

Law Against Loan Sharks

The Transportation Department, in offering suggestions to employes with reference to legal problems in the last issue of Two Bells, touched upon four types of contracts in daily use.

In this issue we wish not only to touch upon one type of contract, but to emphasize the danger of entering into such contract, namely, a contract with money lenders.

With some, the borrowing of money from "loan sharks" or "money lenders," as they are sometimes called, has come to that issue where it has almost become a habit. This habit is sometimes contracted through fear, at least that is the reason we give for continuing to put ourselves in the clutches of these unscrupulous people; fear that our creditors will push us to the wall, or, in other words, annoy or embarrass us at our work, or our wives at our homes, or, perhaps, notify our employer. Such fear is needless if we but live within our means. A habit that has cursed the human race everywhere, at all times, is the habit of needless fear.

The important thing is not to know how to make more money, but how to use that which we have.

What we mean by "unscrupulous loan shark" is one who contracts to loan us money knowing we have steady employment, or upon our household furniture, or other chattels, and charges us more than twelve (12%) per cent per annum on such loans. The contract may not state what interest we shall pay, because the money lender knows that if he should insert into the contract the rate of interest he charges he would not only be prosecuted, but would have to return to the borrower treble the amount of over-charge, if exposed. But, nevertheless, if we examine these contracts carefully we will find it is there in another form in an attempt to evade the law and prey upon the unfortunate.

For instance, we borrow \$100. The contract sets forth that we sell our wages now due us to the money lender to the amount of \$125, due within 30 days. Or again, we may borrow \$10 and contract to pay within one month \$12.50, or even \$15.

We can plainly see that by borrowing from these people we do not get ourselves out of debt, but, instead, into the clutches of unscrupulous men who are making enormous profits, unlawfully, from unthinking or unfortunate



Front row, left to right: Conductors C. A. Mootz, C. W. Manning, V. W. Gore, C. O. Ashton, F. H. Duncan. Second row, left to right: Conductors C. F. Fitzgerald, A. F. Crosby, W. A. Pilcher, E. E. Sanders, A. A. Shewmaker, J. C. Kitchell. Third row, left to right: Motormen V. E. Scott, T. C. Strobel, Wm. Huntoon, C. E. Kelley, F. J. DeMott, B. T. Glennin, E. V. Saylor. Back row, left to right: Motormen M. Morneau, T. E. Boydstum, B. L. Rodefer, R. L. Johnson, F. Jorgenson, I. McBroom, C. C. Roush.

people who do not understand the method used by the loan sharks. We do not look ahead and reason that if we cannot meet our obligations this pay day with the money we receive we surely cannot hope to meet greater obligations which we undertake when we put ourselves into the clutches of loan sharks.

The legislature has attempted to protect us by passing the "California Usury Law," but if we do not protect ourselves by exposing the loan sharks or by keeping out of their clutches, the law, you might say, has been passed in vain as far as we are concerned. The law passed for our protection (California Usury Law) has very recently been upheld by the State Supreme Court.

The finding of the court is as follows:

CALIFORNIA USURY LAW IS UPHELD BY HIGH COURT

San Francisco, March 5.

The State Supreme Court today has upheld the state usury law, limiting the maximum rate of interest which money lenders generally charge patrons. The decision will prevent charging of "brokerage fees and commissions."

Under the decision it is made plain no subterfuge of compounding interest, exacting of bonuses or other financial chicanery is permitted if the total

charges shall thus be made to exceed twelve (12%) per cent per annum.

HEAVY PENALTY

Violators are to be punished by being forced to return to the borrower treble the amount of over-charge, and also will be guilty of a misdemeanor, with a penalty of fines ranging from \$25 to \$300, or a jail sentence of six months maximum, or both.

The question was before the court in three cases, and the decision said in part:

LAW CONSTITUTIONAL

"The statute as a whole is valid and without violence to any provision of the Constitution, and it is the manifest intent of the act to forbid absolutely to the money lenders any profit whatever by way of commission, bonus or other kind of charge if in so doing the maximum rate of interest in the act is exceeded.

"If anything is made clear and plain by the act it is that the maximum rate of twelve (12%) per cent per annum is the full measure of all profit to the lender, and the lender has no right to compound interest unless it is so arranged that the compounded interest will not exceed twelve (12%) per cent."

