line instructor, when changing runs with his student, is very likely to gain time as well as to get his extra dollar per day.

~ Comments on the Old Timer ~

By A. T. Clothier

WELL, I see Old Timer tells a little story about Sherm Beals. I had a night run on Washington with Sherm one winter. Sherm had a cousin who lived on Ellendale Place and it so happened that they were not on speaking terms. This cousin wore a plug hat and had a squeaky voice and I didn't blame Sherm very much, because his cousin was an ornery cuss.

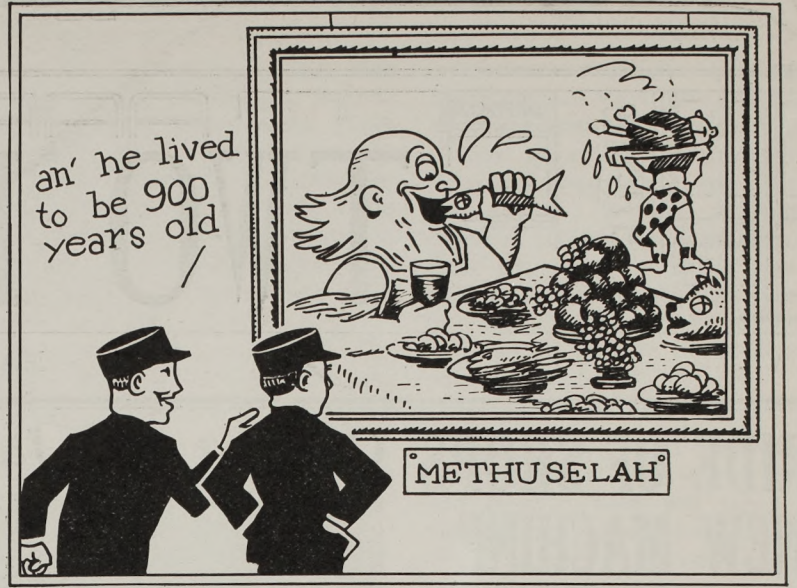
We always got a big load for the theater and Sherm's cousin had a craze for shows and went every night. Always before we got to Ellendale Place, Sherm would be on the lookout for the hat and would never stop, but always passed him up.

At 11:30 at night at Fifth and

Spring, Sherm's cousin would get on the car and would say to me, "What is your number?" I would tell him 492. "I am going to report you in the morning for passing me up." How that darn fool cousin of Sherm's could blame me for passing him up I never could see (I had never asked him for a loan) and I was not the motorman on the car. Anyway I think I got ninety letters for passing the old boy up.

Sherm was speedy all right. We came in one night to the barn in 15 minutes from Twenty-second Street and Western Avenue. I don't think that record was ever beaten.

No Traffic Troubles in Those Old Days



TOMORROW WE DIET

Methuselah ate what he found on his plate
 And never, as people do now,
 Did he note the amount of the calorie count,—
 He ate it because it was "chow."
 He was not disturbed, as at dinner he sat,
 Destroying a roast or a pie,
 To think it was lacking in granular fat
 Or a couple of vitamins shy.
 He cheerfully chewed every species of food,
 Untroubled by worries or fears
 Lest his health might be hurt by some fancy desert,
 And he lived over nine hundred years.

—Exchange.

~ LARY LAFFS ~

A Scotchman found it necessary to notify his wife that he might not be home that evening, in which case he would phone her. This is what he told her:

"I'll ring you at 6 o'clock. When you hear the bell you'll know it's me. Don't answer it and I'll get my nickel back."

Any guy can be gay when he's off for a day.

With his gun, or a rod, and an auto;
 But the fellow worth while
 Is the one who can smile

When he don't want to work, but has got to.

When a man says he runs things at his house, he usually means the washing machine, the lawn mower or the furnace.

A storekeeper had for some time displayed in his window a card inscribed "Fishing Tickle."

