

## Traffic Men And Loaders

# Over Four Hundred Men Commended During 1927



Back row, left to right: C. W. Kaffka, C. J. Petersen, C. Gutknecht, G. W. Moore. Front row: L. K. White, G. M. Smith, L. W. Sweeny, Supervisor, and H. J. Burke.

Possibly to trainmen whose cars operate through the downtown district day in and day out, these men need no introduction, but to those who may not know them, we would like to have you meet the fellows who help the cars on their way. They render a great service, particularly during the rush hours in loading passengers on the cars at the busy corners. They are often required to give information to patrons, to assist in switching cars and to keep traffic moving in general. The badge "Traffic" tells the story.

C. W. Kaffka, Badge No. 2, was born in New York City. He came to Los Angeles and started with the Company on August 12th, 1914, as Conductor at Division One. He was appointed Regular Traffic Man on May 15th, 1923.

C. J. Petersen, Badge No. 5, is a Native Son. Prior to starting with the Company he was a lumber salesman. He entered the service of the Railway as Conductor at Division Two, September 3, 1912, and was appointed Regular Traffic Man February 7th, 1927.

C. Gutknecht, Badge No. 10, started with the Company as Conductor at Division Two on October 25th, 1923. Gutknecht still works part time on platform. He started in the Traffic Department on October 17th, 1927.

G. W. Moore, Badge No. 19, comes from Indiana. He saw service during the late fracas with the 91st

Division, and after being honorably discharged started to work for the Los Angeles Railway on May 18, 1920.

After serving with the Army during the late war, L. K. White, Badge No. 6 returned to his home in Indiana where he stayed until January 1920. He drifted to Los Angeles and started with the Company on March 9th, 1920. White was appointed as Regular Traffic Man in October, 1923.

Geo. M. Smith, Badge No. 1, was born in Iowa. He entered the employ of the Company on January 22nd, 1907—completing twenty-one years of service last Sunday, week. Smith was appointed Regular Traffic Man on January 1st, 1922.

L. W. Sweeny, Supervisor in charge of Towermen and Traffic Men, hails from Bradford, Penn. Sweeny went to San Francisco in 1905 where he was employed as a shipping clerk. The large-sized shake in the Bay City a year later, shook Sweeny to Los Angeles, where he intends to remain. Sweeny started with the Company as Motorman at Division One in February, 1907. He was a Towerman for thirteen years and appointed Supervisor in 1919.

H. J. Burke, Badge No. 4, comes from Ottawa, Canada, and is one of the Burke "gold dust twins". He started with the Company on October 27th, 1920 as Conductor at Division One, and was appointed Regular Traffic Man on August 1st, 1924.

Emerson says: "Life is not so short but that there is always time enough for courtesy." Courtesy is the greatest dividend producer. Courteous trainmen get things done, and it is only deeds accomplished that ever pay. It is the one great thing in men that the Management realizes is paramount in rendering service to the traveling public.

For this reason Two Bells has kept a record of the bouquets issued in the publications during the year 1927, and the posies given in January are just as fresh as those in December.

To show just how the bouquets were scattered over the various divisions, we are giving them in tabulation form.

Div. One	Div. Two	Div. Three	Div. Four	Div. Five	Motor Coach	Total
79	115	148	81	61	4	488

The number of men receiving bouquets are as follows:

Div. One	Div. Two	Div. Three	Div. Four	Div. Five	Motor Coach	Total
68	95	115	66	54	4	402

Out of the total of 402 men receiving bouquets during the year, 56 men received two or more commendations. Conductor C. O. Boyd of Division Two and Conductor E. I. Jandro of Division Three each received six bouquets. There were three men who received five bouquets; three who received four and so on, bringing the total number of commendations for the 56 men to 143.

There were five men, Conductors E. C. Molster, J. C. Phillips of Division Three, Conductors M. S. Thomas, L. C. Haynes of Division One and Motorman Jack Defty of Division Five, who were the recipients of bouquets, but their pictures did not appear.

Although the figures show that 402 men were commended through patrons who made it a point to write to the company, the Management does not lose sight of the fact that the great majority of trainmen are rendering courteous service, but that it has not been their good fortune to fall heir to recognition by patrons who take the time to tell the officials of the courteous service rendered. However, 4,275 credits were received by trainmen during the year 1927, even though these men did not get a chance to show their faces in the Bouquet Column.

To the dear Children:

It is with pleasure I have read the little letters from the children of the Los Angeles Railway family, also those from the fathers and mothers written for them, thanking us for the gifts sent at Christmas time.

I would like to write each one individually, but cannot do so as there were nearly two thousand of them, therefore please consider this through our own "Two Bells" as a personal message.

We are truly glad the toys, dolls, etc., helped to make Christmas a happy one.

I have little folks in my own family who call me "Grand-daddy" so you can see I have a soft spot in my heart for the "tots" of the Los Angeles Railway.

With very best wishes to each and all,

Sincerely,

G. J. Kuhrts.



# TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager  
W. T. Shelford - - - - - Editor

## Let's All Be Supervisors

ONE of the chief requirements where a supervisor is concerned is that he must be able to deal diplomatically with the public and with the trainman who comes under his jurisdiction.

The ability of a supervisor to speak to a trainman regarding violation of rules or improper operation without giving offense by his manner of so doing seems to be a very difficult requirement for some few supervisors to meet.

We occasionally find a man who is a good supervisor as regards handling and maintaining service, who is always on the job looking for a chance to improve service, who is willing to work long hours if necessary, but who seems to have the misfortune of being unable to criticise or caution the trainman with whom he comes in contact without giving offense. But why is it necessary that the ability to deal with trainmen in the proper manner should be such an important qualification on the part of the supervisor?

