

TRAFFIC CHIEF GIVES ADDRESS AT MEETINGS

Cooperation Between Traffic and Platform Men a Vital Necessity

MR. ADAMS, Director of Traffic, spoke on correlation of the traffic and platform departments. He first explained the duties of the traffic men who are made up of supervisors, dispatchers, loaders and flagmen, so the trainmen might have a complete understanding of what is expected of the traffic department and so respond harmoniously. The essential points of the address were:

"The primary consideration of the traffic department is rendition of service in conformity with the schedule if possible but the very impossibility of this makes necessary the maintaining of the large traffic department.

To maintain the proper service it was necessary to install an elaborate system of dispatching phones and the immediate use of these phones by the trainmen involved in a blockade will materially lessen its duration.

Overtime for every one connected with a street railway operating department is a matter of necessity when occasion demands.

Extra effort should be made to leave on time. Leaving late causes you to make undue and unsafe speed.

Have regard for the extra man. You have all been extra men at some time. Give bells promptly but not too quickly. Assist each other in changing ends. This helps you to get away from the terminals on time.

The loader's intention is to help and not hamper; the flagman is at the crossing to conduct the car with safety, so give him time for observations before censuring. Courtesy to passengers is highly desirable and essential to success of the men. Respect for rules is greater and more lasting if given voluntarily than through demand.

I want you to look upon the members of this Department as your friends and helpers. Anything which we may be able to do for you to make your understanding greater and your efficiency higher will be most cheerfully done."

Division Five Holds Interesting Meet



W. B. Adams, Director of Traffic, George E. Ferguson, Superintendent of Division Five, and Louis Recappe, Superintendent of Schedules.

ASSOCIATION HAS ANNUAL MEETING

THE California Electric Railway Association has just concluded one of the most interesting and beneficial yearly meetings of its history. Every subject pertaining to the operation of an electric railway system, both from a technical and administrative standpoint, was discussed by able speakers. The sessions opened on May 20th in San Francisco with a general program, which covered the second day. On Friday, May 22, the session broke up into the various committees. The principal committees are Superintendents, Purchasing and Stores, Accounting, Engineering and Publicity.

Friday afternoon was devoted to play. A special car of the Market Street Railways took the visiting members to the Elktion Shops of that company and to Fleishhacker Outdoor Swimming Pool which is the largest in the United States. This pool is 1000 feet long and 100 feet wide.

Men from the railway attending were George Baker Anderson, Manager of Transportation; R. O. Crowe, Auditor; R. B. Hill, Superintendent of Operation; R. R. Smith, Assistant Superintendent of Operation; E. L. Stephens, Master Mechanic; J. R.

DIVISION MEET A BENEFIT TO ALL

THE meetings held at the various divisions last week were well attended. Louis A. Recappe, Superintendent of Schedules, and W. B. Adams, Director of Traffic, furnished the meat and the Los Angeles Railway's prize winning orchestra furnished the cocktail and the dessert. Division Five had an added attraction in its quartette which is made up of Fred Mason, H. L. Tetreault, H. L. Lillie and A. H. Eidsen.

The speakers were introduced by the Division Superintendent in each case. The meetings gave the men the opportunity to hear experts interpret the rules and explain the reasons back of them and all were on their toes to get as much benefit as possible from this yearly opportunity. It was especially invaluable to new men.

The meetings at each division were set for three different hours in order to make it possible for all trainmen to attend. Those who were short of time, brought their "chow" along.

Brittain, Mechanical Engineer; C. V. Means, Traffic Manager, and George W. McDonald, Chief Clerk of the Auditing Department.

