

SEPTEMBER - 1941

# PACIFIC ELECTRIC *Magazine*





## PACIFIC ELECTRIC Magazine

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Published monthly by the Pacific Electric Railway, in the interest of, and distributed free to active and retired employees of Pacific Electric Railway and Motor Coach Lines.

Contributions of news items regarding employees or activities of the railway are invited, and should reach the Editor before 28th of the month.

Address all communications to the Editor at 623 Pacific Electric Building, Los Angeles.

E. C. THOMAS.....EDITOR

**R**ALLYING to the support of U.S.O., employees of the Pacific Electric did their duty nobly, contributions to that worthy cause amounting to \$661.10, having been made by them. From reports received from the headquarters of the movement, the quota for Los Angeles has already been far exceeded.

**T**HE month of September opened with a two and one-half day holiday as the starter of a month replete with entertainment and enjoyment for the people of Southern California. Next to follow in the first month of Fall are the Los Angeles County Fair at Pomona, Sept. 12-28; Ringling Bros. Shows at Crenshaw and Exposition, Sept. 12-17 incl.; and during the middle of September the Hollywood Bowl Opera Association presents "Rose Marie" for several evenings.

**I**N JUST about a month from now, the annual campaign of the Community Chest will be getting under way; and, all of us, we hope, will be doing what we can to provide funds for the care and assistance of those among us less fortunate than we are. While it is true that because of the stress of the times; wars and rumors of wars, increased cost of living, support of U.S.O. and kindred organizations; the fact still remains that "the poor ye have with you always," and their needs have increased in the same proportion as our own; and, it is still our duty to assist them, although their condition has, for the most part been caused by improvidence rather than by the vicissitudes of war, as has befallen the people of other countries across the seas. Undoubtedly, when the time comes Pacific Electric folks will be found ready and willing to do all they reasonably can to build the contents of the Community Chest to adequately fill the needs of the unfortunate of this community. We have never failed in the past, and that is a good omen for the future.

## More Railway History Uncovered

R. E. and Tax Department Brings Forth Old and Interesting Volumn

Our account of four interesting volumns of railway history in last month's Magazine brought forth unexpected results. Hardly had the publication been delivered to the various departments, when E. L. Young, Manager of the Real Estate and Tax Department came to the office of the Editor with a rare old volumn of clippings of the vintage June 1893 to June 1894.

Who the "keeper of the records" was is not disclosed in the book, but the period covered coincides with the annals portrayed by the four previous volumns received last month.

In the book that has been hastily scanned by the Editor is disclosed details of the construction of the famous Mt. Lowe Incline Railway; completion and operation of the line; building of the Echo Mountain House near the top of the Incline; description of the beauties of Rubio Canyon, which was in that day a very famous and much publicized and visited spot. It tells of the establishment of an elaborate series of trails reaching from Echo Mountain to the summit of Mt. Lowe, one section of which was in the form of a figure "8" and hence was called the "Mt. Lowe Eight," the charge for saddle horses and mules necessary to make the trip being \$2.00.

With the completion of the Incline and its opening to the public, a regular service was established from Los Angeles via the "Terminal Railway" (later to become a Union Pacific Line), trains leaving Los Angeles at 9:00 a. m. and 4:00 p. m. daily, with an extra train on Saturdays and Sundays at 1:25 p. m. The fare from Los Angeles to Echo Mountain and return was \$2.70; to Rubio Canyon and return, \$1.00.

After the completion of these service arrangements, Prof. Lowe, founder of the line, began to close arrangements that he had long had in contemplation, for the establishment of an observatory on Mt. Lowe, and the newspapers of that time devoted column after column of space to the enterprise. Seven per cent gold bonds were put on the market and sold to the amount of \$500,000 for the purpose of retiring indebtedness and to complete construction of the railway to the summit; and, another financial transaction was brought to a conclusion whereby the great 16 inch refracting telescope owned by Dr. Lewis Swift, director of the

Warner Observatory, at Rochester, N. Y. was acquired, Dr. Swift coming to California, erecting and operating the observatory. Ground was broken for the project in May, 1894, and the Observatory opened in the fall of that year.

Description of the famous 16-inch glass of the telescope, which was made by the famous grinder of lenses, Alvin Clark, of Cambridge, was made by newspapers all over the Nation, outstanding one being that of the Scientific American of Feb. 3, 1894.

Throughout the many pages of the "Mt. Lowe Book" as we shall call the latest contribution, runs an intensely romantic history of accomplishments by the planners and builders of the 1890-1900 days in Southern California.

That interested employees may have the opportunity of looking through these volumns, they will be on display at the Pacific Electric Club for a limited time. What will ultimately be done with them, rests with the Management of the Company. It has been suggested that they be given to the Hopkins Library of Transportation at Stanford University, to which many contributions have already been made by this company in the way of historical photos and other data relating to the development of transportation in this area.

### "BACKWARD, TURN BACKWARD"

Fifty years ago on July 1st, in the Los Angeles Herald, appeared this interesting item. It was real, "spot" news then:

"The Electric Railway Co. sent a car over its line yesterday afternoon as far as Bunker Hill avenue and thus inaugurated the operation of the road. The trip was a success and the car was regarded as a curiosity by a large gathering as it glided along the streets, the boys on which followed up the car with considerable clamor. The ride was free to all and the car was crowded with people. Underneath the car were seen quantities of electricity, which heightened public curiosity. This was occasioned by the presence of dirt on the tracks breaking the electric current. The five cars here are closed cars. They seat 24 persons, 12 on each side of a center aisle. The windows have blinds, raised on spring rollers. They have glass windows and an awning stretches along the whole length of the car on each side to keep away the sun. This afternoon a car with Superintendent Barrett made a trip over the line to Westlake Park."

## "Teeth" Put In New Federal Law

Recent Acts of Congress Provide Heavy Penalties for Railway Sabotage or Wrecking or Attempting to Wreck

It is not generally known that the present Congress recognizing the vital importance of railways in National Defense and the necessity of preventing any interference with their free movement by wrecking or attempting to wreck any of their trains or property; or, the sabotaging of any materials carried by them essential to the National Defense or welfare of the Nation, enacted new laws and amendments to existing ones, and fixed severe penalties for violations.

All officers and employees of railways should read and familiarize themselves with the provisions of these laws, and be watchful at all times to detect any violations or attempted violations, reporting any such misdeeds immediately to the officers of the Company, or to the Federal Bureau of Investigations. By so doing, they will be aiding materially in the defense of the Nation.

Following are copies of the Acts of Congress referred to:

**An Act to Make it a Crime to Wreck or Attempt to Wreck a Train Engaged in Interstate Commerce**

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whoever shall willfully derail, disable, or wreck any train, engine, motor unit, or car used, operated, or employed in interstate or foreign commerce by any railroad, or whoever shall willfully set fire to, or place any explosive substance on or near, or undermine any tunnel, bridge, viaduct, trestle, track, signal, station, depot, warehouse, terminal, or any other way, structure, property, or appurtenance used in the operation of any such railroad in interstate or foreign commerce, or otherwise make any such tunnel, bridge, viaduct, trestle, track, signal, station, depot, warehouse, terminal, or any other way, structure, property, or appurtenance unworkable or unusable or hazardous to work or use, with the intent to derail, disable, or wreck a train, engine, motor unit, or car used, operated, or employed in interstate or foreign commerce or whoever shall willfully attempt to do any of the aforesaid acts or things, shall be deemed guilty of a crime, and on conviction thereof shall be subject to a fine of not more than \$10,000 or imprisonment for not more than

twenty years, or both fine and imprisonment in the discretion of the court: Provided, That whoever shall be convicted of any such crime, which has resulted in the death of any person, shall be subject also to the death penalty or to imprisonment for life, if the jury shall in its discretion so direct, or, in the case of a plea of guilty, if the court in its discretion shall so order.

Nothing in this Act shall be held to take away or impair the jurisdiction of the courts of the several States under the laws thereof; and a judgment of conviction or acquittal on the merits under the laws of any State shall be a bar to any prosecution hereunder for the same act or acts.

(H.R. 8086)—Approved, June 8, 1940.

**An Act to Amend an Act Entitled "An Act to Punish the Willful Injury or Destruction of War Material, or of War Premises or Utilities Used in Connection with War Material, and for Other Purposes", Approved April 20, 1918.**

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first paragraph of section 1 of the Act approved April 20, 1918, entitled "An Act to punish the willful injury or destruction of war material, or of war premises or utilities used in connection with war material, and for other purposes" (40 Stat. 533; U.S.C., title 50, secs. 101-103), is amended by striking out the word "the" immediately preceding the word "war".