Outside of giving a trainman directions regarding the adjusting of service why should it be necessary for a supervisor to have any dealings with the trainman which would in any way arouse an antagonistic feeling on the part of the trainmen involved?

Why cannot all trainmen, at least a large percentage of them, arrive at the stage when they can emancipate themselves from the necessity of criticism on the part of a supervisor, instructor, or representative of the Safety Bureau.

It is frequently remarked in the main offices that if we had a thousand motormen like so and so, we would need no supervisors or instructors, or if all our conductors were like such and such a conductor, no such officials would be needed.

Can we not in the daily performance of our duties so conduct ourselves that admonition from a supervisor would be wholly unnecessary?



## LARY LAFFS



"John, dear, how do you suppose those dozens and dozens of empty bottles ever got into our cellar?"

"Why, I don't know, my dear. I never bought an empty bottle in my life."

He: "My idea of a wife is one who can make good bread."

She: "My idea of a husband is the one who can raise the dough in the hour of knead."

Conductor: "How old is that boy?"

Father: "Four."

Conductor: "He looks eight!"

Father: "Can I help it if he worries all the time?"

"Mom," said little Willie, bursting into the house all out of breath, "there's going to be trouble down at the grocer's. His wife has got a baby girl and he's had a 'Boy Wanted' sign in his window for a week."

Teacher (to boy idle during writing time): "Henry, why are you not writing?"

Henry: "I ain't got no pen."

Teacher: "Where is your grammar?"

Henry: "She's dead."

Mrs. Smith: "This 'ere fellow thinks 'e can sing like Caruso."

Mrs. Brown: "Well, they do say as 'ow Caruso 'ad a beautiful voice, but 'ow could they know with 'im stranded on that island with noboddy but Friday to 'ear 'im?"

Head of the house in angry tone: "Who told you to put that paper on the wall?"

Decorator: "Your wife, sir."  
"Pretty, isn't it?"

Lidy: I'm sorry for yer 'aving a 'usband that's everlastin' singin'. My old man sings abart once a year.

Her Neighbor: In 'is bath, I suppose!

Mrs. Grogan: "It was awful! Twinty-sivin Czeko-Slovacs and one Irishman killed in the wreck!"

Mrs. Callahan: "Indeed! The poor man."

The shopper had nearly everything handed down from the shelves. "I don't see just the right thing," she decided at last. "I want to surprise my husband on his birthday."

"Well," suggested the exhausted clerk, "why don't you hide behind the door and shout 'Boo' at him."



## BOUQUETS



Left to right: Conductors G. E. Barnes, J. F. Bray, T. Goddard, F. J. Donnelly, L. P. Johnson, W. D. Smiley, G. C. Saylor.



Left to right: Conductor D. C. Knorzer, Motormen M. D. McGivney, R. H. Croslin, C. Steele, O. Short, W. V. Holman, Conductor M. N. Andrews.

### An Extra Large Bunch of Posies for Division Two

Los Angeles Railway,  
Gentlemen:

In appreciation of the excellent service rendered by the employees of the Railway Company, I wish to call your attention to certain motormen and conductors, whose courteous efficiency, together with their unflinching cheerfulness, has made riding the cars a pleasure. They are: Conductors G. E. Barnes, J. F. Bray, T. Goddard, F. J. Donnelly, L. P. Johnson, W. D. Smiley, G. C. Saylor, D. C. Knorzer and Motormen M. D. McGivney, R. H. Croslin, C. Steele, O. Short, W. V. Holman.

I noticed especially Conductor J. F. Bray. It seems to me that his work is the best a customer could ask for.

I am a regular rider on the yellow cars, and let me say that your men are very much above the average.

Respectfully,  
(Signed) J. M. Mack.



Left to right: Motorman G. S. Mattern, Jr., Conductors G. H. Drinkwater, L. E. Hovenkamp, M. P. Matthews, A. G. Plummer, Motorman J. H. Bard, Conductor R. J. Williams.

For Conductor M. N. Andrews of Division Three from John Morgan for his pleasant courtesy in giving information to passengers.

For Motorman G. S. Mattern, Jr., of Division Two from Mrs. Ellen Wilde for his kindness in helping her with her parcels on a crowded car.

For Conductor G. H. Drinkwater of Division Five from Mrs. M. Cutbirth for his kindness in helping her onto the car.

For Conductor L. E. Hovenkamp of Division Three from Mrs. R. E. Smith and Mrs. C. Unland for his helpfulness, courtesy and cheerfulness.

For Conductor M. P. Matthews of Division Two from Mrs. Leo DeMuth, whose letter reads: "Conductor No. 722 has shown real courtesy in helping me on and off with my two children, two and four years old, and also by calling streets. I feel he is deserving of high commendation."

For Conductor A. G. Plummer of Division Three from Miss Mabel L. Dorsey for his courteously efficient manner to all his passengers. Miss Dorsey's letter reads, in part: "He is cheerful, courteous and reasonable in his dealings with all passengers, and I hope that he may know that at least one passenger appreciates these qualities."

For Motorman J. H. Bard of Division Three from Mrs. Mandel and Mrs. Hoffman for his courtesy in holding his car for them to board.

For Conductor R. J. Williams of Division Five from Miss Florence Gates for paying her fare when she was without funds.

### When Pa Is Sick

When Pa is sick, he's scared to death  
An' Ma an' us just holds our breath.  
He crawls in bed, an' puffs an' grunts,  
And does all kinds of crazy stunts.  
He wants "Doc" Brown, an' mighty quick,

For when Pa's ill he's awful sick.  
He gasps an' groans, an' sort o' sighs  
He talks so queer, an' rolls his eyes.  
Ma jumps an' runs, an' all of us,  
An' all the house is in a fuss.  
An' peace an' joy is mighty skeerce—  
When Pa is sick, it's something fierce.