SCHEDULES HEAD CHOSE SAFETY FOR TOPIC

Interdependence of Safety and Schedules is Evident to Street Car Men

MR. RECAPPE, Superintendent of Schedules, addressed the men at the divisions on the relation of safety to time tables. Mr. Recappe has been connected with the schedule department for fifteen years so speaks from a full knowledge of his subject. He spoke in part as follows:

"The time table department does consider the safety element very seriously and from every angle. The Supervisor of Safety has stated that he could operate any time table any time on any line safely and while he might be late at some of the intermediate points he could arrive at terminals on time to leave as scheduled or close to it. Mr. Collins is no better motorman than the rest of you and if he can do it, you can, provided you follow the lines laid out by those in authority who have your interests at heart.

Experience has proven that an accident is usually the result of carelessness of some individual or individuals.

There is not a rule in that brown book nor has a bulletin ever been published that in any way works against the safe operation of a car, but there is a self-made rule propounded by the individual motorman or conductor that works against the safe operation of a car, and it is the desire upon a part of some of us to follow our own made rule that gets us into a multitude of trouble.

The schedule department in 1923 adopted the system of adjusting the run time allowance to fit the riding habits of the public. The district each line serves is considered and allowances made for grades, curves, etc.

Now again, we cannot make that which all of you men alike would call a safe time table. You men, though, can make any time table safe. Discard these self-made rules, live up to the rules as printed in the rule book, as well as any bulletins which appear from time to time in "Two Bells."

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse

Publicity Manager

Diverted Transfers

EVERY trainman is familiar with the transfer rules. However, a little slip of memory will cause not only hardship to some passenger but incense him against the company.

As an illustration—a conductor on a pull-out or pull-in trip car may forget to punch the transfer as a diverted transfer. The passenger presents the transfer to another conductor who very properly turns it down and demands a cash fare. The passenger naturally gets angry and feels he is unjustly treated by the company. Sometimes he will make complaint to the main office but oftentimes he will carry his grouch for days telling dozens of other people how unjustly he has been treated by the Los Angeles Railway, thus spreading dissatisfaction and ill feeling. All this because some conductor forgot.

Cancel Your Tickets

RECENTLY a number of uncanceled bus tickets have come into the hands of the company. These tickets represent a certain amount of revenue for which we bill the motor bus company. The conductor losing these tickets of course cannot be identified as they are not cancelled according to the rules and so his carelessness in losing the tickets cannot be corrected but this company not only cannot collect its portion of the revenue from the Motor Bus Company or the Pacific Electric Railway but the tickets may be used by the finder for additional rides.

Some conductor has evidently carelessly lost these transfers which were found at various places, but especially at one of the divisions.

Musings of the Old Timer

By George E. Ferguson

"Some of these days," said the old timer, "I'm going to take a day off, pay a visit to the general offices and re-establish my acquaintanceship up there with those in power on the 7th floor.

"I never will forget one incident that occurred several years ago—in fact, it was just after the unpleasantness that occurred in 1919. I was reading in the trainmen's room and overheard a conversation at a nearby table between George Baker Anderson, our Manager of Transportation, and a motorman whose first name was John. While they were talking, another big husky trainman came up and hitting Mr. Anderson a resounding slap on his broad shoulders, inquired, 'How the h— are you, George? A long time I no see you.'

"A horrified expression shone on the face of the first mentioned trainman and he started to remonstrate with the heavy fisted one, but Mr. Anderson smiled broadly and reached out for a hearty handshake with the enthusiastic friend.

"Has he dignity? I'll tell the whole world he has, but he's got a deuce of a lot of diplomacy with it and is able to meet any and all conditions. He's at home in either a business or dress suit, and can adapt himself to any

situation.

"Years of experience in newspaper work aid him wonderfully in the railway game, and that success has thus far crowned his efforts in this work goes without saying."