The fourth paragraph of section 1 of such Act is amended to read as follows:

"The words 'United States' used in this Act in a geographical sense shall include the Philippine Islands, the Panama Canal Zone, and all other territory and waters, continental and insular, subject to the jurisdiction of the United States as thus defined."

Such Act of April 20, 1918, is further amended by adding at the end thereof the following sections:

"Sec. 4. That the words 'national-defense material', as used herein, shall include arms, armament, ammunition, livestock, stores of clothing, food, foodstuffs, fuel, supplies, munitions, and all other articles of whatever description and any part or ingredient thereof, intended for the use of the United States in connection with the national defense.

"The words 'national-defense premises', as used herein, shall include all buildings, grounds, mines, or other

places wherein such national-defense material is being produced, manufactured, repaired, stored, mined, extracted, distributed, loaded, unloaded, or transported, together with all machinery and appliances therein contained; and all forts, arsenals, navy yards, camps, prisons, or other military or naval stations of the United States.

"The words 'national-defense utilities', as used herein, shall include all railroads, railways, electric lines, roads of whatever description, railroads or railway fixture, canal, lock, dam, wharf, pier, dock, bridge, building, structure, engine, machine, mechanical contrivance, car, vehicle, boat, or aircraft, or any other means of transportation whatsoever, whereon or whereby such national-defense material, or any troops of the United States, are being or may be transported either within the limits of the United States or upon the high seas; and all dams, reservoirs, aqueducts, water and gas mains and pipes, structures, and buildings, whereby or in connection with which water or gas may be furnished to any national-defense premises or to the military or naval forces of the United States, and all electric light and power, steam or pneumatic power, telephone and telegraph plants, poles, wires, and fixtures and wireless stations, and the buildings connected with the maintenance and operation thereof used to supply water, light, heat, power, or facilities of communication to any national-defense premises or to the military or naval forces of the United States.

"Sec. 5. That whoever, with intent to injure, interfere with, or obstruct the national defense of the United States, shall willfully injure or destroy, or shall attempt to so injure or destroy, any national-defense material, national-defense premises, or national-defense utilities, as herein defined, shall, upon conviction thereof, be fined not more than \$10,000 or imprisoned not more than ten years, or both.

"Sec. 6. That whoever, with intent to injure, interfere with, or obstruct the national defense of the United States, shall willfully make or cause to be made in a defective manner, or attempt to make or cause to be made in a defective manner, any national-defense material, as herein defined, or any tool, implement, machine, utensil, or receptacle used or employed in making, producing, manufacturing, or repairing any such national-defense material, as herein defined, shall, upon conviction thereof, be fined not more than \$10,000 or imprisoned not more than ten years, or both."

(H.R. 10465)—Approved, November 30, 1940.



### DISCONTINUE RAIL SERVICE

Discontinuance of passenger rail service on the Hollywood-Venice Line was made on August 24th to all points on the line west of Beverly Hills, and all passengers traveling between points on rail line east of Beverly Hills and points west of Beverly Hills will be transferred to and from the Santa Monica via Beverly Hills Motor Coach Line at Beverly Hills Station.

A new transfer is provided for the use of operators on the Santa Monica via Beverly Hills Line in transferring to points on the rail line, points on the Hollywood-Beverly Hills Motor Coach Line, or points on the Beverly-Sunset Boulevards Motor Coach Line, when the destination is Los Angeles; Hollywood (Vermont Avenue at Hollywood Boulevard; or Santa Monica Boulevard); La Brea Avenue (at Hollywood Boulevard or Santa Monica Boulevard. Also to Beverly Boulevard and La Brea Avenue via P. E. motor coach line only); West Hollywood (Westmount and Santa Monica Boulevard, or Sunset and Larabee).

### COURT AREAS MODERNIZED

Those who take occasion to wander around the hallways on the upper floors of the big building at Sixth and Main, will notice quite an increase in the volume of lighting coming in through the court windows. Especially is this true on the eighth and ninth floors and the open court area on the ninth floor has been greatly improved in appearance.

This was all brought about by Building Manager McDonald, who, for a long period recently, had a force of men engaged in cutting away the balcony that formerly existed on the ninth floor surrounding the court and, it was quite a job.

Gradually our big office building is going through a lot of changes leading to complete modernization.

### ADA M. DeNYSE PASSES

With regret, many employees of the company who knew her well, will learn of the death of Mrs. Ada M. DeNyse, wife of H. E. DeNyse, Assistant Engineer (Eastern District), which occurred at Riverside on August 14th, after a brief illness.

Mrs. DeNyse was the victim of a heart attack which occurred on the Friday previous to her death at the DeNyse cabin in the San Bernardino Mountains, where for years she had spent the summer vacations. She was immediately taken to the hospital in Riverside, where she expired.

For many years Mrs. DeNyse was active in civic and welfare work in Riverside and San Bernardino Coun-



### FRED GILLESPIE RETIRES

After a service of thirty years, Fred Gillespie, a genial fellow employee of the Engineering Department (Electrical Division) decided to retire and culminated that determination 31st.

Fred has a host of friends who will miss him most when their lights go bad. It had been his job for years to maintain Station Lights over the System. These friends will wish him a long and happy retirement.

Some 25 or 30 of his co-workers and friends attended a dinner given in his honor on August 29, at the Rosslyn Hotel at which time a suitable remembrance was presented to him by his well-wishers.

ties. She was a past president of the Southern District of the California Federation of Women's Clubs, and affiliated with many other organizations.

On behalf of the many friends of the family, sincere sympathy is extended the bereaved ones by the Magazine.

### BRENTWOOD LINE SERVICE

On Sunday, August 24th this company took over service on the Brentwood Line, succeeding that operated by the Los Angeles Motor Coach Co., the service previously rendered was by a branch of the Wilshire Boulevard Line, but the new service will be over a branch of the Santa Monica via Beverly Hills Line, the route being from the intersection of Santa Monica Boulevard and Federal Avenue, via Federal Avenue, San Vicente Boulevard, and Ocean Avenue to Santa Monica Boulevard and Ocean Ave.

Through service via Brentwood between Los Angeles and Ocean Park will be operated during morning and evening rush hours. Shuttle service will be operated during the midday and evening periods Federal Ave. and Santa Monica Blvd. and Broadway and Ocean Ave.

### OUR BEST WISHES

From the Auditor comes notice that the following employees have retired from active service since last chronicled in the Magazine. To all of them, on behalf of their fellow employees, we extend most sincere best wishes for their health and happiness during the many succeeding years that we hope will be theirs.

Jas. T. Tribett, Transportation Department, 24 years service.

Rosina Buttikofer, Mechanical Department, 21 years service.

Herbert Blankenbiller, Mechanical Department, 21 years service.

Alfred W. Kitto, Mechanical Department, 23 years service.

Frank E. Baker, Transportation Department, 21 years service.

Fred T. Gillespie, Engineering Department, 30 years service.

"Now that we are on the subject, just what is your idea of a heathen country?"

"One where a payroll can be transported without an armored car."

## OFFICIAL DENTAL DEPARTMENT

PACIFIC ELECTRIC RAILWAY & MOTOR TRANSIT COMPANY  
Convenient term payments by pay roll deductions

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826 PACIFIC ELECTRIC BLDG. . . . . TUCKER 7272

## San Bernardino Line Changes Proposed

### New Motor Coach Service over Alternate Route to Succeed Rail Passenger Service East of Baldwin Park

The Pacific Electric recently filed with the Railroad Commission of California an application to make certain changes in its Los Angeles-El Monte-Covina-Pomona-San Bernardino passenger service involving a number of features; briefly, as follows:

1. Establishing of new motor coach passenger service over an alternate route on the Los Angeles-San Bernardino via Foothill Boulevard Line, by way of Baldwin Park, Covina, San Dimas, La Verne and North Pomona, which will be co-ordinated with the Los Angeles-El Monte via Garvey Avenue service. The additional motor coach equipment necessary to provide the service to be of the most modern interurban type.

2. The discontinuance of Rail Passenger Service east of Baldwin Park, to Pomona, San Bernardino and intermediate points, except a few trains early morning and late afternoon between Los Angeles and Covina; and except during period of Los Angeles County Fair each year, when rail service is proposed to be operated to and from Los Angeles and the Fair Grounds in Pomona.

3. Abandonment of the San Dimas Local Motor Coach Line, the routing of the new line operating the necessity of local service in San Dimas.