A customer drew the proprietor's attention to the spelling.

"Hasn't anyone told you of it before?" he asked.

"Hundreds," replied the dealer, "but whenever they drop in to tell me they always spend something."

A farmer was trying hard to fill out a railway company claim sheet for a cow that had been killed on the track. He came down to the last item, which was, "Disposition of the carcass." After puzzling over the question for some time he wrote: "Kind and gentle."

On the other hand, there is the story of the dusky lady, narrated by Mac in the Rock Island Argus, who went into a drug store and asked for one cent's worth of insect powder.

"But that isn't enough to wrap up," objected the drug clerk.

"Man," exclaimed the dark lady. "I ain't asked you to wrap it up. Jes' blow it down my back."

Doctor: "Why do we have conductors?"

Interested: "So's it will be fare."

Flip: "What is the difference between a trolley car and an orchestra?"

Flop: "I dunno."

Flip: "A trolley car is run by a motorman and an orchestra by a conductor."

A traveling man named Phipps, Got married on one of his trips
 To a widow named Bloch.

But what was his shock
 When he found she had six little chips.

A man once rented a plot of ground to a negro neighbor, upon which corn was to be planted, and at harvest time the renter was to receive one-fourth of the yield. Meeting the negro during harvest time, he asked:

"Look here, Sam, have you harvested the corn?"

"Yes, sah, boss, long ago!"

"Well, wasn't I to get one-fourth?"

"Yes, boss, that's the truf, but there wasn't no fourth! Der was jes' three loads, and dey was mine."

BULLETINS

Issued May 24, 1926

STREET CAR

No. 69—Notice to Conductors

No style of Deputy Sheriff badge, Special Police Badge, or any badge bearing the name of any firm, corporation, bank, or agency is to be honored for transportation on cars of the Los Angeles Railway. If any of these badges are presented for transportation collect fares and make miscellaneous report giving the number and description of the badge.

Honor only regulation Los Angeles City Police or Huntington Park Police badges as provided for in 1926 instructions to Conductors.

No. 70—Notice to Trainmen

At Vernon and Alameda, when east-bound, cars will make stop at the property line on the west side of Alameda street.

At times when flagman is not on duty, conductors may flag this crossing from a point 3 feet in front of car.

No. 71—Notice to Conductors

Fireman's Pass Book No. 24490, issued to Fireman W. H. Staten, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

No. 72—Notice to Conductors

Pass No. 6284, issued to Conductor H. E. Weaver of Division No. 1, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 73—Notice to Conductors

Pass No. 1815, issued to George Riggs, Serviceman, Garage Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 74—Notice to Trainmen

Whenever a mechanic is working on a car and is not ready for the car to be moved, he will place a blue flag bearing his number on the trolley rope, just above the lower window sill on each end of the car.

Employees of the Operating Department must not under any circumstances put the trolley on the wire or move the car until the mechanic has given his consent, or authority is received from the Mechanical Foreman or his assistant.

In case these flags are found on a car, which is due to be moved or pulled out by members of the Operating Department, make miscellaneous report, giving the number shown on same.

No. 75—Notice to Conductors

Fireman's Pass Book No. 27389, issued to Fireman H. G. Gentry, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 76—Notice to Conductors

Pass No. 598, issued to Mrs. Marie Rafferty, Typist, Auditing Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

Meet the Staff of Division One LISTEN IN AT MEET GOOD SPEAKERS



Left to right, standing: E. C. Williams, J. B. Lair, R. A. James, Chas. E. Kelly, R. C. Ruggles. Seated: D. B. Kohl, C. L. Farrah.

Louis A. Recappe, Superintendent of Schedules, and W. B. Adams, Director of Traffic, are the two speakers on the program for the Division Meetings, starting May 24th.

Mr. Recappe will talk on relating safety to time tables, and the trainman's part in making a time table safe. He will outline the method pursued in getting out a time table.