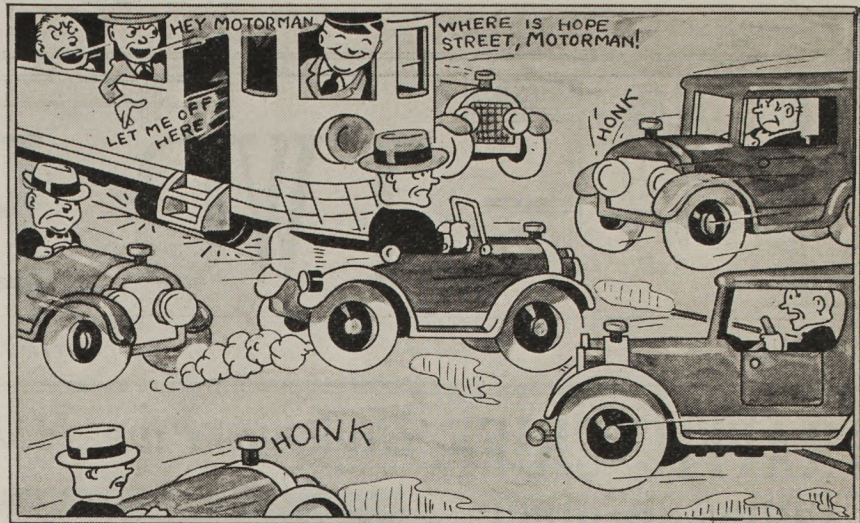
"You have probably heard," said the old timer, "of the old query, 'if you had all the feathers that you could carry, do you think that you could carry just one more?' That is what I always think of when I meet Ed Yonkin of the student instructors' office.

"Ed's term of service dates back into the nineties and he has always been on the job.

"Each year Ed and several of his old cronies trek northward to a place not very often visited by men, and there they all forget the trials and tribulations of a street car employee.

"To get back to our original idea concerning this man, however, we feel that if it were possible to do away with just one more, Ed would put it over when it comes to eating trout. Up where they go, these fish are plentiful and after Eddie has put away what one would naturally suppose was all that one man could eat, he lets the old belt out a few more notches and begins all over again."

Keep Your Head and You'll Win



IF—

(With apologies to Kipling)

If you can keep your head when Autos all around you are losing theirs, and running wild, leaving it to you—
If you can stop your car when there is danger, and make allowances for a slick track, too—
If you can cruise down Broadway, without a mishap
And then reach Tenth and not a fender touch,
If you can make friends with your patrons, and speak to them, but with them none too much,
If you can see your schedule ruined by a string of cars from six to ten
And when the jam is over
Pick it up again,
If you can give to every fleeting moment
Sixty seconds' worth of schedule run
You will never want for fruits of labor,
For you can streetcar anywhere, my son.

—Trolleygrams.

LARY LAFFS

"Say," yelled the chief of police, "what do you mean by speeding along Fifth Avenue like a madman? You'll kill somebody. Why in blazes don't you use your noodle?"

"Noodle!" gasped the man, "where in the heck si the noodle? I pushed and pulled and jiggered every darn thing on the dashboard, and couldn't stop her."

An officer on board a battleship was drilling his men. "I want every man to lie on his back, put his legs in the air, and move them as if he were riding a bicycle." After a short effort one of the men stopped.

"Why have you stopped, Murphy?" asked the officer.

"If you plaze, sor," was the reply, "Oi'm coasting."

"Who's in there?" called the owner at the door of his chicken house one dark night.

"Nobuddy but us chickens," came the response.

A driver of an automobile while trailing a small coupe, noticed very small letters on the spare tire covering. Anxious to know what was being advertised, he drove close enough to read the inscription, which said: "If you can read this you are too d— close."

When I took down the telephone receiver, I discovered that the line was in use.

"I just put on a pan of beans for dinner," I heard one woman complacently informing another. I hung up the receiver and waited. Three times I tried, and then, exasperated, I broke into the conversation.

"Madam, I smell your beans burning," I announced crisply. A horrified scream greeted the remark, and I was able to put in my call.

Parson Johnson: "De choir will now sing, 'I'm Glad Salvation's Free,' while Deacon Ketcham passes de hat. De congregation will please 'member, while salvation am free, we hab to pay de choir foh singin' about it. All please contribute accordin' to yo' means an' not yo' meanness."