4. Re-routing of motor coach service in Pomona.

5. Abandoning of certain tracks in Pomona, south of Pomona Junction.

Engineers of the Railroad Commission, following an extensive survey of the Pacific Electric's operation, including the Los Angeles-Pomona-Riverside-San Bernardino Line, submitted their recommendations in 1939 to the effect that traffic characteristics of the Passenger business over the San Bernardino line indicated an undesirable condition of patronage cost of Covina, and that there appeared no justification for the continuance of rail passenger service east of that point.

After a careful study of the recommendations of the Commission's engineers by the management of the Company, most of the recommendations were concurred in, and steps begun to rectify the condition, the first being the discontinuance of rail service between Rialto and Riverside;

and the establishment of a through Motor Coach Service between Los Angeles and San Bernardino through Pomona and closely paralleling the rail line east of Claremont; a decrease in the rail service between Los Angeles and San Bernardino to four round trips per day. This co-ordinated rail and motor coach service has been in operation since June 9, 1940.

Studies made subsequent to June, 1940 of the co-ordinated motor coach and rail operations between Los Angeles, Pomona and San Bernardino offered further evidence of the economic soundness and service advantages of the plan of operation submitted by the engineers of the Commission, and assurance is made that basic rail service should be operated only between Los Angeles, Baldwin Park, and intermediate points.

In order that patrons of present rail service east of Covina may not be inconvenienced by the proposed rail passenger service abandonment, the Company proposes to augment the present through motor coach service by establishing an alternate route between El Monte and North Pomona in substitution of rail service and to operate the same as an extension of the present Los Angeles-El Monte via Garvey Avenue Line, and in conjunction with the present Los Angeles-San Bernardino via Foothill Boulevard service. This proposed motor coach service will provide a more convenient routing through the cities of La Verne, San Dimas and Covina than is offered by the present rail route. It will also provide service to that district adjacent to Covina Boulevard, southeast from Baldwin Park to Garvey Avenue, not now provided with transportation service, as well as an improved service along Garvey Avenue between Covina Boulevard and Taylor Avenue (El Monte), including the rapidly developing district at Five Points (intersection of Garvey Avenue and Valley Blvd).

Under the proposed plan of operation, service outbound from Los Angeles over the Foothill Boulevard route into Pomona will enter the city over Pomona Avenue, La Verne Avenue and south on Garvey Avenue to 4th Street. Service over Garvey Avenue via Holt Ave., will leave Holt Avenue just north of the railway over-pass, via the over-pass and Fifth Street to Garvey and thence north through the business district to Cucamonga Ave., east over Cucamonga Ave., to Alexander and on Alexander to Claremont. The service of the Los Angeles-Pomona-Redlands motor coach route would also enter Pomona

from Valley Boulevard via Fifth Street and Garvey Avenue, thence on easterly over Holt Avenue.

Re-routing of motor coach service along Fifth Street in Pomona affords an opportunity to coordinate the operation of service, and at the same time better serve the southerly portion of the city; and, the proposed routing along Garvey and Cucamonga Avenues, instead of over Holt and Alexander Avenues, will provide the desired service improvement through the northerly portion of that city. These combined changes will better serve both the residential and business districts.

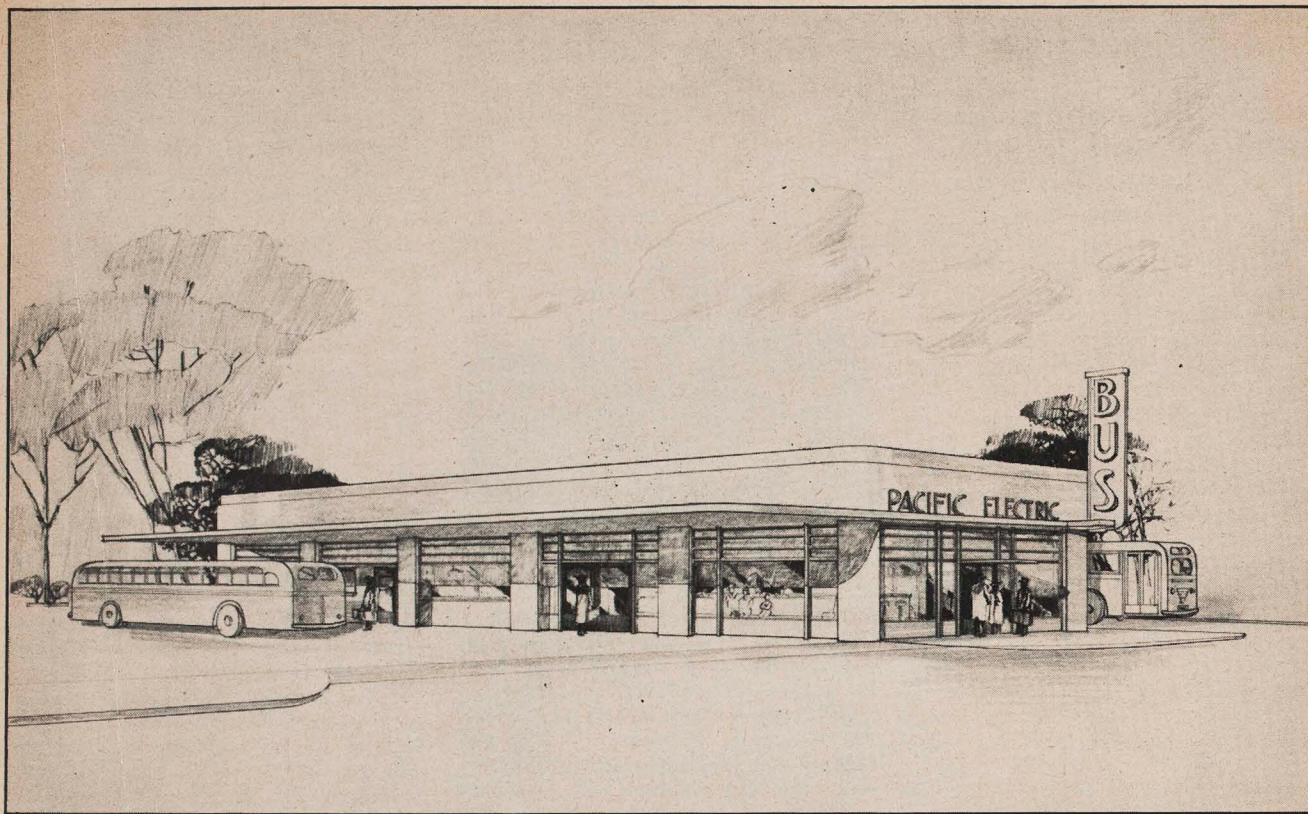
During the period of the Los Angeles County Fair each year, at which time quite a large volume of travel between Los Angeles and the Fair Grounds at Pomona is handled, the application made provides for the retention of rail operating rights to the Fair Grounds as at present, and it is also proposed to retain certain tracks between Ganesha Junction and Pomona Junction for storage purposes in connection with such operations. This would be done for the reason that during the Fair season the traffic is such that it cannot be properly handled exclusively in motor coach service without an unjustified expenditure for extra equipment. The retention of rail facilities and the operation of rail service offers an economically sound plan of providing the necessary seasonal service.

However, it is the intention of the Pacific Electric to provide motor coach service to and from Pomona and the Fair Grounds, as has been done in former years, such motor coach service to be coordinated with the rail service, both as to fares and schedules. In order to coordinate this service with the routing of other services in Pomona, some modifications of route in the Pomona-Fair Grounds motor coach service is proposed.

With the discontinuance of rail passenger service to and from Pomona, it is proposed to abandon tracks located on private property between 4th and 5th Streets near Garvey Avenue, and on Garvey Avenue northerly from 4th Street to Pomona Junction. No freight service is handled over this line between Pomona and Pomona Junction, except some less than car load business, which will be continued to and from Pomona Junction.

The granting of our application to make these changes and alterations will mean not only more convenient transportation facilities for the people of Pomona because of the re-routing of the lines to serve both the northerly and southerly residential sections of the city, and the centralizing of





Proposed New Motor Coach Terminal at Pomona.

lines in the heart of the business district, but will give a greatly augmented transportation service between Pomona and outside points, particularly with Los Angeles, the intervals of service to and from that city as proposed being approximately thirty minutes.

Of prime importance to Pomona is another feature involved in the proposed changes, it being understood that in the event the application is granted by the Railroad Commission, the Pacific Electric proposes to build a new terminal and station at Fourth St., and Geary Avenue, the cost of which, exclusive of land and other facilities, is estimated at \$15,000.00.