The suggestions herein offered by the Transportation Department, we believe, furnish food for thought.

Instructors Division Two

Here are the Division Two "Inculcators," or in other words, instructors.

Trying to keep their school girl complexions and instructing students are their favorite outdoor sports. When one considers the congested streets covered by Division Two lines and the heavy passenger loads, we find it necessary to doff our "Stetsons" to these boys for the efficient manner in which they instruct students under these conditions. As is said about a certain brand of gasoline, "More power to you."

It is also said a cow does not give milk, you have to take it from her, but in the case of instructors, they give their instruction, and that's that.

Conductor J. L. Morefield is on leave of absence and did not get in the picture.

McRoberts To Speak

It takes lots of nickels to pay some of the costly accidents, and Mr. McRoberts, General Claim Agent, is to give some interesting facts about the money spent for the year 1926 by his department in the payment of some of the most costly accidents.

The talks will be centered on the underlying causes of these accidents and how they might have been avoided and measures to be taken to prevent a repetition.

Three meetings daily will be held at each division—one at 10 o'clock in the morning, one at 2 o'clock in the afternoon and one at 8 o'clock in the evening, so that each trainman gets a chance to attend.

The String Quartet will render musical selections at all the meetings.

The line-up is as follows:
Monday, March 21—Division Three.
Tuesday, March 22—Division One.
Wednesday, March 23—Division Two.

Thursday, March 24—Division Five.
Friday, March 25—Division Four.

Bus Schedule

New schedule on the Wilshire Bus Line will be effective Monday, March 14th. There is practically no change in service, the new schedule being more in the nature of a rearrangement of the present service.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

The Social Ladder

One might imagine that the editor of the Electric Railway Journal had learned, from personal experience as a conductor, the value of courtesy in dealing with his passengers, judging from the following extract from a recent editorial in that publication:

"Undoubtedly there are many people who travel today who have no consideration or discretion, much less courtesy. Dealing with such people presents one of the most important phases of public relations work, in which the platform men should be made to realize that they can be of enormous assistance to the railway companies.

"In the last analysis, the motorman or conductor is the company. Upon his ability to analyze human nature rests the success of the company in winning public favor.

"While it is difficult to keep one's temper when placed between the upper and the nether millstones, it will be a comforting fact if the motorman or conductor is reminded that the only solution of the problem lies in continual courtesy, which, like water washing on a stone, eventually will penetrate surface resistance.

"The trouble about so-called courtesy is that it is often manufactured politely and is as different from the real article as education is from culture. A real exponent of courtesy is a person upon whom no amount of rudeness can have any effect.

"Courtesy, the aristocrat of social relations, is found on every step of the social ladder."

Figure It Yourself

No one has ever added up
The value of a smile;
We know how much is a dollar's worth
And how much is a mile;
We know the distance to the sun,
The size and weight of earth;
But no one here can tell us just
How much a smile is worth.

Courtesy is a passport to favor and a recommendation in a language that everyone understands.

Always remember that the man who is doing a little more than is required of him is the fellow that is being noticed, and is the man that is going to get the better position.

BOUQUETS



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

Conductor J. H. Martin of Division One is commended by Miss Mary M. Joris for his quick thought and action in preventing an elderly lady from stepping off the car in front of a speeding auto, thereby saving her from serious injury or possible death.

Safety Operator R. C. Cook of Division Four is specially commended by Mrs. A. Cohen for the courteous service rendered to all his patrons.

Conductor A. B. Chambers of Division Four received recognition from C. E. Russell for going out of his way to return a package to a passenger who left it on his car, and for being generally obliging and worthy of notice.

Conductor A. Auger of Division Three is commended by C. E. Russell for courtesy accorded an aged man, for calling streets and for being a 100 per cent man under very trying conditions.

Conductor C. W. Hannon of Division Two is commended by Mrs. Hildebrand for very courteous service rendered to her.

Safety Operator W. Green of Division Four received an expression of appreciation from Mrs. A. Jerome for special courtesy to her.

Safety Operator L. M. Chapman of Division Four got special mention by Mrs. A. Jerome for his genial manner and good service.

"They All Do It" - No Alibi

A motorman was demerited because he was checked at a certain point as being ahead of time.