Mother: "When that naughty boy threw stones at you, why didn't you come and tell me, instead of throwing them back at him?"

Willie: "What good would it do to tell you; you couldn't hit the side of a barn."

Teacher: "Can you tell me the shape of the world?"

Johnny: "Pop says it is in pretty bad shape."

BULLETINS

Issued May 31, 1926

STREET CAR

No. 77—NOTICE TO TRAINMEN

The name of the medicinal bathing establishment, located at 5625 Melrose Avenue, has been changed to "Hollywood Mineral Springs."

Trainmen will advise passengers to transfer to line "R" in order to reach this establishment, which was formerly known as the "Radium Sulphur Springs," and also as the "Melrose Hot Springs."

No. 78—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 19494, issued to Fireman William Leist.

No. 30944, issued to Fireman James Owens.

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

No. 79—NOTICE TO CONDUCTORS

The following passes are reported lost:

No. 2161, issued to Harold Shelford, Carpenter, Mechanical Department.

No. 2175, issued to P. L. Taylor, Carpenter, Mechanical Department.

No. 2638, issued to W. H. Terry, Painter, Mechanical Department.

No. 2805, issued to H. T. Lock, Service Man, Garage Department.

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

R. B. Hill

BUS

NO. 443

Bulletin No. 428 provides for Yellow Coach Buses, number from 1002 to 1005 and also bus No. 1501, being started in second gear from a standstill when not on an up grade. This does not apply to any other buses as those not mentioned must be started on the low gear.

NO. 444

Complaint is made that buses are operated so that wheels run up on the curb at the southeast corner of Manchester and Wall Street. The curb is broken down at this point. Operators must be careful when passing this point and operate with the wheels on the street proper and not on the curb.

NO. 445

Signs will be placed on Normandie Avenue showing where the buses are to stop which will be approximately each alternate block. Until Bulletin instructions are issued disregard the signs and stop as at present.

NO. 446

Operators of Single Deck Buses and Conductors of Double Deck Buses on all Bus Lines with the exception of York Boulevard, Eagle Rock City and Manchester Lines, must report by telephone to the Los Angeles Railway Dispatcher from the last telephone on the regular route of the line before pulling their bus into the garage. This is very important and must be done in every instance.

NO. 447

Effective May the 30th, 1926, the buses operating on the Normandie Avenue Line will stop only to pick up and let off passengers at the intersections where the new bus stop signs have been installed. This does not mean that buses must necessarily stop directly at the sign but in the same location at that intersection as usual.

NO. 448

Operators and Conductors when making a report of defects on the "Bus Defect Card" must show correctly, as far as possible, the nature

They Carry the Load of "Juice"

THESE MEN HANDLE JOB OF KEEPING CARS MOVING



B. I. BOUGHTON AND J. F. BURR

ANY one who is familiar with street railway operation appreciates the important position of the train dispatcher, but very little is ever heard of the load dispatcher, the man who handles the "juice." In a little booth at Central Substation, surrounded by telephones, charts, maps and data sheets, you will find him as busy as the proverbial one-armed paper hanger with the hives.

He arranges for all high line switching, is responsible for ordering out 15,000 volt lines where it is necessary to clean certain parts of substations or make equipment repairs or changes; also, to make sure that certain switches are pulled and lines killed for changing poles, cross arms insulators, etc., on the system.