Mr. Adams' subject will be on the relation of supervision to safety.

The company's prize winning orchestra will provide the entertainment feature of the meetings.

VACATION CAMPS

June 14 and 21 are the opening dates for Camps Seeley and Radford, the municipal recreation camps in the San Bernardino Mountains. Camp High Sierra, in the Inyo National Forest, will open June 27. Folders giving particulars as to prices, accommodations and points of interest may be obtained from the offices of the Divisions or from the office of C. V. Means, Manager of Traffic.

CLAIM'S BRIDE

Miss Eleanor Michell of the Claim Department was married on Saturday, May 22, to Mr. John Dunbar Abbott. They have motored north to Santa Cruz for a week's honeymoon, and later will be at home to their friends at Glendale.

The girls of the Claim Department surprised Eleanor with an informal kitchen shower before she left for her vacation. When she returns to the office the entire force of the Claim Department will present her with a gift as a token of their regard for her.

MERIT SUPERVISOR VISITS FATHER

R. W. Pierson, Supervisor of Merit System, left Saturday, May 22, for the East, where he expects to visit his aged father. Mr. Pierson will be gone about four weeks. During his absence Mr. Dan Healy, Chief Instructor, will take over the work of Mr. Pierson's department.

SHUTTLE ON "J"

On account of the sewer construction work going in on West Jefferson Street, a shuttle service will be maintained west of St. Andrews Place to Ninth Avenue from 8:30 A. M. to 4 P. M. daily, including Sunday. Through service will be operated from 4 P. M. to 8:30 A. M. The "J" car line is the only one affected.

Appreciation

Mrs. E. L. Terry and family wish to thank their friends for all expressions of sympathy.

Guy Whiting, Towerman, desires to express his appreciation for flowers sent by the boys of the Traffic department for the funeral of his mother who passed away Friday, May 14.

BUS

No. 442

Conductors and operators must discontinue the practice of attaching their money changer in any way to the cash fare box.

Wauvanken

PLAN BIG NIGHT FOR THE CLUB

A vaudeville show and dance will be given in Forester's Hall, 955 South Olive street, on the evening of June 18, at 8:00 o'clock, by the Square and Compass Club of the Los Angeles Railway. Music for dancing will be furnished by the company orchestra.

This is to be the big night of the year. The officers of the club will be present and everything possible will be done to make this a real occasion. Tickets may be purchased from W. T. Shelford, Secretary, for the sum of fifty cents.

Plan to come and bring your friends. This means everyone connected with the Los Angeles Railway.

MUSICAL NOTES

The Orchestra will broadcast May 29 over KFQZ from 8 to 10:30 P. M.

May 26 the Quintet will broadcast over KHJ from 12:30 to 1:30, and over KMTR from 7 to 8 P. M., May 20. They accompanied the Claim Agents' Association to Mt. Lowe.

BOUQUETS

For Condr. R. B. Warner of Division 5, from A. S. Falconer, 327 W. 81st St., for honesty and courtesy.

For Condr. L. B. Searcy of Division 1, from Mrs. Walter Watts, 5150 South Main St., for general courtesy, splendid handling of crowds, and care in calling the streets.

For Condr. F. C. Reis and Motr. F. O. Leatherbury of Division 3, from Mrs. C. A. Clarke, matron of Faith Home, 1929-B Pasadena Ave. Terrace, for courtesy.

For Safety Operators E. A. Fuller, J. A. Shivler, E. C. Blodgett, H. O. Nelson, W. Green, W. R. Kern, A. J. Hester, and G. L. Beckstrom, from Ella M. Kennedy, 3s24 N. Griffin Ave., for courtesies and kindness by "the best lot of trainmen in the city."

For Condr. C. F. Howe of Division 4, from Mrs. E. A. Dobbins, 730 Boyle Ave., for courtesy and help over an embarrassing situation.