El Monte is primarily interested in the proposed plan because of the fact that it means much increased travel facilities for the "Five Point" section of that city (intersection of Garvey Avenue and Valley Boulevard), where, during the past year or so, remarkable development has been under way.

Should the application be granted, the proposed change will be highly advantageous to Baldwin Park, that city becoming the terminus of basic rail service, and it acquires a modern motor coach service of 16 trips per day in each direction, (daily except Saturdays and Sundays) between Baldwin Park and Los Angeles. But, the most vital point, the routing of the Motor Coaches brings transporta-

tion facilities to two areas of that city, not previously available, the motor coach route entering Baldwin Park over Covina Boulevard from Garvey Avenue; thence east over Ramona Boulevard to Covina and points east, thus rendering a high class transportation service to the area southwest of Baldwin Park, and easterly along Ramona Boulevard.

With the establishment of the proposed motor coach service over the route through Baldwin Park, Covina, San Dimas and La Verne, it is proposed that the San Dimas Local Motor Coach Line be abandoned. For many years past this line has been operated locally in San Dimas, making connections with through rail service at Southern Pacific Station. The operating out-of-pocket loss for the line for the year ending June, 1941 was \$3,027; the total gross revenue by the line for the same period amounting to only \$172.00.

Under the operation proposed service would be routed through the central portion of the city, operating over some of the same streets as the present local line. It is proposed to operate a schedule of 16 trips in each direction daily, (except Saturdays and Sundays), with adequate frequency of service on Saturdays, Sundays and Holidays to take care of traffic needs. The added convenience of an increased headway with through coaches between Los Angeles,

Pomona, San Bernardino and intermediate points will afford San Dimas residents a greatly improved transportation service.

The route of the proposed new Motor Coach service inbound from Los Angeles will be over Covina Boulevard to Cataract Street, north to Bonita Avenue, and easterly through San Dimas on Bonita Avenue.

#### EDITOR IN DOG-HOUSE

Last month we gave a write-up of the new Vineyard Garage and did some bragging and complimenting of the Chief Engineer and the Architect, and left out any mention of the man who provided most of the heavy thinking and most of the work. Of course the Chief Engineer had a lot of authority, and used it; the Architect scratched a lot of lines on some paper and had it blue-printed; and, then paraded all over a five-acre field to see that nobody overlooked anything; but the fellow who was really responsible for carrying out the authority and did most of the work was A. dePfyffer, Structural Engineer.

Orchids to Mr. dePfyffer—and—sack cloth and ashes to the Editor.

Poverty is no disgrace, but that's about all that can be said in its favor.

## Workers Make Tour of Chest Agencies

### First-hand Information Gained Through Visits to Welfare Institutions.

On August 26th, a party composed of twenty-seven employees of the Pacific Electric, Southern Pacific and Farmer's and Merchant's National Bank, met at 6th and Los Angeles Streets at 10:00 a.m.; the object being a visit to one of the Community Chest Agencies.

The Agency selected was the Volunteers of America, Maud B. Booth Children's Home at 501 So. Boyle Ave., Los Angeles.

The group was introduced to A. C. Price, Director of Social Work and Public Relations for the Volunteers and then, comfortably seated in a Los Angeles Motor Coach Co. coach provided for the occasion, were driven to the Children's Home.

This home was established in 1906 and its first work was caring for children left homeless by the San Francisco earthquake, which happened that year.

The party was welcomed at the Children's Home by Adjutant Mildred C. Wright, a motherly woman, with silver grey hair and eyes that sparkled with cheerfulness. She had two of the older children with her; a boy and girl, who were to help as guides around the home.

Inspection was made of the dormitories, kitchen, laundry, dining room, hospital, etc. In the dormitory for the small girls the visitors were welcomed by three tots about 5 years old, who sang a welcome song, and took the party through their quarters. Arrival at the bakery was just as the baker had finished a batch of cookies and of course all the crowd hinted, just like kids, until samples were distributed.

The capacity of this house is 86, with 75 children now enrolled there; their ages ranging from 2 to 14 years.

There are at present no orphans, the majority of children being from broken homes, and all have one or both parents living.

The children attend public day school going to and from school in a body under the supervision of the Recreational Director.

Medical and dental care is provided, in fact it appears that no reasonable facility for the well being and happiness of the children has been omitted.

The visit was over in little more than an hour, but in this short time a keener realization of what our Community Chest means in the lives of some, was impressed on all.

Employee delegations of some 80 leading firms and industrial plants of the city are making similar agency visits during the first half of September to see for themselves the innumerable welfare services that their own Community Chest subscriptions have helped to make possible.

A volunteer committee of local business leaders inaugurated the plan of agency visits to give as many people as possible an opportunity to see just how Chest funds are spent. An innovation in welfare education, the "come and see" tours mark another California first in forward thinking.

The Pacific Electric Co., one of the first to ask for a visiting date, co-operated two-fold in the program by also contributing some of the special buses which are transporting the visitors to and from their places of business. The Board of Public Utilities and the Traffic Department of the city are cooperating with the contributing transportation companies by smoothing the way for the "come and see" tours.

Besides the Volunteers of America Children's Home, visits are being made to dental and medical clinics; hospitals where surgery and therapeutic treatments give inestimable aid in helping children regain the use of crippled limbs; day nurseries that teach and care for small children whose mothers are breadwinners; character development centers for older boys and girls of all creeds and races; vocational training centers which teach people of all ages crafts with which they may support themselves.

"The basic strength of a nation lies in the health and welfare of its people," states Sam E. Gates, manager of General Electric Co. and chairman of the visiting program.

"Dependency, disease, discouragement and weakened morale are enemies from within that tend to undermine our common security. The community's strongest line of defense against them is provided by the co-ordinated services of the 88 health and welfare agencies of the Chest.

"In these troublous times we must unite our efforts to protect the home front, without prejudice to the recognized needs of people in war torn lands. It is vital that adequate funds be assured for the continuation and strengthening of our home defense lines during the coming year."

A conflict-free period for volunteer workers in the forthcoming 18th annual appeal has been assured by the wide-spread response of approval to the request of the Citizens' Sponsoring Committee of the Chest that local organizations refrain from any and all public-fund raising activities during October and November.

"We would like to enroll as active volunteers in the coming campaign every citizen who is anxious to preserve the social strength of our community," urges Paul K. Yost, Campaign Chairman.

#### Absent

He: "Shay, baby, I think I've been kidnapped."

She: "How come?"

He: "Well, when I went to my houshe a little while ago, I looked in my bed an' I was gone."



P.E.-S.P. Chest Workers on Tour.



## NEW INDUSTRIES ACQUIRED

During the past few weeks the Freight Traffic Department has had considerable activity in locating new industries on the rails of the Pacific Electric Railway, one or two of which are in connection with the National Defense program, while others are due to generally improved business conditions in Southern California.

The Department of Water and Power of the City of Los Angeles is building a new steam plant at Island Avenue and B Street, Wilmington, which will facilitate the Department's power system in the harbor district. This project will be served with Pacific Electric trackage to handle construction materials principally, which trackage will be operated by the Harbor Belt Line Railroad.

The Signal Oil Company has constructed a new warehouse for handling tires for which they will now be the distributors on South Stanford Avenue in the Wingfoot industrial district, which district is jointly served by the Santa Fe and Pacific Electric.

Also in the Wingfoot industrial district a new warehouse which has been leased to the Kelly Springfield Tire Company for the distribution of tires.

Another industry to be located in the Wingfoot district is the Associated Holding Corporation at 777 East Gage Avenue, manufacturers of cosmetics.

The Douglas Oil & Refining Company has constructed a new gasoline manufacturing plant on East Road near South Main Street in the vicinity of Torrance and has arranged to install a pumping plant with spur track facilities on Normandie Avenue just south of 208th Street for the handling of inbound shipments of Ethyl compound and possible outbound shipments of aviation gasoline.

The Consolidated Steel Corporation, Ltd., is constructing a ship-building plant near Neptune Avenue and B Street, Wilmington, which will be served with trackage operated by the Harbor Belt Line Railroad, for the construction of a number of ships for the Government in connected with the Defense program. This plant is being constructed on a minimum operating term of three years and will reflect considerable freight revenue to Pacific Electric.

The Douglas Aircraft Company will soon have a new freight warehouse, one of the largest in Los Angeles county, with announcement by the Defense Plant Corporation, a subsidiary of the Reconstruction Finance Corporation, that funds will be advanced for the building.