### When Ma Is Sick

When Ma is sick she pegs away,  
She's quiet, though, not much t' say,  
She goes right on a-doin' things,  
An' sometimes laughs, or even sings.  
She says she don't feel extra well,  
But then it's just a kind o' spell.  
She'll be all right tomorrow, sure,  
A good old sleep will be the cure.  
An' Pa, he sniffs and makes no kick,  
For women folk is always sick,  
An' Ma, she smiles, lets on she's glad—  
When Ma is sick it ain't so bad.

—K. O. T. M. Bee Hive.

"Throw away your wishbone,  
Straighten up your backbone,  
Stick out your jawbone,  
And step on 'er!"

—Nuggets.



# Trainmen Who Received Bouquets During 1927

The pictures on these pages appeared in Two Bells in the Bouquet Columns during the past year. A story on the first page of this issue shows the number of bouquets received by Divisions, also the number of men by Divisions. There were a number of trainmen whose pictures were not obtainable, so that their pictures do not appear here. Their names, however, are listed in the article on the first page.



A. Brumet, J. M. Boehm, W. C. Sanders, O. H. Snelson, C. L. Thompson, A. H. Middleton, F. B. Slaughter



H. Heebing, G. W. Scott, F. Jones, A. H. Middleton, J. A. Shivlar, W. T. Skinner, J. R. Holland.



W. Rasmussen, E. E. Wilke, V. E. Neely, L. F. Stevenson, L. H. Locker, C. G. Percival, J. C. Allison.



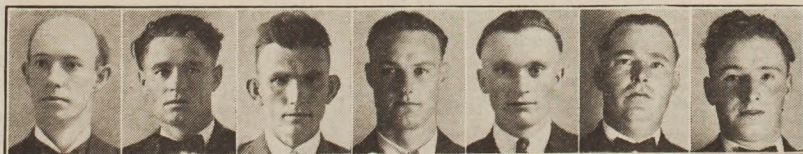
J. E. Bohler, E. J. McDonald, E. E. Melick, C. M. Mitchell, F. C. McKibben, R. G. Monahan, H. E. Ketchum.



O. J. Freeman, L. A. Abbott, J. M. Scantlen, A. McKenzie, S. H. Corbin, B. Jones, C. A. Wells.



C. C. Parkin, R. H. Gamble, J. H. Johnson, F. E. Sparks, F. C. Reis, H. F. Hames, L. C. Price.



O. A. Dixon, B. M. Deane, S. N. Hale, F. H. Woodcock, F. W. England, J. A. Bunch, R. W. Patterson.



W. A. Walsh, A. Brumet, F. B. Slaughter, H. Cannon, A. E. Chauvet, Jr., B. J. McCracken, D. L. Everts.



A. A. Goldsmith, C. Tucker, H. F. Smith, E. Rittershaus, Jr., F. J. King, G. A. Churchwell, C. W. Stevenson.



H. S. Rayburn, S. S. Wollam, G. Dahlberg, C. O. Boyd, F. C. Ham, M. C. Latham, H. D. Webster.



J. A. Morris, C. W. Stevenson, W. A. Stebbins, F. J. Donnelly, F. C. Buhles, A. Brumet



H. M. Mayo, A. W. Chamberlain, F. C. Mead, H. N. Johnson, A. A. Middlecoff, J. O. McArthur, V. G. Miller.



F. F. Long, N. A. Matlock, C. G. Habighorst, P. A. Beaufoy, H. E. Ketchum, J. T. Edmiston.



E. L. Bailey, F. D. Croff, A. O. Johnson, J. E. Laws, S. Bruhoff, C. O. Boyd, E. W. Watson.



J. H. Martin, R. C. Cook, A. B. Chambers, A. Auger, C. W. Hannon, W. Green, L. M. Chapman.



G. H. Foster, A. R. Brown, C. W. Melcher, A. G. Plummer, C. H. Thompson, H. A. Hennes, L. Zukoff.



W. W. Morneau, F. Skarda, M. E. Shanahan, F. R. Baldwin, C. V. Judd, B. H. Dean.





E. L. Jandro, T. D. Hall, G. R. Perdew, F. C. McKibben, R. F. Ridell, J. F. Lilley.



L. C. Estes, B. C. Bayliss, R. E. Emerson, A. A. Bradley, J. L. Penny, O. J. Palmer, L. L. Leasman.



A. F. Munson, F. Hart, F. S. Leon, A. J. Konecny, R. Shosted, W. Matthews, T. I. Thoreson.



T. C. Risk, F. L. Woodcock, L. Rogers, A. Neilson, J. O. Tetreault, C. E. Freeman, J. H. Johnson.



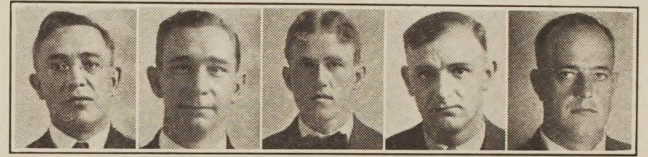
P. Kelley, W. E. Marsh, A. G. Plummer, O. B. Landrum, H. F. Smith, W. E. Griffis.



E. L. Jandro, R. G. Monahan, C. E. Rust, A. McKenzie, N. W. Wagner, H. F. Hames.



P. E. Atchison, J. L. Sheer, D. Stasi, F. J. Nimz, H. F. Seward, F. O. Hebert.



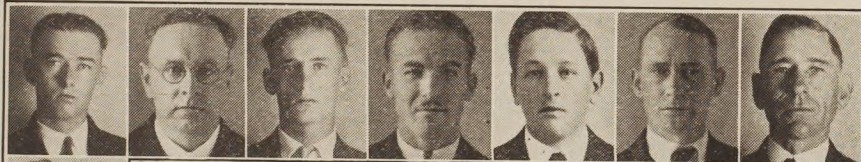
D. W. Gibbs, J. Federbusch, J. B. Woodland, M. L. Moore, E. B. Weaver.