For Motr. W. J. Conway of Division 4, from R. T. Simpson, 303 N. Ditman, for alertness in preventing an accident.

ATTEND CONVENTION

E. L. Stephens, Master Mechanic, and J. R. Brittain, Mechanical Engineer, attended the convention of the California Electric Railway Association, which was held in San Francisco, May 20 to 22, inclusive.

DIVISION TWO

H. F. NELSON

Conductor R. G. Wilson is the father of bright-eyed baby girl, born May 15. Mother and babe are doing fine. Thanks for the cigars.

Conductor L. Klaris and family will take a trip to Denmark. They will motor to New York, where they will spend a few days seeing the sights before the steamer sails.

Motorman S. T. Millard, who has been ill for several months, was in to say "hello." We were all glad to see Sam so much better.

A recent arrival is Conductor Donald Edgar, who transferred from Division 4. Don says he enjoys the congenial atmosphere here.

Motor C. S. Haldeman and wife are spending a two weeks' vacation at their cottage, "Ding Ding," on Balboa Island.

Motorman C. Hogan has been made a supervisor.

Motorman Will Huntoon and F. Jorgenson have been transferred at their own request to the maintenance of way department.

BUS DIVISION

ELMER WOOD

Elmer extends an invitation to all his friends to attend the wedding which will take place June 1, at the Euclid Heights Presbyterian church, 3045 Whittier Boulevard, at 8 p. m.

A. J. Arblaster, mechanic on 53, announced the arrival of an 8 pound boy May 12. Everybody fine. Congratulations, Mr. and Mrs. Arblaster.

Operator S. Parker has returned and reports a wonderful trip through the Grand Canyon and Northern California.

Operator M. H. Jellum says:
"My teeth ar false to me."

Geo. A. Holmes, head clerk at the garage, has been made storekeeper of the garage stock room.

No, George Riggs isn't really ill. He is in love and buys ten cokes a day at 8th and Hope just to talk to her.

Introducing new men: F. L. Joyce, formerly with the Yellow Cab Company. W. W. Morse, formerly with the West Coast Transit Company.

A man is like a tack—he will only go as far as his head will let him.

Memorial Day Schedules

As Decoration Day this year falls on Sunday, Monday, May 31, will be observed as a holiday and Sunday schedules will be in force on that day.

**Division One Has
Twin Superintendents**

The little ladies at the right are the twin daughters of Superintendent and Mrs. Williams. They celebrated their first anniversary in April.

S. H. Brody, line instructor, was married May 23; young lady unknown. Brody says after a trip to Catalina or Hawaii they will be at home in Belvedere Gardens.



Margaret Ann

Mary Jean

Conductor Johnson and Motorman Koltenbaugh were playing leap frog and Johnson caught his changer in Koltenbaugh's hair. Koltenbaugh has been on the sick list for the last few days. Boys will be boys.

Conductor H. B. Sullivan has taken a thirty-day leave and will visit his home in Syracuse, New York.

DIVISION THREE

DAN HANLEY

Clerk H. Wescombe announces the arrival of an eight-pound boy on May 15. Mother and son doing fine. The mechanical department gives thanks for the cigars.

"Killed in the performance of duty" was written on the police record of Officer Davenport, who was formerly a motorman at this division. We offer our sympathy to his family.

Conductor Howell and his charming young wife are on a ten-day motor trip through the State.

Conductor Finney and his wife spent Sunday in fishing.

Motorman G. D. Brewster has changed over to the maintenance of way department.

DIVISION FOUR

C. J. KNITTLE

Safety Operator Caper has taken three months' leave to visit his folks in that famous mid-west town where people only believe what they see, St. Louis, Mo. He is motoring back with his family and the little Airedale which Vejar gave him last Thanksgiving. Among other things he promised to find out if that 3.75% beer which the Busch Brewery is making is worth going after.

"Collision" means when two things come together unexpectedly. It may be street cars, autos, ships or—say, who yelled "Twins!"?