## P. E. CLUB ANNOUNCES GALA OPENING OF NEW MONTHLY DANCE SEASON

Friday, September 19, 1941 is the date set for the opening of the 1941 Dance Season.

Mr. Vickrey promises a surprise in a new ten piece orchestra noted for its tuneful melodies.

The Club Ballroom floor has just been refinished and a new orchestra stage has been completed.

Family and Departmental groups invited to enjoy an evening of free dancing from 8:30 to 11 p.m.

Estimated to cost \$522,170, the new plant will be situated on the Airline freight tracks of the Pacific Electric Company, on what is known as the Southern Pacific's 55-acre tract.

The warehouse will be owned by the federal government, and will include, in the entire program, the following: a warehouse 2,400 feet long, a storage building 300 by 320 feet, and a paved area covering some eight acres, where jigs used in the construction of government planes may be stored.

Actual construction of the new buildings is expected to get under way shortly, according to engineers of the Douglas company.

## CREDIT UNION MOVES

By Joe Lortie

You should see the activity around the offices of the Southern California Railway Clerical Employees Federal Credit Union. Believe it or not, their growth has been so phenomenal since organizing a few years ago, that they have found it necessary to increase their space and clerical employees. New quarters are considerably larger and are located at 352 Pacific Electric Building. But it is no wonder when you note the financial statement as of July

31, 1941 showing the total amount of shares as \$26,349.57 and outstanding loans totaling 36,685.31. Even office hours have been extended to provide extra service for new members.

A membership drive is now under way to secure by October 1st 100 new members who will pledge themselves to deposit a small amount every pay day, even as low as 50c. You will be surprised how small amounts grow into large sums and they come in mighty handy around tax-time, especially since no delay has ever been encountered when withdrawing shares. In comparison with other savings accounts, our Credit Union has done pretty well by its members, having paid 5% dividends on shares for the last two years.

When approached to join the Credit Union some employees have put is off with the remark "I don't need to borrow any money." In several instances, to the writer's knowledge, those same individuals have had occasion to borrow, and because they were not already a member, were required to wait until their membership was approved before obtaining their loan. You may not need the money at the present time, but if you start your share account now, you avoid the delay that might be occasioned when the need arises. Any officer or clerical employe of the Credit Union will gladly elucidate further upon request.

More than \$90,000.00 has been loaned to members since organization which has been of inestimable value to the borrowers. Let that be the answer to any query concerning "How Will I Benefit by Becoming A Member?"

## Optimist

The visitor to the village was talking to the oldest inhabitant.

"May I ask how old are you?" he said to the aged o.e.

"I be just one hundred."

"Really? Well, do you suppose you will see another hundred?"

"Well, I be stronger now than when I started on the first hundred."



Well, here it is September. Vacations are in full swing. But why talk about vacations. Those who have returned from one have their chins hanging down so far they need a snood to carry them in. Those about ready to go will not take time to read this.

You can pretty well judge about a fellow by the time of year he takes a vacation. If they go in May, they are the type who have been married a short time and they want to go back to Iowa and show Aunt Mary and Uncle Bill what a swell catch they made. If they go in early June, they are the type who are not interested in Matrimony and prefer to stay at home with mother. The man who goes the last of June; well, you will find his wife is a school teacher. Just as soon as school is out they hit for the National Parks and write home: "Having wonderful time, wish you were here."

In July you will find the married man with a large family taking his vacation. His reasons for going in July are numerous. It gives him time to get back home, make up the installment on the Washing Machine, and accumulate a little cash on hand to buy the kiddies new clothes before school starts.

August is what you might call the upper bracket month. This is the month when those who feel they are the backbone of the Company go. They are the type who feel "How can they get along without me?" but see the summer slipping away and they must go before it is too late. So they leave with the feeling "The Company will have to struggle along without me," but they also manage to squeeze in Labor Day in order to get in a little extra time even if the Company might be on the rocks when they return.

In September we find the married man whose family has grown up, vacationing. He has graciously stepped aside for the married man with a large family, so it appears, but the truth is he had to pay his income installment, in June, and has just managed to pay the September installment, and have enough left for his trip. Besides, fishing is better in September. The latter part of the month we find the younger members going who do not have enough seniority to squeeze in any earlier.

Then we have the type who cannot decide when they want to go. They are the ones who the Ways and

Means Committee have overlooked. They have not been provided with the Ways and Means to go. They could go away, but it means dodging the installment collector.

September is always the hottest month of the year. Something should be done to make it more comfortable in this month. Maybe we should set dignity aside during this month and work in comfort. The girls should be allowed to wear slacks, or if they prefer dresses, they could wear bobby socks. This would also help to solve the silk stocking situation. The men should be allowed to wear shorts. If they are used to wearing a vest, they could rig up a brassiere with pockets to carry their fountain pen in case they are called on to sign a contract in a hurry.

Many things could be done to improve the office. The question that Shakespeare asked could be answered. You remember: To be, or not to be, that is the question. What he was referring to was: Are the office windows to be open or not to be open. A serious problem. This could be solved by putting each desk in a small glass compartment and air conditioned. Occupant would be provided with ice pack or hot water bottle as preferred.

A gum vending machine could be installed on each stenographer's desk. A looking glass with rouge, powder and lip stick compartment, on the back could be installed like a rear view mirror in a car. Mr. Vickory might have the Club serve a bit of tea and cookies at 4:00. Desks should be so constructed that they could be made into a day bed just in case the occupant had been up the night before with a sick friend.

Space should be provided for one to display his hobby. For instance, if you belong to the Camera Club, you could show off your latest Candid Camera shots (Hi, Earl). Ice should be furnished all Rod and Gun Club members on Monday morning, so they could display their catches from over the weekend. The ice would prevent cats being attracted into the building. All who feel important should be furnished with spurs to keep their feet on the desk. Time clocks should be put on each desk so the occupant would not have to walk to the end of the office four times a day. Speaking of time clocks, I just have to dash over and buy the Editor a box of cigars so he will print this.

## It's Food you want At a price that's right . . .

You may have both, with quality thrown in for good measure at your own Pacific Electric Restaurant, with a menu to choose from ranging from a Summer Salad to a solid Substantial Dinner; and, you may also save 10% on your meal expense by buying the \$3.30 coupon book for \$3.00. If you desire, you may obtain these books on the pay-roll deduction plan, by having your department head supply you with Order Form 8998.

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## PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

**Wednesday, September 10:**  
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

**Thursday, September 11:**  
P. E. Women's Club Afternoon Meeting—Installation of new officers for coming year—1:00 p.m.

**Thursday, September 18:**  
P. E. Women's Club Afternoon Card Party—1:00 p.m.

**Friday, September 19:**  
P. E. Club Dance—First dance of season. Newly finished Ballroom floor, new Orchestra shell and a surprise ten piece orchestra. Make this a gala affair by making up a family or departmental party. Free dancing from 8:30 to 11:30 p.m.

**Tuesday, September 23:**  
P. E. American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit No. 321 Semi-monthly Meeting—8:00 p.m.

**Thursday, September 25:**  
P. E. Women's Club Afternoon Meeting and Program—1:00 p.m.

**Friday, September 26:**  
American Legion Auxiliary Monthly Night Card Party—8:00 p.m.

**Wednesday, October 1:**  
P. E. Camera Club Business Meeting—7:30 p.m.

**Thursday, October 2:**  
P. E. Women's Club Afternoon Card Party—1:00 p.m.

**Wednesday, October 8:**  
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

**Thursday, October 9:**  
P. E. Women's Club Afternoon Meeting & Card Party—1:00 p.m.

**NOTE:** Watch for special announcement of Educational Classes pertaining to Rail and Motor Bus operation problems.

### P. E. LEGION NOTES By James E. Davis

We suppose you have already read in the newspapers that the American Legion Department Convention is coming to Los Angeles in Nineteen forty-three. The location of the Sons of the Legion Convention has not been settled.

Judge Advocate Burgess N. Broberg has been elected Twenty-Third District Delegate to the National Convention at Milwaukee this year. Chaplain Frederick W. Nichols, after representing this post as Delegate to the Department Convention at Sacramento, visited the State Soldier's Home at Yountville. He reported that the new barracks at Yountville are much better than the barracks at Sawtelle Soldier's Home.

August 26th; Commander Virgil Clemons, being absent on vacation, First Vice Commander, K. M. Brown handled the gavel. He did such a good job as Acting Commander that we believe he will be a good man to elect Commander next year.

Comrade Morris Rosenblatt formerly of Co. B. 107th Supply Co., now employed at the P. E. Ry. news stand is the latest addition to our post.