He appealed, claiming that he had been given authority to run sharp by a supervisor. As in all cases, an investigation was made. It developed that such permission had been given, but only to enable this train run to operate sharp until after it had passed a point where serious delay was encountered on account of track work being done. But the track work had been completed and it was no longer necessary to operate sharp. Still the motorman kept on running ahead of time and was demerited.

Another motorman was demerited for leaving his terminal six minutes sharp. He was due to pull into the car house over an entirely different route than the one on which he regularly operated. His excuse was, "They all do it on these pull-in trips."

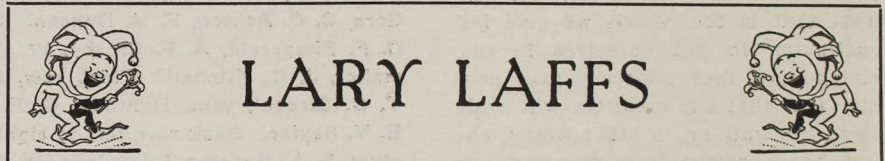
As it happened, the car operated by this man was needed as a change-off for a B. O. car. But because he left the terminal sharp another car had to be pulled out of the division at a considerable cost for extra mileage and time. This would have been unnecessary had this man not left the terminal ahead of time.

Again crews have been given per-

mission at times when cars were still operating on a short headway to pull into the terminal on their pull-in trips and leave ahead of their scheduled leader. This is done to avoid an excessive and undesirable accumulation of cars at the terminal. Later, after bidding in a run on another line, the practice of pulling in on the leader was continued without any authority or without any just reason for such operation. When demerited for so doing, the trainman involved again made the excuse, "They all do it."

It was to clear up these points that Bulletin No. 37 was published in the March 7th issue of Two Bells, and boys, when you receive discipline for such improper operation, about the weakest alibi that you can put up is to try and place the blame on someone else by saying, "They all do it."

Run your own car in the manner prescribed by the rules and don't worry over what the other fellow is doing. Study this bulletin carefully, talk it over with your Division Superintendent, or with any others who may be in authority if there are any points which you do not clearly understand. The result will be a satisfactory record where you are concerned, and it will be the other fellow who will receive the discipline.



LARY LAFFS

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.

An Irishman was painting a house and working with great rapidity. Some one asked him why he was in such a rush. "I'm tryin' to get through," he replied, "before the paint gives out."

"Pop, I got in trouble at school today and it's your fault."

"How's that, son?"
"Remember when I asked you how much a million dollars was?"
"Yes, I remember."
"Well, 'Helluva lot' isn't the right answer."

New Office Boy: "A man called here to thrash you a few minutes ago."
Editor: "What did you say to him?"
New Office Boy: "I told him I was sorry you weren't in."

A man dashes up to ticket window with but one minute left in which to catch his train.

"Quick! Give me a round trip ticket," he gasped.
"Where to?" asked the ticket agent.
"Back here, you dumbbell. Where'd you think?" was the retort.

Country Kid: "Beat it, the bull's comin'!"

City Kid: "Aw, stan' yer ground. We ain't done nothin'!"

An American who had been enjoying the sights and other things which London provides for tourists asked a passing policeman how he could reach his hotel.

"Stand on this corner and take bus 41 when it comes along," the constable told him.

Some time later he met the man at the same corner.

"What's the matter?" he asked.
"Sall right," said the sightseer, "the thirty-ninth bus just gone by; only got to wait for two more."

Visitor: "If your mother gave you a large apple and a small one, and told you to divide with your brother, which apple would you give him?"

Johnny: "D'ye mean my big brother or my little one?"

Judge: "You are charged with stealing Colonel Julep's chickens. Have you any witnesses?"

Uncle Mose: "Ah has not. Ah don't steal chickens befo' witnesses."

"Pa," said little Robert, "a man's wife is his better half, isn't she?"

His Father—We are told so, my son.
Little Robert—Then, if a man marries twice there isn't anything left of him is there?

Bulletins

Issued March 14, 1927

NO. 41—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 33329, issued to Fireman Arthur Harris, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 42—NOTICE TO CONDUCTORS

Los Angeles Railway Bus Operator's Badge No. 152, issued to A. M. Klein, was reported lost when he left the service. If presented for transportation, take up, collect fare and send to this office with report.