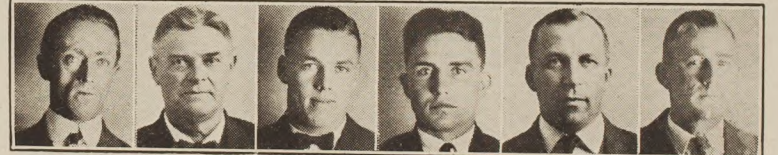
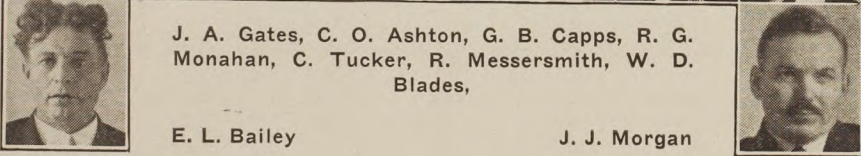
I. E. Gott, F. T. Ruelas, G. E. Nidick, H. W. Brown, C. T. McClure, F. Stauss.



L. B. Vaude Sande, W. H. Laing, W. Payne, M. McConnell, W. M. Tutor, J. H. Martin.



X. Bryan, F. S. Holland, T. G. Henry, M. H. Grant, J. C. Clarke.



C. O. Boyd, A. C. Freeman, C. A. Parham, G. R. Hill, C. R. Aker, J. C. Hill.



William Sambus, C. E. French, C. D. Burnett, J. L. Sheer, H. O. Nelson, A. O. Swoboda, H. E. Heath.



H. Gravitt, T. D. Hall, G. R. Perdew, T. C. Risk, E. L. Jandro, J. H. Gillard, J. L. Berry.



A. R. Brown, D. F. Parshall, E. B. Weaver, I. H. Stewart, P. J. Gerhardt, F. Adams, J. H. Martin.



H. L. Raines, L. Nethersole, W. S. Shields, W. L. Cook, T. C. Cumberlandford, W. D. Gordon, F. A. Smith.

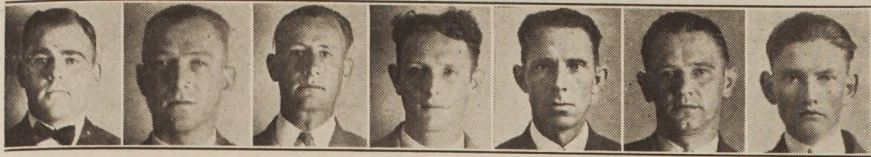


W. D. Blades, H. N. Cole, P. G. Everts, F. Buckingham, L. Shelley, A. M. Jones.



A. T. Munn, P. Scilffo, M. J. Sherman, R. W. Dunn, J. M. Alder, H. G. Hunt, M. N. Andrews.





W. F. Lewis, J. G. Hartzell, H. Sydenstricker, C. A. Thompson, T. L. Roberts, C. Whitney, M. V. Howell.



E. L. Jandro, C. Welsh, P. H. Spradling, J. D. Atkinson, J. E. Nielson, A. J. Hathwell, A. C. Fricke.



C. A. Parham, R. D. Mitchell, J. W. Godel, H. J. Klingsick, R. G. Monahan, E. B. Adams, R. J. Deshields.



R. G. Monahan, W. Jennings, A. L. Morris, L. L. Sweet, I. Gasparro, F. C. Reis, M. O. Bowles.



A. Pabst, F. Houschildt, G. E. Hawley, E. W. McCabe, W. H. Snow, J. Brennan, H. E. Tetreault.



T. N. Harris, F. J. Donnelly, C. Shatz, T. C. Risk, L. C. James



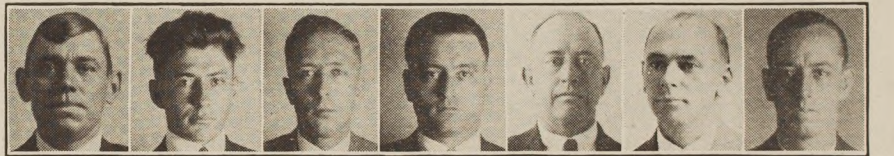
C. L. Walinder, E. L. Jandro, W. J. Mahood, A. L. Reaugh, W. L. Smith, Thomas Thoreson, P. L. Vanzandt.



F. K. Wright, H. Fairman, O. J. Palmer, J. H. Meiers, A. E. Downing, E. C. Lander, F. S. Holland.



J. J. Gilmore, L. T. Campbell, B. S. Moore, T. G. Henry, A. Valenzano, H. Watson.



J. H. Martin, G. R. Crawford, E. W. Swaby, J. J. McFarlane, W. Jennings, N. W. Wagner, R. Meggison.



F. S. Holland, W. R. Hobdy, H. F. Erdman, B. B. Bowman, H. Yardley, F. O. Hebert, E. C. Secrist.



F. J. Donnelly, J. A. Wear, P. H. Thompson, W. R. Nichols, A. P. Broyles, D. G. Boyer, W. D. Everett.



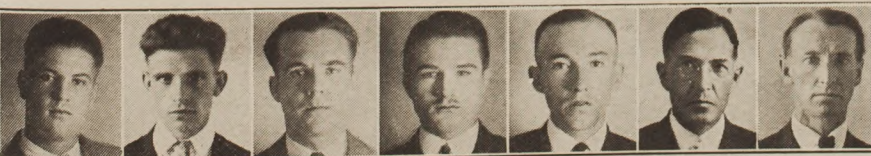
W. S. Shields, V. G. Miller, G. A. Doughty, W. H. Laing, J. Stanton, H. M. Pankey, G. L. Kromer.