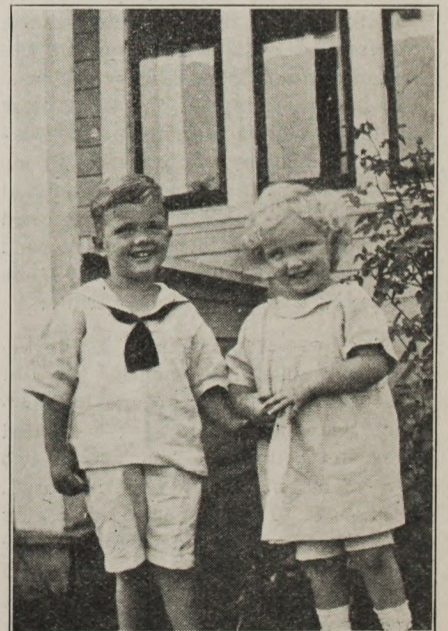
He receives reports of all machines on or off the line at different stations and orders additional machines in operation when necessary. His hand is on the pulse of the electrical phase of the system at all times, and he can tell you "what's what" at a minute's notice.

There are times when the "A. C." will go off, due to lightning striking the lines, playful boys shooting insulators, or possibly some large bird will short the phases with his wings. Here the dispatcher's troubles begin and when the "A. C." comes on again it is up to him to bring the system back to normal with the least possible delay.

HOLIDAY JAUNT

Frank Shull and Theron Menard of the Chief Engineer's office drove to Big Bear, leaving Saturday noon, and will remain over the holiday.

TRAFFIC TWINS



JEAN AND JACK WARREN

These attractive little people are Jean and Jack Warren, 5 years old, the children of A. H. Warren, chief night supervisor. Being twin brother and sister they are particularly devoted to each other.

of the defect in order that the Mechanical Department may have the information necessary.

In case you cannot give exact cause of defect when you pull the bus into the Garage, call the Foreman's attention to it verbally in addition to making your entry on the card and explain to him, which will very materially assist in having repairs made in the least possible time.

NO. 449

Bus Operators on Double Deck Moreland buses must keep watch of their gasoline supply and when there is not sufficient to take the bus to the Garage at 16th and San Pedro at the end of the run or at time when the bus pulls in, you must take gas in the Gas Station on the northeast corner of Wilshire and La Brea. Operators will be held responsible for permitting their bus to run out of gasoline.

NO. 450

Operators will be held responsible for omitting to put their speedometer on their bus report card, Form 1208B. This is positively necessary that the "out" reading be properly indorsed on the card as mileage is made up from this report.

NO. 451

On all double deck equipment arriving at terminals where there are passengers remaining on the bus for the return trip, these fares must be collected promptly and while the Conductor is so engaged the Operator of the bus will request the passengers not to board the bus at the terminal and see to it that they do not until the Conductor has collected fares from the round trip passengers, at which time he will take his station at the rear of the bus and the Operator will return to the front end. This is necessary in order that fares will not be missed.

J. Van Vranken

MUSICAL NOTES

The Orchestra will play for the Chamber of Commerce luncheon on Wednesday, June 2. They will broadcast over KMTR on Wednesday from 7 to 8 p. m.; over KHJ on Friday from 12:30 to 1:30 p. m.; and over KFQZ on Saturday from 8 to 11 p. m.

The Quintette will broadcast over KFQZ on Wednesday from 9 to 10 p. m., and over KHJ on Friday from 9 to 10 p. m.

BOUQUETS

For Condrs. R. L. Gray and R. L. Gearhart of Div. 2 and L. Wilson of Div. 3 from Miss M. Hull of Ramona, Calif., for courtesy.

For Condr. E. M. Cady of Div. 3 from Mrs. Edda W. Arnold, 2921 Gay St., for courtesy and assistance.

For Condr. J. Turvey of Div. 5 from Laura Harbin, 1612 W. 83rd St., for courtesy and accuracy in giving directions.

For Condr. R. L. Harmon of Div. 2 from Mrs. W. Corder, 414 S. Berendo St., expression of appreciation and thanks for the loan of car fare.

For Condr. P. E. Atchison of Div. 3 from Mrs. Robert E. Tener, 1245 S. Serrano Avenue, for courtesy and efficiency.