NO. 43—NOTICE TO CONDUCTORS

The following passes are reported lost: 7, issued to C. E. Culver and Party, Director, Los Angeles Railway; 1826, issued to J. V. Stewart, service man, garage, Engineering Department; 3191, issued to Mrs. Katherine A. Burnett, wife of L. Burnett, motorman, Division No. 1; 3498, issued to Lydia Griffin, wife of C. J. Griffin, motorman, Division No. 1.

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

P. B. Hill

BUS

NO. 16

Conductors of Double Deck Busses must not permit more passengers to board the bus than the seating capacity provides except in cases where the bus ahead is broken down and then an additional 15 may be carried.

Conductors are required to use their very best efforts to discourage any passengers from standing up on the lower deck when there are seats on the upper deck unoccupied. This does not refer to times when it is raining.

Conductors' attention is again directed that they must keep a strict account at all times of whether there are any vacant seats on the upper deck, which condition will change from time to time as passengers leave the bus and board it. This in order that waiting passengers may not be refused passage by reason of a capacity load being aboard the bus when such is not the case.

Employees will be held strictly responsible for carrying out these instructions.

NO. 17

Whenever any skip stop signs or other signs used in connection with the operation of busses become displaced, damaged or attention is needed, operators and conductors, as the case may be, will telephone the information to the Dispatcher, who in turn will notify E. E. Loop in order that the proper attention may be promptly given.

NO. 18

Los Angeles Railway Pass No. 6353, in favor of C. E. Groff, was not turned in when he left the service, he stating it had been lost. If this pass is presented for transportation, lift it and deliver it to the Bus Division Foreman.

Stan Hanken

TUNE IN

Orchestra

- March 15—KHJ, 10 to 11 p. m.
- March 16—KELW, 8:30 to 10 p. m.
- March 17—KFQZ, 9 to 11 p. m.
- March 18—KNRC, 9 to 10 p. m.
- March 19—KNX, 3 to 4:30 p. m.

Quartet

- March 14—KFQZ, 9 to 11 p. m.
- March 16—KMIC, 8 to 9 p. m.
- March 18—KNRC, 9 to 10 p. m.
- March 19—KHJ, 10 to 11 p. m.



Back row, left to right: Mr. Cobb, substituting for L. A. Johnson, pitcher; Ray Shollin, center field; C. Lock, third base; S. M. Young, pitcher; Acting Manager Bonsall; J. A. Palmer, second base; W. E. Jones, first base. Front row, left to right: S. J. Ormiston, right field; Ray Ernst, catcher; O. P. Armstrong, shortstop; S. Messina, left field; J. Bailey, assistant manager and coach, and Ernst, Jr., mascot.

Wim Holds Lead

We have to hand it to L. L. Wimberly, Superintendent of Division Four, in keeping his men in the lead in securing witnesses per accident. For the month of February his division lead with an average of 7.12.

Division Two nosed Division Five out of second place with an average of 6.05 witnesses per accident.

The results for the month were as follows:

Division	Witnesses Per Accident
1	5.28
2	6.05
3	5.46
4	7.12
5	5.90

Square and Compass Club Doings

The next regular meeting of the Square and Compass Club, to be held in the Masonic Temple, on Saturday, March 19th, at 8 p. m., will be known as "Courtesy Night." Through the courtesies of several of the members, a very good night of entertainment is assured.

The Los Angeles Railway Orchestra is to render several selections.

Engineers Busy

The Engineering Department in a few days will start complete reconstruction of the double track, including curves on Wabash avenue from Evergreen to curves at the east end. This is about 1800 feet of double track.

Crews will also start work within a few days on Virgil street from Clinton to Willowbrook.

The Engineering Department is preparing to replace the 60-pound 6-inch rail on Figueroa street from Eleventh to Washington with 116-pound girder rail. The present tracks were installed in 1905.

"Bill" Shelford Makes a Change

W. T. Shelford, formerly of the schedule department, is now with the publicity department. Mr. Shelford is secretary of the Square and Compass Club and has a host of friends in the company.

Fred Mason, who tried the rarified atmosphere of Two Bells editorial sanctum for a few weeks, has returned to the sea gulls' roost. Now that Fred is back on his regular diet, he is happy again and 'tis said Superintendent Dye is glad that writing copy didn't agree with him.