C. G. Percival, G. R. Perdew, J. W. Teague, W. D. Smiley, G. R. Boatman, J. T. Little, S. M. Estes.



W. A. Ellis, A. Biederman, W. A. Walsh, O. L. Bessire, J. W. Epp, Jr., H. F. Henley, John Nickel.



S. R. Leckey, T. D. Hall, C. F. Smith, O. J. Palmer, W. A. Welsh, R. F. Griffin, H. Newell.



M. B. Stewart, R. A. Clapp, M. Woodrome, O. R. Burnett, W. O. Kirkpatrick, G. H. Drinkwater, T. A. Brewer.

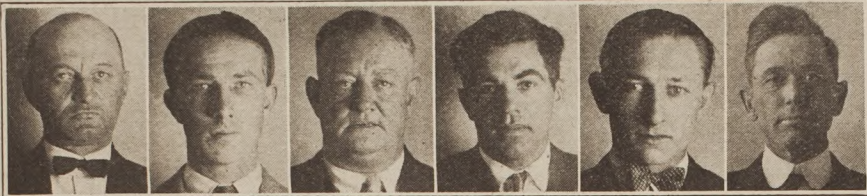




W. N. Cline, F. W. Graves, M. V. Howell, H. F. Seward, A. T. Munn, D. W. Tinsley, W. P. Durbin.



J. C. Griffin, H. W. Taylor, R. M. Garner, T. J. Vail, A. Valenzano, R. D. Mitchell, C. O. Boyd.



W. P. Durbin, L. C. Goodwin, W. A. Stebbins, F. Buckingham, P. A. Beaufoy, J. W. Martin.



W. A. Walsh, D. C. McKinney, R. L. Wolfe, J. W. Godel, J. O. Bauer, M. L. Davis, E. R. Leggett.



G. R. Whitney, L. Jurick, H. W. Gustafson, J. W. Biggers, V. A. Biggers, R. Lightfoot, A. M. Wood.



H. F. Seward, C. V. Barada, J. M. Luddon, G. E. Gibson, J. R. Dean, R. E. Johnson, C. O. Boyd.



H. W. Frazier, J. W. Head, W. H. Wisdom, G. H. Slatford, L. C. Price, S. Scheinert, O. E. Goodwin.



J. E. Raski, I. M. Avant, T. E. Shanafelt, M. J. Dauk, J. A. Johnson, M. Z. Taylor, G. E. Graham.



G. P. Morehouse, M. S. Harrington, H. E. Tetreault, J. W. Head, J. T. Velarde, W. Green, H. F. Smith.



A. Norman, A. H. McKeel, T. D. Hall, G. R. Perdew, M. Smetana, C. E. Vassar



M. Miranda, J. M. Johnson, I. L. Loverin, F. Weir, F. J. Bevis, E. E. Feb, N. E. Mackay.



Top row: A. B. Morse, E. J. Marceau, R. B. Warner, A. F. Crosby, S. O. Osburn, W. E. Holland, I. Gasparro.  
Bottom row: R. W. Lee, C. C. Coates, L. A. Barnes, A. Brumet, B. E. Pittenger, C. P. Lazar, J. H. Pace.



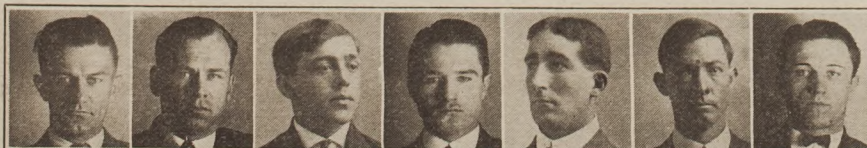
James Logue, H. A. Placial, J. M. Boehm, F. W. Godel, W. T. Miller, W. A. Walsh, G. W. Dilts



E. L. Jandro, J. J. Wolf, E. L. Rhodes, C. W. Hannon, E. J. Roche, F. W. Rittman, G. R. Blasdell.



E. A. Radford, E. F. Bourland, E. S. Lee, H. B. Webb, T. J. Kelley, H. T. Gollar, C. Tucker.



H. M. Perkins, A. B. Peterson, C. H. Engle, O. J. Palmer, C. J. Hoffmeister, F. McClendon, C. C. Coates.



W. R. Kitson, P. McGrory, H. McHenry, W. A. Pilon, R. Wilkins, G. T. Lashbrook, M. C. Pearl.



# Bulletins

ISSUED JANUARY 30, 1928

## Street Car

### NO. 9—NOTICE TO CONDUCTORS

The following passes are reported lost: 4509 issued to O. C. Adams, Motorman Division No. 2. 4717 issued to J. F. Bray, Conductor Division No. 2.

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

*R. B. Hill*

## Division Assignments

The following men have been sent to their various divisions during the past two weeks ending Wednesday, January 25th:

To Division One: Motormen M. D. Duncan, L. E. Peterson.

To Division Two: Conductors J. L. Degen, H. P. Casebier.

To Division Three: Motormen H. Dingleline, W. M. Coleman, C. W. Rhoads.

To Division Four: Motormen M. F. Powell, Jr., H. L. Staton, L. A. LaRiviere, J. V. Grimes, Safety Operators S. J. Rice, T. A. Powers, C. W. Thornbury, Conductors K. Hodson, C. V. Jones.