It was 2:00 A. M., last Wednesday. Motorman Drake and family were fast asleep when suddenly—"Waw-waw-waw-waw!" wailed the baby. "Four bawls and I walk," responded Papa Drake, feeling for his slippers.

"Two Bells" ends its sixth year of news dispensing, gloom dispelling, mirth producing service with this issue.

DIVISION FIVE

FRED MASON

A note was left in Two Bells box asking what Henry Mast was doing in Hollywood wearing plus fours. Search me, folks, I don't know but I would like to.

"I was greatly alarmed this morning," said Conductor H. Tetreault as he reported for a four o'clock shine. "How come?" asked "Baldy." "Alarm clock," replied Tetreault.

Motorman W. J. Cox has taken a 60 day lay off and will attend to business affairs in Turlock, Calif.

Conductor Dave Scherzer has a refund of 10c coming to him. Can you imagine that? But listen to this. "Muck" made the refund, Dave signed for the dime and then left it on the counter. And it was a good dime, too.

Have you ever noticed that our foreman, Mr. Grant, always walks to 54th and Cimarron to board a car? Well, as you know, there is a little church at this stop and one day last week when he boarded the car as usual one lady was heard to say to another, "I wonder who that gentleman is? He always gets on at this stop." The other lady replied, "Why, he's the minister of that church on the corner."

Motorman W. F. Kenney has a thirty day leave and is on his way to Oregon.

Not Yet, Boys

A notice was recently posted at the Division stating that apparatus had been provided at the South Park Shops for the demonstration of various types of control including the multiple unit equipment.

This notice was premature as the apparatus is not complete at the present time. Trainmen will therefore not take advantage of this notice until proper advice has been given them by the Operating Department.

SHOPS

By JACK BAILEY

Aside from our maintenance requirement visitors we were honored with the presence of "Three Bells," representing "Two Bells." In other words, the editorial staff made a personal call on our shops. Outside of giving ye bashful scribe a few pointers the girls enjoyed themselves with several trips on our campus transfer tables. Now you can see why you boys must back me with some news and don't forget the folks at home; pictures of the little folks. Let's keep up the pep.

Carpenter Foreman, J. M. Spearing, takes his vacation next week. He and his wife will be visited by Mr. Spearing's sister from the east.

Mr. Boyce of the M. M. Office has just returned from his two weeks' "rest." He was relieved by Mr. Schluchter. Mrs. Kearns says she sure is glad Fritz is getting married.

Our watchman, "Daddy" Wills, was up to see Mr. J. F. Clarke who has been on our retired list for some time. Mr. Clarke was forced from active service when he was struck by an auto which broke his hip. Lately he fell and dislocated his shoulder. He is coming around fine now and says if the boys won't come out to see him he will surprise them some day and will pull a foot race at the Shops with Mr. Wills to prove his recuperation.

There is one less in attendance at Wrigley's Park these days since Otto Boyman has been in the Naval Base Hospital in San Diego. "Bugs" is doing nicely and longs for the time when he can return to work and the ball games. If in San Diego call and cheer him up.

After an unsuccessful fishing trip last Sunday, Warren Brown of the Machine Shop and his down-hearted fisherman resolved that they would never take Lew Sawyer with them again. They say he talked about Yellow Tails so much he got blue in the face. Lew now admits he is no fisherman. "Slim" Smith was the kind old boy; he fed 'em.

GENERAL OFFICES

The entire Publicity Department has been invited to attend the wedding of Miss Anna Lorene Mauser and our genial Bus Division Scribe, Elmer E. Wood, which is to take place on the evening of June first.

Draftsmen Arthur Genn and George Seems know that George Campbell has a great eye for color, so thinking to advance themselves a bit in his favor, they appeared last week in sky blue smocks with dark blue buttons. We are sorry that we have no picture of them to compare with Joe Finn's girls from 710.