Lois Frame Goes to Texas

Mrs. Lois Frame, for four years in the office of the Manager of Transportation, for the past three or four weeks has been acting as assistant-in-chief to her husband in the oil fields of Texas, where he is engaged in business. Those among us who had opportunity to take note of Mrs. Frame's high capacity for handling office business, as well as performing with



eminent satisfaction the trying work evolving upon a secretary-clerk-stenographer-greeter, are agreed that her husband made a wise choice in engaging his domestic helpmate as an actual business helpmate.

Mrs. Frame writes from Texas that it simply tore her heartstrings into shreds to leave her old associates to drift for themselves, but patriotically inclined, she could not resist the impulse to "follow the flag" of industry and uxorial companionship.

Baseball Fans Take A Look

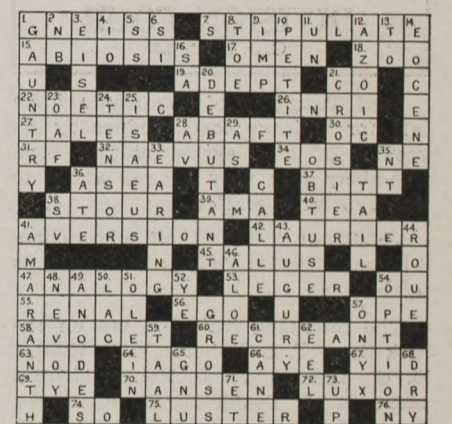
Along with the advent of spring comes pimples, boils and baseball and we take great pleasure in picturing a team of regular fellows from the mechanical department disguised in their new uniforms.

Although the result of the first game of the season with the Standard Upholstering Company ended with a 12-6 victory for the upholstered players, the Los Angeles Railway team have reset their teeth with a determination that the next result won't be the same.

Even though the score might not indicate it, it was a very closely contested game and the Railway boys deserve a lot of credit. A streak of bad luck occasionally happens in many a good game and runs the score up.

But be that as it may, if the team can get some good boosters and rooters for the next game—just watch them do their stuff. Acting Manager Bonsall has a formidable crew and believes they will make a creditable showing. Assistant Manager Jack Bailey will be busy for the next few days supplying liniment and lubricants for stiff joints. Don't forget to be out for the next game.

The Puzz Puz Puzled 'Em



The crossword puzzle published last week in Two Bells was called the Lexicon scholar's review by its author, Lee E. Adkins, Conductor of Division One.

Mr. Adkins is evidently too profound a student of the lexicon for the average fellow to compete with as there were no answers to the puzzle.

Lee can now use the money he had set aside to buy that new Stetson he offered as a prize to buy himself a hat—since it is spring—sweet spring—we will look for his appearance shortly in the latest model straw.

FOR SALE

Canaries—Imported German rollers and warblers, \$10. B-14.

Tires—Four 35x4½, nearly new, very reasonable. B-15.

Dog—Pedigreed Boston bull, male; blue ribbon winner. Trade for what have you? B-16.

Breakfast Set—Five-piece, hand-decorated, 40-inch dropleaf table, \$16. B-17.

Electric Washing Machine—Copper tub and gas burner; good condition, \$25. B-18.

DIVISION ONE

H. N. COLE

If "He who steals money steals trash," how about he who steals our shoe brush?

Motorman J. E. Fagin says every time he has his uniform cleaned and his shoes shined, it is sure to rain, regardless of the weather man's prediction.

Speaking of the fare box, did it ever occur to you that it serves two purposes—taking care of the fares and acting as a clearing house for slick dimes and pennies?

Motorman D. J. Smith, who has been on the sick list for several days, is back on the job.

I wish to thank all of the trainmen of the "J" line for their co-operation and help in giving good service for the past three and a half years.

Yours respectfully,

P. J. BOWLSBY,
Supervisor No. 24.

File Your Income Tax

Don't forget that Tuesday, March 15th, is the last day for filing your income tax return. If you are single and your income is more than \$1500, or \$3500 if you are married, be sure and get your return in on time in order to avoid unpleasant consequences.

DIVISION FOUR

C. J. KNITTLE

Paul Tromblay of the traffic force left for Chicago last Wednesday on receipt of a telegram stating Mrs. Tromblay was very ill and about to undergo an operation.

Conductor A. H. Althoff, who resigned December 12, 1925, is back with us again.