To Division Five: Conductors L. A. Bayliss, K. F. Edwards, G. F. McLaughlin, W. T. Ammons, I. Granger, H. L. Ferguson, E. F. Hadley, Motorman E. A. Graham.

## Crossing Renewed

The Engineering Department has a gang of men at work renewing the crossing and special work at 11th and Figueroa Streets with standard equipment.

## Those Light Operas

Don't forget to make use of those rates provided for you to see the Light Operas at the Shrine Civic Auditorium on West Jefferson Street.

For the week of January 30th, the "Prince of Pilsen" will be presented to be followed by the "Bohemian Girl" for the week of February 6th.

See your Foreman about the tickets.

## How It Happened

Our attention has been called to an error in last week's Two Bells, where in we mentioned George Ferguson as Superintendent of Division Five.

The only logical excuse we can make is that friendly seagulls came in large numbers the other day to visit their benefactor who has been ill, giving Division Three the ocean-front atmosphere found only at Division Five—hence the typographical error.

## Leaves Company

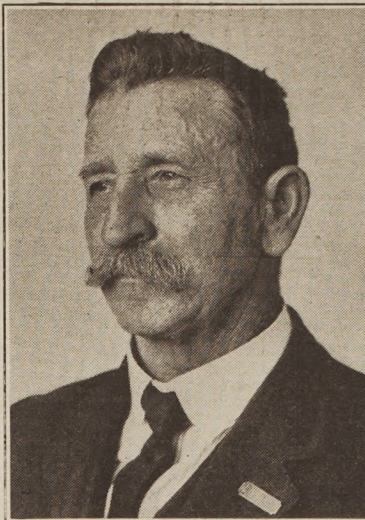
Mrs. Blanche McCormick, the well-known and popular Secretary to C. A. Henderson, Secretary and Treasurer of the Company, is leaving the services of the Railway on February 1st. Mrs. McCormick has been with the Company for the past eleven years. Mr. McCormick has been transferred to Oakland and Mrs. McCormick is joining him.

The young lady appointed to fill the position vacated is Miss Seltzer.

## Twenty-eight Years Of Service

This old timer with the luxuriant growth of hair, is none other than Motorman Henry M. Guthrie of Division Five. Not a bald spot showing on his head, but his 1927 record is as bald of red marks as Spark Plug is of horse feathers.

Guthrie hails from West Virginia where he worked as a miller. He said "Goodbye" to dear old Virginia in 1893 and went to San Francisco and worked there baling hay. After a couple of years pulling the wires he decided that Southern California was the place for him and in 1895 he opened up a shoe repairing shop at the north end of the city. In those days he says people wore out both shoes at the same time from walking instead of one shoe from stepping on the gas. In 1899 he went to work for the hat factory on San Fernando Road, filling the capacity of capper and worked in the cook room. It was here that he became better acquainted with street cars as they ran close by this locality, and it was here that his wire pulling experience came into play as he was able to manipulate them well enough to get with the Los Angeles Railway. He started to work with us on April 4th, 1900, at Division One when that was the only Division we had. When Division Two was built he went to that Division



and stayed there until the Vermont Heights Line was transferred to Division Five and with that Line came Motorman Guthrie.

Superintendent Dye of Division Five says that he has enjoyed many a trip on the "Cross-town Line" with Motorman Guthrie.

April of this year will be Guthrie's twenty-eighth year of faithful and loyal service, and he is still going strong.

## Don And His Cup



HERE IT IS

And here's the cup! It was hard-earned, but worth the experience according to Don Shields who is seen supporting the trophy for fourth place, awarded by Desmonds, in the Catalina Island Outboard Motorboat Race held Sunday, January 15th.

## For Sale

**Baby Crib**, first-class condition, used very little, cost \$12.75 new will sell for \$4, including mattress. B-163.

**Electrical Engineering Course**, by Chicago Engineering Works, complete, cost \$79.50, for \$35. B-164.

**Chevrolet Coach**, new, \$45 down, \$40 a month. B-165.

## Wanted

**Wanted Loan**—\$3750.00 first mortgage on property at Hawthorne. House and one acre appraised at \$8500.00. B-166.

## More Promotions

It's hard to take, so far as Two Bells is concerned, because it's our loss, but editorially "we" are glad to learn that C. J. Knittle, the oldest scribe to grace the columns of Division Four has been appointed Temporary Supervisor, effective January 24th. Clarence has been writing copy practically since the time Two Bells first began to thrive on printer's ink, and he takes along with him the best wishes of his numerous friends and co-workers for success in his new field of endeavor.

Knittle started with the Company as Conductor out of Division Four on November 1st, 1919 and in recognition of his good record was promoted to Conductor-Line Instructor on September 30th, 1925.

Also in line of promotion comes J. M. Long, formerly Conductor out of Division One to the position of Temporary Crossing Flagman. Long has been working on cars of the Maintenance of Way Department for the past eight years.

## Appreciations

The family of the late Ashby W. Warnick acknowledges with grateful appreciation the kind expression of your sympathy.

Please accept our sincerest thanks for your kindness and sympathy extended to us in the beautiful floral offering sent to our dear one, Albert L. Weiser.

Mrs. M. Weiser.

Mrs. Louise Young, Daughter.

We wish to thank the Los Angeles Railway Cooperative Association and employes for the beautiful floral piece and sympathy and help in our great sorrow.

Carl V. Judd

Jen Rodner

Katherine Hayward, Sisters.

## Legal Questions

Q. Is an agent, as well as a principal, liable upon a contract executed by the agent in his principal's behalf?  
K. H.

A. An agent acting within the scope of his authority in his principal's behalf, is not liable to third persons in connection with the contracts he creates.

Q. I gave a certain real estate dealer an exclusive agency for the sale of my house. Subsequent to the granting of said authority, I sold the property myself; now the dealer is going to sue me for commission. Can he collect from me?  
M. B.