For trainmen of the L. A. R. Y. from Mrs. Mary G. Parker, 1221 W. 67th St., who would like to express her appreciation and thanks for the many courtesies and kindnesses shown.

TRANSFERS TO DATE

As new orders are placed for supplies of transfers, the rules on the reverse of the transfers will be changed to correspond with re-routings and to bulletins that have already been issued. This is in order to bring the transfers up to date.

Appreciation

W. C. Bourland wishes to express his appreciation of the thoughtfulness and kindness of his friends on the occasion of his mother's death, Friday, May 21.

Mrs. Lola McConnell and Mr. and Mrs. J. S. McConnell desire to express their sincere appreciation of kindness shown them over the loss of husband and son.

R. Aldworth and J. C. Kelly express their gratitude to the association for benefits received.

BARRY TWINS



CHARLENE AND ALEENE

These are the twin daughters of Motorman F. H. Barry of Division One. The young ladies are six years.

DIVISION FIVE

FRED MASON

Conductor Leonard Boatman took his motorman, Leo Heinsman, home to dinner with him and he reports that 'Heine's' table manners have improved considerably since he left the switch shanty. Says he does not pour his coffee out in his saucer any more but fans it with his hand. Leonard's mother said that it did look nice on the table cloth though.

Frank Adams, after trying to call a party up on the phone, said "There are 201 parts to a telephone but the hardest darn part is to get the number."

Motorman Jack Carothers tells one on a motorman who arrived at Jefferson and Main three minutes sharp. Supervisor Bean went over to the motorman and asked him why it was. The motorman replied, "Well, that guy behind me kept running up so close that I thought he was going to hit me so I kept it ag'in the peg." Bean said "There's nobody behind you that I can see." And the motorman looked back in surprise and said, "Well, I'll be darned, it was my gosh darn trailer."

Glad to see Motorman A. A. Slovensky back after three months' leave of absence spent in and around Birmingham, Alabama. Jack York is tickled over his return as this makes two rooters we now have for Pittsburgh. You ought to hear these two talking over the Pirates' chances for another pennant. Slovensky has got back his old southern drawl and Jack can't understand a word he says, and Jack can't speak loud enough for Slovensky to hear him. Anyway, between the two of them they've got the World Series cinched for the Pirates.

H. T. Clayton, motorman, was appointed to the Maintenance of Way department.

DIVISION ONE

D. B. KOHL

G. L. Daniels, formerly a motorman at this division, is at present in the Olive View Sanitarium recovering from spinal trouble. He sends word that he hopes to be out and around in a short time.

Motorman P. Montgomery has resigned to go into the battery business here in the city and would like for the fellows to come around and see him.

Conductor Fairbrother, famous for his trips to Pismo Beach after clams, is planning to leave us and go into business for himself in a different locality.

Conductor V. Fox had just finished turning the seats, at the end of the line, for the return trip, when a young lady passing through the car said "Good night." Fox became so flustered he immediately began to turn the seats all back again.

BUS DIVISION

ELMER WOOD

H. Lee, mechanic in the garage, is the proud papa of a seven pound baby boy and says, "Mother and son are doing fine." Congratulations, Lee.

E. L. Herbel writes of having a great time in his home town, Western City, Iowa.

Out from behind his disguise, comes Operator B. F. Jacobson. Just think; after several years of patiently raising the mustache he contentedly shaved it off. At first sight his regular passengers thought that he was a new man.

A. Erskine is back from a leave of absence spent with relatives in Utah.

P. H. Murray is home from a visit with relatives in Seattle, Washington.

Operator H. M. Williams is on a thirty-day leave in which he will take a trip to Minneapolis.

Introducing new men in the garage: O. R. Dean, E. W. Huston, N. Palmer, J. R. Savage and W. Hannefield who was formerly with the Los Angeles Motor Bus Company.

Mrs. Laura Powell, mother of Earl Powell, passed away, Saturday, May 22. Mr. Powell is one of the elevator operators in the building and is at present away on his vacation. All sympathize with Mr. Powell at this time.