Remember, if you have any books or magazines to send to the soldier camps you can tie them up in bundles and deliver them to any P. E. Ry. freight agent and this post will see that they are delivered at some camp.

### ROD AND GUN CLUB NEWS By Artic Skelton

Special Notice: Following the regular business meeting Wednesday Sept. 10th at about 8:30 p. m. Henry Haines of the Harbor Belt Line will show moving pictures taken at Zion National Park and other points of interest in Southern Utah. Members are urged to bring their families to this meeting and enjoy one hour of interesting pictures.

Meetings of the P. E. Rod and Gun Club are now being held in our own Club room. This of course is due to the fact that only twenty-five or thirty members have been attending the meetings.

When space will permit, it makes an ideal meeting place, among the trophies of former years and the exhibit of prizes for the present year. Then there is that "at home" feeling of sitting in your own den.

Due to the absence of our honorable President, E. L. H. Bissenger and First Vice President J. B. Rogers, the August 13th meeting was ably conducted by our Second Vice President L. L. Llyod. President Lloyd wields a mean gavel. While he is a man of few words, he weighs his words well and it does not take so many to obtain the desired results. Therefore, the secretary doesn't have so much writing to do. Due to the absence of our Fishing Captain Scott Braley, we were unable to obtain a full report on the Surf Fishing Tournament and Chowder party.

However, we are informed the outing was conducted as scheduled and everyone seemed to have a good time and enjoyed the hospitality of the residence of Los Patos Camp. As usual our Fishing Captain picked a date for the event when the fish did not choose to bite. The boundaries were placed from San Fran-

cisco to San Diego and so far as is known only two fish were caught.

Hal Smith caught one Saturday night, then four minutes before the closing of the tournament at noon Sunday, C. P. Miller landed a bigger one and took the prize. Just what the Manleys, Bralyeys, Porter, Knoche, Lloyds, Oefingers and Jones were doing, nobody seems to know.

A. M. Cross spent his vacation salmon fishing on the Klamath River. No report on the results. Deer season is in full swing, many of our nimrods have already tried their luck, several other parties are now being planned and it is the fond hope of this writer to gather his notes for next month's column while stalking an eight point buck somewhere in the High Sierras.

We are very sorry to hear that one of our members, Jake Ostrow is confined to the sick bed and due to his ill health will probably join the ranks of the retired. We extend our hopes for a speedy recovery, so that he can better enjoy his well earned rest.

Dove season opens September 1st. Duck Season, Oct. 16th. Rules for shooting and bag limits similar to those of last year. Before going afield to shoot, it is always a good policy to check with the Division of Fish and Game.

The various Sportsmen Clubs of Southern California are now taking steps to bring about the opening of Matthews Lake to fishing. This new lake created by the Metropolitan Water District will no doubt prove to be a fishermen's paradise.

Irvine Lake, near the city of Orange is now open and furnishing bass fishermen plenty of sport. Rules for fishing in the lake are similar to those in effect at lakes of the San Diego Water District.

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## LOS ANGELES COUNTY FAIR AT POMONA—SEPT. 12-28



The "Show Case" of California and the Nation's Greatest Fair.

### P. E. CAMERA CLUB By E. Moyer

Meeting of Aug. 6, 1941 was as usual not very well attended however those who were present had the privilege of seeing several reels of very fine movies taken by Ed. Reiber of the Torrance General Store. Thanks Ed for the entertainment.

Matter of holding salon in September 1941 in the Main part of the P. E. Club was discussed and dates were temporarily set for September 17-18-19, 1941. This exhibit will be open to all employees of the company except that competition for the awards will be restricted to Camera Club members only. Following the business meeting M. E. Reiber showed his pictures, some were black and white and some in color.

At a meeting of the Board of Directors Tuesday Aug. 26, 1941 the dates of Sept. 17-19-19, 1941 we definitely set for the Salon of the

Camera Club at which exhibit the work of the Camera Club as well as other employees will be shown.

The following classifications have been prescribed and each class will be divided into divisions, except for the movies, namely contact prints, enlargements and Kodachrome Transparencies.

Enlargements must be 5 x 7 inches or over and may or may not be mounted at the discretion of the member or employee. All prints less than 5 x 7 inches shall be classed as contact prints.

Competition will be open only to Camera Club members. However it is desired that all employees or their families send in prints, which will be exhibited separately from those entered by Club Members for competition.

Prints or enlargements entered by others than Club Members will be judged separately for which certificate of merit will be issued.

In the Kodachrome class each member desiring to enter transparencies will be limited to 36 slides and suitable holders for showing them will be loaned by the club or if desired may be purchased from the Club for 25c each.

Identification and information stickers will be furnished each member entering enlargements which shall be pasted on the reverse side so that there may be no question as to the name of person entering such enlargement.

All pictures, enlargements etc., must be in the hands of the Committee not later than Tuesday noon, Sept. 16, 1941. All pictures, etc., may be mailed or brought to the Pacific Electric Club office room, 299 P. E. Blvd. and should be addressed, Pacific Electric Camera Club, "Salon Committee," or they may be left with the Club president Room 273 P. E. Bldg., any time up to 4 P. M. Tuesday, Sept. 16, 1941.



Each member entering any picture etc., shall specify on back thereof what class they desire to enter in. If any one received which does not so state, the committee will class them and such classification shall be final.

The Classification follows:

1—"Scenes" and "Still Life" such as landscapes, Marine views, street scenes, buildings, or unusual "Still Life" subjects including "table tops" or miniature arrangements.

2—Babies and children—one or more youngsters, subjects may be engaged in habits or interest. Adults may appear if they are not the principal interest.

3—Young people and grown-ups, one or more of high school or college age or older engaged in any activity or posed as a portrait.

4—Animal life, household pets, horses or any birds or animals.

5—Motion pictures, 8 or 16 M. M. either black or white or Kodachrome.

All contact prints become the property of the Camera Club unless return of same is specified in writing on reverse side of each print.

All pictures must have been taken by the persons entering such pictures, however they may be finished or but in case of enlargements if by any regular photographic finish—they are not made by the member or employe submitting them note to that effect must be written on information sticker on back of such enlargements.

Friday evening, Sept. 19, 1941, beginning at 7:30 P. M., will be the showing of the 8 and 16 M. M. motion pictures entered by the members or employes, each entrant to be limited to one 200 ft. reel for 8 M. M. or one 400 ft. 16 M. M. either Kodachrome or black and white.

Certificates of merit will be issued to all winners as well as suitable awards for first place in each division of each class covering entries of Camera Club members.

Decision of the judges, who **WILL NOT** be connected in any way with the Club or P. E. Ry. Co., shall be final.

Be sure to write your name, address, and whether Camera Club member, employe or member of family on reverse side of each print or enlargement and for those submitting Kodachrome slides the same information with lead pencil on reverse side of holders, so that proper credit may be given later.

Any additional information required may be secured by calling one of the following:

E. Moyer, Station 2191  
R. L. McMichael, Station 2150

### MASONIC CLUB COLUMN

Ed. Hasenyager

"Chicago Scottish Rite Magazine"

When things go wrong, as they sometimes will,  
When the road you're trudging seems all uphill,

When the funds are low and the debts are high,  
And you want to smile, but you have to sigh,

When care is pressing you down a bit—  
Rest if you must, but don't you quit.

Life is queer with its twists and turns,  
As every one of us sometimes learns,

And many a failure turns about  
When he might have won had he stuck it out.

Don't give up, though the pace seems slow—  
You may succeed with another blow.

Often the goal is nearer than  
It seems to a faint and faltering man;

Often the struggler has given up  
When he might have captured the victor's cup,  
And learned too late, when the night slipped down,

How close he was to the Golden Crown.

Success is failure turned inside out—  
The silver tint of the clouds of doubt,

And you never can tell how close you are,

It may be near when it seems afar;  
So stick to the fight when you're hardest hit—

It's when things seem worse, that you musn't quit.

Amen.

K. Pomeroy, Station 2100  
F. G. Wakefield, Station 2753  
U. L. Drake, Station 2628

Remember this exhibit is for all employes as well as members of the Camera Club and it is up to all of you who take pictures to make this a success. Send in your prints, as many as you like, enlargement, etc. and let the judges say whether you have a winner or not. The more entered the more interesting the salon will be.

It is hoped that as many as can will take a few minutes to come to the club and see this exhibit and encourage all who take pictures to send them in.

Remember the dates, Sept. 17-18-19, 1941, from 8 A. M. to 10 P. M., all three days.