The following trainmen are on the sick list: T. L. Roberts, E. B. Knapp, C. H. Thomas, H. L. Keever, motormen; R. J. Deshields, A. R. Boyes, D. A. Mitchell, E. L. Bailey, conductors; E. R. Parrott, J. H. McClintock, C. L. Allen, B. S. Hopkins and M. Grammer, safety operators.

Motorman Joe Gascon returned to duty last Wednesday after spending eight months in St. Therese de Plainville, Quebec, Canada.

Safety Operator J. L. Castio resigned Friday to become sales manager for an oil well supply company operating in the Texas oil fields.

R. F. Griffin, baseball fan, says: "Our boys did very well for their first ball game, and with a little more practice will have a winning team." He's rooting for them.

Introducing New Men

The following men were sent to their various divisions during the week ending Wednesday, March 9th:

To Division Two, Conductors C. P. Berger, H. G. Hunt, R. Schmayer, D. S. Timmons. To Division Three, Motormen U: V. Felts, A. L. Merrill, R. F. Hutton, Conductors W. C. Simonite, K. Q. Finnell. To Division Four, Conductor A. H. Althoff.

DIVISION THREE

L. VOLNER

Motorman A. W. Moore has secured an additional thirty days to his leave of absence to work around his home.

Motorman M. F. Kelsey has resigned to work at his old trade, plumbing, for a firm in Pasadena.

Motorman F. Hart had just returned to work after being struck by an automobile, when the motor of his car blew up, burning him slightly.

Motorman J. Schlageter has taken a 60 days' vacation, which he is going to spend at home.

The next time Conductor C. C. Coates celebrates his birthday he is going to get his basket of flowers and go afoot, as he says he does not like so much publicity attached to the occasion.

Conductor E. C. Croughan is on a 30-day leave to work for the city in the Bureau of Power and Light.

Conductor C. W. Melcher is taking a short vacation, which he is spending at home.

Conductor L. E. Bradbury is on a 90-day leave to try out the police game.

DIVISION FIVE

FRED MASON

Last Sunday, four merry motormen, A. J. Spohn, W. Otte, Earl Downing and L. Schoffner, drove about a hundred miles up into the country and declared war on cottontails. Spohn supplied the rifles, Downing the auto and Otte and Schoffner their moral support. Seven rifles were taken along by Mr. Spohn, the extra three presumably for the cottontails to defend themselves. Anyway, four bunnies were bagged and the four musketeers escaped without a scratch. Wait a minute, though. Otte was handling a 10 gauge gun and on his first shot he forgot about the recoil, and the recoil jogged his memory. His shoulder is still where it ought to be, but it doesn't feel the same. Downing said the rabbits were plentiful but fast. In fact, he said he saw three running so fast he couldn't count 'em.

Conductor Tommy Laycock said that the next time he has a date with a queen and has to wait on the street corner twenty minutes for her he won't tell anybody about it. Putting all jokes on one side though, he didn't wait twenty minutes, he waited an hour and twenty minutes.

Conductor "Chick" Trager is in the Naval Hospital in San Diego and would appreciate a visit from any of the boys who may be week-ending down that way.

E. R. Dye wishes to express his regrets to the boys of Division Three on his failure to fulfill his promise of sending them a pet sea gull on his arrival at this division. He says that while they are plentiful, they are very adverse to being petted, but asks that you be patient and some day he will have a chance to slip up on one. In the meantime, just rest content with what Mr. Ferguson has to tell you about them.

We regret to announce that Motorman W. F. Kenney has had to take a 30 days leave of absence on account of the death of his mother. He is taking the body back to Detroit, Mich., for interment.

BUS DIVISION

ELMER WOOD

F. Van Vranken, manager of the L. A. Railway and L. A. Motor Bus Companies, held a joint division meeting last Monday, when a general heart-to-heart talk was held on safety, courtesy to passengers and the driving public and obedience to the rules.

Operator F. X. Kramer was crowned the original excuse maker last week when he declared he had been unconscious for over eight hours and was unable to report or have someone report his condition. The only part lacking was where and how. Anyway, he served the three days.

Conductor W. J. Caughlin and Operator R. W. Dyer have resigned. Caughlin will go into business for himself, but just what kind was not learned at this writing. Dyer will go back east, he says.