A. You are not liable for commissions by reason of the fact that you sold the property yourself, thereby not violating your agreement with the real estate dealer to the effect that he was the exclusive agent. If, however, you had given him the exclusive right to sell as distinguished from an exclusive agency, you would be liable for commissions even though you sold the property yourself, as the latter authority obviously deprives the owner of the right to make the sale himself.

Q. Can a convict make and acknowledge conveyance of property.  
S. W. H.

A. Yes.

Q. A husband and wife each deeded their property to the other, and then exchanged deeds, intending to have either deed recorded when either party should die. Is this a good delivery of title?  
J. R.

A. No. The law intends that title to property shall be vested in someone at all times.

Q. Within what time may property sold for taxes be redeemed?  
H. McK.

A. Within five years by the payment of taxes, penalties, costs, etc.

## Square and Compass Elect Officers

At the January meeting of the Square and Compass Club, held on the 21st at the Masonic Temple, the largest number of members was recorded since the inception of the Club, to participate in the election of officers for the year 1928.

There was a very good dinner provided by C. V. Means, Traffic Manager, which was followed by a short business session.

Ten candidates were initiated and are now full-fledged members.

A very good bill of entertainment was provided by D. E. Alvarado, who brought along some Spanish Artists from the Mission Play.

The election of officers was run in short form with the following results:

P. T. Klingel Smith, President;  
J. E. Steenrod, First Vice-President  
J. H. Miller, Second Vice-President;  
R. R. Smith, Third Vice-President;  
C. A. Henderson, Treasurer;  
W. T. Shelford, Secretary and  
A. G. Rex, Marshall.

Members of the Square and Compass Club were the guests of South Park Lodge last Tuesday, January 24th, and members of the Degree Team participated in conferring the degree of Master Mason on E. L. Lewis Motorman of Division Two and Gladstone MacDonald of the Auditing Department.





## Division Four

C. J. KNITTLE

About the only real news this Division can offer this week is the results of it's gunmen who raided the hunting grounds around Lancaster last Sunday. About fifty rabbits were massacred. No other casualties were reported. Motormen R. L. Sexton, M. L. Hart, G. H. Kunz, C. G. Cartwright, Conductors J. M. Johnson, C. McAtee, B. D. Stewart, Foreman B. B. Boyd and Mike Retter, nearby barber, made up the party.

It is with deep regret we report the death of Mrs. E. A. Ricketts, wife of Flagman Ricketts. Mrs. Ricketts suffered a stroke Sunday, January 15, and passed away Friday, the 20th.

Conductors J. C. McQuoid, G. E. Conkle, S. T. Christ and C. R. Clark have had their pockets picked while on duty recently. Their losses ranged from four to seven dollars.

Student-Motorman L. A. LaRiviere finished breaking in last Wednesday.

The following men are on the sick list; Motormen R. L. Sexton, J. B. Selby, J. B. Woodland; Conductors J. M. Walker, E. L. Bailey, H. L. Dupree, A. A. Goldsmith, D. W. Gibbs, C. L. Vaughn, G. T. Lashbrook; Safety Operators V. S. Driscoll, C. W. Allen and L. R. Smemoe.



## Motor Coach Division

ELMER WOOD

Rattle - Rattle - Crash - Bang - Chug - Chug! "Here comes Terry". Do you remember the old flivver the Checker Dandurand used to have? Well Supervisor W. R. Terry has consented to support it, or rather adopted Lizzie when he heard she was to be given away for junk. Dandurand has bought himself a late model Ford coach to do his checking in on these cold nights and mornings. Terry now takes his morning exercise cranking the old tin can. Here's hoping he don't "miss out" if the flivver "does not choose to run."

Have you noticed the way Operator J. R. Rogers acts lately? He is as gay as a lark and hardly eats anything. We were tipped off that he popped the question "Skothe me ladies", (apologies to Jack Baily) I forgot this is not our year to propose, so Rogers must have accepted. However, whichever it was he has bought her the diamond ring already so "It won't be long now."

Operator G. Schnittker (don't try to pronounce it, sneeze it) is back after being laid up with the grippe for eight days.

Operator P. F. Murray also took five days off last week to doctor up a sore throat.

Operator L. W. Walters has been on the sick list for the past week.

### Garage News

The old timers at South Park Shops will remember John Sturm who worked in the Machine Shop ten and a half years ago. John is now on the First Shift turning out automobile parts on the lathe.

Joe LeProhn, Assistant Foreman, was forced to spend a day at home last week to doctor up a cold. He tried to warm up his nightie the other night and became so attached to the stove he burnt his leg.



## Division One

H. N. COLE

If you see Motorman E. M. Worsley driving around in a car all dressed up and newly painted, don't mistake it for the much talked of car the whole "world has been waiting for" for so long. It is his same old flivver and he applied the coat of paint himself. Worsley says it is a very expensive job, even if it doesn't look it, as one-third of the paint went on his clothes and one-third on the ground and the remaining third was applied to the car.

Motorman O. H. Snelson has been suffering from a very bad cold for the last few days, which reminds us of an unpleasant experience he is reported to have had last Monday, and which may in a measure account for his indisposition.

The story goes that Snelson carelessly threw away a lighted match and it fell on a pile of new union suits. When he returned to the room a few minutes later, the clothes were gone up in smoke, Snelson felt his loss keenly.

Conductor J. W. Courtwright was out driving with his wife and little daughter last Saturday evening when an intoxicated driver crashed into his machine, breaking his wife's arm and injuring the little girl. Courtwright escaped in good shape but his machine was demolished. The drunken driver is languishing in jail.