### WOMEN'S CLUB

By Mrs. Lou Bishop

Time has certainly slipped by and here we are stripped (oh my goodness I didn't mean that) and ready for action in another year's Club duties.

We hope it will mean the bringing together of some of the back-sliders as well as many new members.

There is so much war talk, radio and newspapers and it will really seem good to get back and hear again all about Mrs. Jones' operation, the cute daily doings of Mrs. Green's grand child, ditto Mrs. Thomas, another one of Kate Moore's stories and "news what is news," the blessed event in Mrs. Miller's family.

Of course, reader, you understand the names mentioned above are fictitious, any similarity to persons living or dead is purely coincidental.

Not having much to write about, have been wondering if some among you would enjoy a bit of verse we picked up. It's entitled "Vacation Days" and was taken from a Christian Science Journal.

"We're bitten by gnats and mosquitoes  
We twitch and itch and scratch.  
Our faces all blistered with sunburn—  
Shoulders blistered to match.

We haven't a cent in our pockets  
(Though that's not a new situation.)  
We're broke, in debt, and stomach's upset.  
You see, we're back from our two weeks' vacation.

We live on potatoes and bacon;  
Slept on a rickety cot.  
The nights were exceedingly chilly,  
The days unbelievably hot.

We spent half the day washing dishes;  
The other half cooking the food.  
Our lives, you'll concede, were quite simple indeed.  
In fact they were downright crude.

We're lame, blistered and bitten,  
Shy on sleep and on rest.  
We suffer all forms of discomfort;  
Our outing was rough at its best.

And now that we're back in the city,  
Where beds and eats are good.  
Think you we'd go back if we could to that shack,  
You're darn tootin' we would."

Those are the real vacation days, but this year it was a nice, clean, sort of a dressed up one at Camp Curry in Yosemite—No cooking or dish washing—A voice from across the Merced river shouts, "Who Cares?" Sounds like Willis Brooks who had a camp right on the parade line of all the bathing beauties of Camp No. 7 (no wonder Mrs. Brooks didn't get that needle point finished).

Just one more thing, if by chance you missed our first meeting, Sept. 11th, why not make it a date for the 2nd meeting, Sept. 25th. We need each other these hectic days, let's keep together.



### SAFETY COMMITTEE MEMBERS

Membership on the Trainmen's Safety Advisory Committee for the month of September will consist of the following train and motor coach employes assigned to represent the different terminals and classes of service operated:

E. G. Erickson .....San Bernardino  
A. L. Norris .....Macy Street  
F. Breen .....Pasadena  
J. Fettes .....Los Angeles  
A. R. Rhraback .....Long Beach  
R. H. Rothrock .....Butte St.  
P. L. Perry .....Subway Terminal  
E. A. Gschwind .....Glendale  
F. B. Owen .....West Hollywood  
A. E. Brown .....Ocean Park  
H. A. Fabun .....Motor Transit

You have been selected to serve as members of the Trainmen's Safety Advisory Committee for the month of September, 1941.

The next regular meeting of the Trainmen's Safety Advisory Committee will be held Friday, September 26, 1941, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10 a.m. Arrangements will be made with your terminal foreman to hold you from your regular assignment on that date to enable you to attend this meeting.

This conference will be devoted to consideration of subjects relating to safety and our accident prevention problems, and we hope to have a program which will prove of interest to you and of educational value.

During the month, and prior to the date of conference, we are hopeful that you will give some thought and study to our accident problems on the district where you are employed, with a view of submitting any suggestions or subjects for discussion of a constructive nature and in the interests of advancing our efforts to prevent avoidable accidents. Please have your suggestions in writing, each suggestion on a separate sheet of paper, so that after they are discussed they may be handed to the Chairman for further study and handling.

Your fullest cooperation in this matter will be greatly appreciated.

### PERSONAL INJURIES

Trainmen and operators personal injuries during July, 1941:

Motorman in getting onto stool to reach for fire extinguisher fell off stool, struck head on controller, rendered unconscious, taken to Hospital.

Conductor tripped over mail sack and fell over backwards when unloading mail, cut hand and fainted, taken to Emergency Hospital.

One man car operator, Colton-San Bernardino Local Line, cut on leg when piece of glass fell from broken window in car.

Conductor had finger mashed when car door shut on it; taken to hospital.

Freight brakeman when releasing dog holding brake, staff flew around knocking brakeman to ground, slight concussion and laceration on side of head. Taken to Hospital.

Conductor lost balance, fell against car seat, rib broken, taken to hospital.

Freight conductor's foot slipped on

weeds and went into ditch, resulted in sprained muscles.

box motor came off of track and tipped inward, hit messenger on head and leg.

Conductor ruptured himself when turning car seats.

Total of 9 personal injuries during July, 1941, an increase of 7 over the previous month.

### LOS ANGELES FREIGHT HOUSE

Safety meeting was held at Los Angeles Freight House 3:30 p.m., Tuesday, August 18, 1941, attended by 65 of the freight house employes. There has been only one very minor accident at the Los Angeles Freight House during the past month. Considering the large volume of freight handled and employment of many new men, it is a very fine record, and shows that everyone concerned is putting forth his best effort to avoid accidents and this effort always pays big dividends to the individual. Mr. G. W. Orr, Agent, made a very interesting talk to the men regard-

### CLASSIFICATION OF JUNE RAIL & MOTOR COACH ACCIDENTS

June 1941 Compared with June 1940												
	Rail Passenger				Motor Coaches				Freight & Box Motors			
	1941	1940	Dec.	Inc.	1941	1940	Dec.	Inc.	1941	1940	Dec.	Inc.
1.	0	6	6	---	0	0	---	---	1	0	---	1
2.	0	0	---	---	0	0	---	---	0	0	---	---
3.	0	0	---	---	0	0	---	---	0	0	---	---
4.	83	77	---	6	37	26	---	11	7	6	---	1
5.	2	0	---	2	0	0	---	---	1	4	3	---
6.	0	0	---	---	0	0	---	---	0	0	---	---
7.	5	12	7	---	2	2	---	---	0	0	---	---
8.	10	10	---	---	4	2	---	2	0	0	---	---
9.	16	11	---	5	5	12	7	---	0	0	---	---
10.	0	0	---	---	0	0	---	---	0	0	---	---
11.	1	7	6	---	0	0	---	---	0	0	---	---
12.	0	0	---	---	0	0	---	---	0	0	---	---
13.	0	7	7	---	0	0	---	---	4	2	---	2
14.	5	2	---	3	4	1	---	3	0	2	2	---
Total	122	132	10	---	52	43	---	9	13	14	1	---

Total Number of Miles Operated Per Accident				Passenger Rail Service				Motor Coach Service			
				June, 1941	7934	June, 1941	12,340				
				June, 1940	8255	June, 1940	18,493				
Decrease—Miles per Accident				321		Decrease—Miles per Accident				6153	



ing safety practices and especially the advantages of avoiding foot injuries by using safety shoes. During the past 75 per cent of personal injuries have been foot injuries, and it is very gratifying to receive information that 25 of the freight house men have purchased and are wearing Safety Shoes. These shoes will prevent many foot injuries as well as suffering, and loss of time, and is certainly a big step in the right direction.

The Safety Shoe Truck (traveling shoe store) will make regular calls at the Los Angeles Freight House at 3 p.m. on Tuesday of each week in the future, in order to make it convenient for those who desire to purchase Safety Shoes.

Arrangements will be made in the near future to place a display case of Safety Shoes at the Store Department at Torrance shops, and the shoe truck will make trip to Torrance in order to give those who desire to purchase Safety Shoes an opportunity to do so. Time and date this truck will be at Torrance will be announced as soon as it is arranged.

#### STOP—LOOK AND LISTEN

There would be few accidents if every man could but know in advance what price FATE may add to the cost in terms of Tragedy—so, keep your mind on your work and avoid injury.

Old Man Accident certainly caught up with several of the boys during July. You are being kept currently supplied with information concerning types of casualties, causes and circumstances pertaining to the more serious ones, but something new appears daily.

There has never been a time when the need for keen vision (supervision), of foremen, was more in demand for the proper guidance of men in doing their daily work. Severely injured men cannot aid in the preparedness demands now facing the nation. Every foreman should keep this thought constantly in mind and do everything in his power to prevent loss of life and limb by instructing men how to work safely and every man should keep alert to avoid injury to himself or fellow employees so that no work will be delayed by reason of men being incapacitated.