DIVISION TWO

H. F. NELSON

NO NEWS OF
DIVISION TWO
CAME TO
"TWO BELLS"

?

DIVISION FOUR

C. J. KNITTLE

We were pleasantly surprised last Tuesday when Conductor T. B. Foote, who recently recovered from a long siege of smallpox, walked in.

"Go west, young man. Go west," might be a good one to follow, but just the same Motorman West went east for a sixty day vacation last Monday. He will spend it in Kansas City.

Infected gums were keeping Stenographer "Bennie" on the sick list at the time of this writing (Thursday).

Here's hoping you all attended one of the meetings Friday. If not, the "dead aunt" alibi might work, but then how will you get off for the games?

Motorman Alford Colberg has taken a sixty day leave to visit in Lyons, Kansas.

Conductor C. J. King has also been granted a sixty day leave to make a business trip east.

Wm. Brotherton, T. L. Roberts, motormen, and C. A. Beck, safety operator, were promoted to the Maintenance of Way department.

SHOPS

JACK BAILEY

Those of the shop who cannot personally congratulate Mr. and Mrs. Elmer E. Wood wish to do so in this space. "Many, many happy years together!"

Take a look at Ted Ormiston of the E. R. D. Notice how a haze of happiness unwraps his dramatic features. No date has been set for the wedding but we are sure we can soon give the lucky girl's name to the world.

John Viana of the Truck Shop and ex-chauffeur to Pershing, is just daddy now. We have not yet learned whether it's a boy or girl or twins. All John will say is that he is papa now and that mother and baby are doing fine.

Joe Schnell is on a 60 day leave of absence. Joe means to make this his master vacation and plans on seeing his father and mother in Johnstown, Pennsylvania, also to visit other cities.

Are you boys in on this next plunge party? A bunch of the boys report having a wonderful time at Venice plunge last evening, that is if it had not been for Buford Lock, known around the E. R. D. as "Peck." They are going again next week but leave the girls alone, says Peck.

Joe Palmer of the Air Department was doing some 35 miles in a 15 mile zone while coming from the beach through Inglewood. Joe had a good story to tell the judge, but he made it so slow that the magistrate thought he was going to back into some one so he stopped him with "Ten Bucks!"

George Link, Chief Clerk in the Chief Engineer's office, is spending the holiday week-end at Lake Arrowhead.

DIVISION THREE

DAN HANLEY

Sunday is Decoration Day. How many of you stop to think of the meaning of that day? How long has it been since you have visited the last resting place of some one who was dear to you in life? Let's not get that feeling "Out of sight, out of mind," but have a better one, "Gone but not forgotten," so that you can slip away from this busy world to the place of perpetual silence, for just a few moments and lay a flower or two on their bier, just a token of esteem and remembrance, and I assure you that you will feel better for it.

"You mean to say that I am a block-head?" Conductor Phillips to Motorman Styles. "I never said anything of the sort," replied Styles. "Then what did you say?" asked Phillips. "I merely suggested that you put your cap on for I saw a wood pecker light near you," answered Styles.

Married one year and still happy are Motorman Wells and the Mrs., so they enjoyed a quiet little celebration last Tuesday.

This week's big event was the shake up on "L" and "W." Everybody on those lines is happy.

SEND IT IN

If you have a story that is true
Or an incident that is new
We want to hear from you;
Send it in.

Never mind about the style,
If the news is worth your while
It may help to cause a smile;
So send it in.

HOLBROOK, SON OF J. B. LAIR



WINS GOLD STAR

Holbrook is some swimmer. He is not yet seven but has won the gold cross from the Red Cross for his prowess in the art and will be a qualified life saver when he is ten. He has been swimming only six months and was one of the contestants at the meet on Wednesday, May 26, at the Woman's Athletic Club. His parents are naturally very proud of him.