Motorman Nate Robinson has been confined to his home for ten days on account of illness, but is out again and seems to be in pretty good shape.

Conductor B. T. Olson is taking a short vacation of ten days.

Conductor R. O. Fortune is taking thirty days off to build a home.

Motorman J. F. McCormick has been called to Oregon on business and will be off about twenty days.

Motorman I. J. Madsen has been granted a leave of absence for thirty days, to attend to some business.

Conductor C. E. Rust is taking sixty days to go to Elkpoint, South Dakota.

Motorman W. F. J. Caraway is trying out the Los Angeles Police Department.

Motorman M. M. Spence is taking ninety days off to try out some other business.



## Division Two

E. A. MOXLEY

Motorman W. F. Vellage who has been on leave for nearly a year is still located at Vernon & Main and would like to have some of the boys drop around and say "hello."

Motorman J. H. Hale has returned from Honolulu and is back on his new Main Street run. He says it rained every minute he was in Honolulu and he was glad to get back.

Conductor L. L. Rice and Motorman J. L. Machen resigned to try out another line of work.

Conductor O. A. Palmer is at present in the hospital. He was quite ill but is getting along fine now and anxious to get home.

Conductors Welch and Wilkins are doing very well and expect to be able to return to work in the near future.

Motorman R. J. Gates returned to work, but we forgot to ask him if he had been able to find the twenty dollar bill he hid while sleep walking.



## Division Five

FRED MASON

"From now on I drive," quoth Motorman Bill Garris and Ed. Austin. Bill and his wife were southbound on their way to San Diego and environs, about a couple of weeks ago, and the wife was behind the wheel of the old flivver. A machine on its way back from said environs chased the lady over to the right and the quick turn of the wheel caused the flivver to turn like flap-jacks ought to. Mrs. Garris was hurt pretty badly, though not seriously, and Bill was off for ten days with a bum mit.

Motorman Ed. Austin got his last Sunday about one hundred miles this side of Los Vegas when, as Ed. said, "The missus tried to get rid of me out on the desert." Something went hay wire with the steering gear, and Buicks, like flivvers, let you know about it with the usual one, two, three and over she goes, but you don't get time to count. However, no one was seriously injured in this little upset and Ed. was on the job the next day.

Conductor Henry Hazen is in receipt of a letter of John "Si" Perkins, formerly conductor of this Division. "Si" went back to Celina, Texas, on account of his health, and he writes that he is feeling fine and that farm life is agreeing with him. He now weighs 147 pounds and his wife and two boys are also enjoying the best of health. His many friends at this division will be glad to hear this good news.

Motorman Harry Bush is the first one to break into the new Ford class. Harry said, "They sure made a lady out of Lizzie" and he's down for a roadster, delivery next month. Asked why the roadster, he said: "They can see me wink better". Can you imagine that old reprobate?

Our radio, which hasn't been working any too good lately, was taken away last week and we found out why it was we were getting strains from "Madame Butterfly" when it was tuned in for the fights. The loud speaker was full of moths. Another couple of months and we'd have been getting silk socks.

How's your watch? Three more days.



## Division Three

L. VOLNER

On February 1st, Motorman G. S. Wheeler will resign from his duties on the cars to try work on the golf course at Girard. We wish him success in his new venture.

After twelve days vacation, Motorman F. Milano has returned to duty.

Motorman L. F. Martin has been off duty for some time to get his teeth extracted, but as he could not have all the work done at once, he had to get an extension of his leave until February 1st.

After his ten days enforced vacation, during which time he was on the sick list, our Superintendent, Mr. Ferguson is back in the office.

E. C. Muse, Mechanical Foreman of this Division, has his order in for one of the new Fords, a four-door sedan.

Just a few days left in which to have your watch inspected for this month.



## Shops

JACK BAILEY

E. L. Stephens, Master Mechanic, was confined at his home for a few days last week on account of a very bad cold.

Among the many celebrities who spent the week-end at Big Pines in the snow and on the ice, you could have easily located Carpenter H. Sheldford; Electricians S. J. Ormston, A. Gerrard and his brothers C. Gerrard and F. Gerrard, by the raucous laughter proceeding from their joyous ventures. Just the same that new Hudson covered a lot of territory and if the boys had not eaten too much of the "Rosperry Tart" they would have had a perfect day.

Electrician A. Gollmer and family spent a most enjoyable week-end at Palms. Made the drive all O. K. in the new Buick.

The questions debated on Truckman Roy Williams' Rocky Mountain Brakes were many and varied, but just ask Truckman Bill Thun and Carpenter Ben Grimm how often they work and how.

A small donation of 10 cents from each member of the Electrical Department would stop the rumor that H. Eimer has no alarm clock at his home.

H. Kadow, of the Winding Room, and family spent the week-end at their ranch at Fresno.

Electrician Ed. Brimm and family spent last Sunday trying to find a short cut to Azusa, California.

While not of outstanding nature, many comparatively small but needful improvements, officially sanctioned and listed as betterments are due our attention. J. M. Spearing, a new suit; H. E. Simson, that sweater, and Jim Davidson that permanent wave.



This young fellow celebrated his twenty-first birthday—pardon us, anniversary, with the Los Angeles Railway, Sunday, January 29th.

C. O. Morse, Foreman of the Motor Coach Division started in as Conductor at Division One way back in 1907—January 29th to be exact, and was transferred to the Motor Coach Division on June 8th, 1923, in the days when the motor coaches were just plain buses with solid tires. As an Operator he made a good Supervisor and was appointed to this position on August 1st, 1924. Charlie's adaptability to this position won him further promotion as Foreman of the Motor Coach Division, which promotion he received on September 1st, 1925 and still holds. Here's wishing you many more anniversaries, Charlie.