Supervisor H. C. Lehnhart, who had his tonsils removed three weeks ago, is getting along very nicely and expects to return soon and relieve Extra Supervisor H. C. Pierson, who has been performing Lehnhart's duties during the latter's absence.

GARAGE NEWS

C. B. Lindsey, superintendent of the garage, returned to his desk last week after an absence of one week with the chicken pox.

F. A. Bruner, on the afternoon shift, has returned to work after being on the sick list for thirty days, caused through injuring his knee cap while hopping a bus in motion.

Famous words around the office: "Wait until we get in the new office."

DIVISION TWO

E. A. MOXLEY

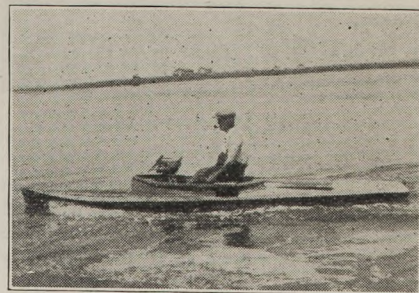
Conductor J. C. Kitchell and Motorman M. O. Masonheimer have to their credit the taking away from Conductor E. Harp and Motorman J. I. Webb their titles as sheiks. Kitchell and Masonheimer won the titles by appearing at a local ballroom, doing some fancy steps on the maple floor. The fair ones sure fell for the sliding, gliding steppers.

Conductor S. G. House earned his first dollar cleaning a neighbor's garden. He only worked a few hours and when he received a dollar he was sure surprised, as he had only expected to receive a quarter.

Motorman R. F. Miller has returned to work after being laid up for a month with a slight touch of flu.

A lot of tires got hot and some were quite scorched yesterday, but the police department need not be alarmed, as it was a job for the firemen. A tire shop at Fifty-third and Wall street burned yesterday and through the prompt action of men from this division several cars belonging to trainmen were pushed out of the way of the flames.

Motorman W. E. Smith's home is happy with the arrival of a baby boy. Cigars, the usual harbinger of such occasions, appeared copiously yesterday as Smith made the joyful announcement.



Capt. J. C. Petit of the Carpenter Department,

Fully licensed pilot, in the speed boat of his own manufacture. He says everything is "Hunky Dory" when he indulges in his favorite pastime. Yet you will notice he wears a bathing suit instead of a gold braided coat. The bay at Seal Beach is usually the scene of his maritime exploits.

SHOPS

JACK BAILEY

Jack Bickford, Transfer Table Operator, and wife spent the week-end at Big Pines. Rain and snow greeted them. Jack says there was nothing unusual about the rain.

If you wish to know about the weather conditions for the next two weeks, ask George Cleland. He will most likely refer you to Marshal Bradley, the painter with the smile who is acknowledge to have quite a reputation as a forecaster.

J. M. Buxton, Ed Carmody and H. Connors head the Carpenter Shop sick list this week.

On Wednesday, March 23rd, the Shops will give their usual monthly noon-hour program.

It is also officially suggested and will be for sure announced in next weeks' Two Bells, that the South Park Shops will promote the program at the next Company dance, March 26th. The program will represent the various departments by music, songs, some very clever dancing and a magician act.

Jesse Walker, colored car cleaner, has accepted terms with the Royal Giants and is on a 90-day leave of absence. He will prepare for a stretch with the league which has been booked in Japan and Hawaii. Walker's ability as a ball player has been kept dark to all but a few of his best friends around the shops. He is a third baseman. Here's luck, Mr. Walker.

Merrel Weller, E.R.D., was threatened at the point of a gun by a lone bandit, but upon raising his hands he unexpectedly knocked the revolver out of the bandit's hands. For this insulting behavior Merrel received a sock in the eye and awoke to see his opponent dashing down the street. The police claimed the gun as a stolen article, but they could not claim the black eye.

We expected to report Steve Hickson's week of absence from the Winding Room as a wedding vacation, but only learned he had been sick.

Carpenter Sam Ackerman was at the ball game last Sunday. Sure we lost.

H. Lock, switchman of the repair shop, is wondering who put two brake shoes in his sack of grass. If his chickens think they are getting a heavy dinner they won't be fooled much more than Lock was after he had carried it home. The store is also 26 pounds short in their scrap iron.