Safety, it is said, is of first importance in the discharge of duty. No statement could be more true. The countless risks which are taken every day are entirely unnecessary and should be avoided as diligently as though every one were to end with loss of life or limb, for all too often those very risks do end with just such serious and sometimes fatal disasters. One should never lift a

coupling pin by hand or kick a drawbar over with his foot, when cars are in motion. Cut levers are provided for this purpose, and their use will prove a great deal more safe and economical in the end. Nor should one risk jumping from one car to another on an adjoining track, for the danger encountered thereby is all out of proportion to the time saved by the practice.

To safeguard the welfare of the others of his crew, one should always make sure that cars are kept well in the clear. If they are not, the close clearance may be the cause of a man being brushed from a ladder and seriously injured.

Passing between cars should also be done with caution, for when cars are close together there is always the possibility that one of them will be kicked and trap a man before he can get into the clear. So it is with climbing between cars in motion. If a man should lose his footing, or if he should be jostled from a ladder, he would be trapped under the wheels before he had even a chance to escape.

That others who are affected by the movement of cars may also be protected, it is vitally necessary to pay strict attention to blue flags at all times.

Likewise, one should always proceed with care when working around team tracks, and warehouses. All shippers and truckmen should be forewarned, and special precaution as to the removal of toe boards and the breaking down of loads should be taken before any cars are coupled or any other movements are made.

The prevention of personal injuries is the first duty of every employee to himself, his fellow workers, his employer and his family. The saving of life and limb is a real man's job, which requires constant thought on his part to do everything possible to prevent injury to himself and others. It is our duty to know that the equipment with which we work is in first-class condition. While the inspection of every machine, every tool, every practice and every method is of utmost importance in the prevention of accidents, the individual working with these implements of industry should know that they are in a safe condition. Therefore the responsibility for personal injuries does not always rest with the foreman or supervisor for not having properly instructed involved carries the greater load of responsibility. We know how to perform, but in our incoherent desire to handle the job through the medium of least resistance, tragedy oft-times results.

Physical and mental fitness for a job is a big factor in accident prevention, and when we have a work-

ing combination of both we can go a long ways towards preventing personal injuries and alleviating suffering for ourselves and our families. The human element enters into all unsafe practices.

Our stay is short enough. You cannot challenge death. Since life in itself is a hazard, why then should we, through indifference and careless methods, subject ourselves to that ever awaiting monster of disaster and destruction? We are human, prone to take a chance and defiant, but prudence and judgment should dominate our minds and we should ever be alert in the field of Safety First and in the exercise of care in every step we take.

In regard to the crew, every man should be instructed at all times as to how and under what circumstances a piece of work is to be done. In this way the possibility of injury, either to the equipment or the men themselves, is markedly lessened.

By night the dangers of railroad work may be greatly lessened by a few simple precautions. When coupling air hose or making minor repairs, one should leave a light beside the track, then the rest of the crew will realize that someone is working between cars, and give no signal until the work is done and the lantern is removed.

A familiarity with the rules of the company will also prove greatly beneficial to all employees, for by keeping themselves well posted concerning the precautions necessary in their work, they are much less likely to become careless. This truth applies to all work as well as to railroading and should carefully be considered.

One should always remember to be courteous. Estrangements between an employer and his employees, or between a foreman and his crew, are especially dangerous and must carefully be avoided. It is a well known fact that harmony makes for respect and caution; but it is just as true that discord works for recklessness and injury. Therefore, if you would have complete and impartial safety, and if you would possess the respect of your fellowmen, be courteous, obey orders, and above all, work with caution.

There are a large number of new train and motor coach employees being employed, many, no doubt, with limited experience in the work such as is performed by this company in the territory surrounding Los Angeles. If each experienced employee will set a good example before these new men by properly and safely performing your work, it will be of untold assistance and benefit to them, and a source of great satisfaction to yourselves to look back over a job well done.

## DEPARTMENTAL NOTES

### WEST HOLLYWOOD By G. R. Stevens

Wedding bells. Conductor W. D. Gordon was married to Violet Ulmer who resided at Redondo. It was a church ceremony in compliance with the wishes of the bride's folks. Conductor Gordon was off two weeks. The happy couple are going to make their home at 1047 Hyperion Avenue after a honeymoon trip to Catalina Island.

J. T. Kelly, a new conductor, was married last month to Ruby Jean Boynton of Atlanta, Georgia. She arrived in Los Angeles from Atlanta on the twenty-first of August. They were married. The newlyweds went to P. E. Camp at Lake Arrowhead to spend their honeymoon. Hearty congratulations to the happy couples.

#### Vacations

Ten year old little Louise Alexander Cowper, daughter of Mr. and Mrs. J. A. Cowper, received a real



present from her aunt who took her for a boat ride to the Hawaiian Islands, having left here for an extended visit August 20th.

Conductor Nordberg took off three weeks, went east to Detroit, and drove back a brand new Mercury automobile, visiting relatives enroute. He reports having enjoyed a swell time.

Mr. Stephens, engineering dept., wife and family made an enjoyable trip by rail to Chicago, and Indianapolis for a week to visit relatives.

Motorman B. R. Goodwin of West Hollywood plans a one week vacation

to Grand Canyon and Reno, Nevada.

P. E. transferman, Mr. Glancey of 6th and Main, is back after a glorious trip by auto to the Rogue river, the Klamath river and the giant Redwood forest. He reports he had a swell time.

Motorman W. A. Smith of West Hollywood and family took off for ten days and visited at Ono, Shasta County, California, where he reports he and his family enjoyed a fine vacation. He did some fishing with son, Jimmy, thirteen, and daughter Margorie, 16. They report several good catches of trout. They were taken to many interesting places by Tilton Shelton. Making the trip by rail, Motorman Smith took time out to see the Shasta Dam and the giant steel Pit river bridge now under construction.

R. A. Schamber is our new assistant trainmaster on the West.

Conductor C. E. Whittle is back on the job at West Hollywood from the Glendale P. C. L.

C. B. Ogden and Victor Lundy, West Hollywood's deep sea fishermen, report getting their limit of bonita



and barracuda in an all day live bait fishing boat off Santa Monica. Ogden and Lundy are holding two prize bonitas, weights 8 lbs., 12 oz. and 8 lbs., 8 oz.

Conductor Shields and wife are expecting the arrival of the stork soon.

Conductor Carstens, who made the

trip to Cuba, brought back many souvenirs that the trainmen have enjoyed seeing. Among the interesting collection are sea shells from the beach at St. Petersburg, Florida. Most unusual is the silver king tarpon fish scale from Miami, Florida; and various other sea shells from the beach near Havana, Cuba, land of tobacco plantations and palm trees. He brought back from Cuba hand painted post cards, and folders telling of the early history of the deep south, New Orleans and many other places picturesque in historic richness.

Motorman J. W. Lanning of West Hollywood recently was seriously injured in an auto accident. He is in the St. Vincent's Hospital and latest reports are he is doing nicely. A speedy recovery for Motorman Lanning is the well wish of all the boys.

### ENGINEERING DEPARTMENT

By Victor P. Labbe

Things you seldom see:—Leo Bush without his Beech Nut; Al Smith without his carnation; Ralph Cobb without his cigars; Donner without his brief case; Westerburg without an alibi; Hubbard without Lewis; George McClure without his form.

Ralph Cobb tells me the reason D. Brenek favors the local boy is because his bowling average is higher.

Russell Schaffle's telephone was disconnected during his vacation. Jim Flathers pinch hits for him.

If you want to stay young, go to night school at Venice like Ray Ewing.

Hugh Nickerson and family to the High Sierra's also Tom Roscoe and family same place.

None other than our Beau Brummel of the Signal Dept., Al Smith is the proud papa of a baby girl; and is Al tickled.

Bob Dorner a day at a time—fishing—special rate on Thursday's.

That was Betty Demmerle's brother who visited her several weeks back. Louis is quite a prominent orchestra leader in New York, having working under Orchestra Leader Al Donahue's direction and made several extensive trips to Buenos Aires.

Rudy Widrig has gone to Wilmington to work on a special job for a while.

Jimmy Lynch went to Catalina for the week-end—got rather a late start—someone left the tickets home, so they got the 4 o'clock boat.

Leland V. Blackburn is the proud father of a baby boy. Congratulations to the Blackburn's.

Bob Humphries, wife and son, left for New York and Washington and Maryland the 1st week in August



tion and then he will sell his stork at a large profit.

A recent visitor at the Shops was Ed. Badgley, retired in 1937. Ed is now living in Redondo and spends his spare time fishing and gardening but wants people to know he does not waste his time growing vegetables—fancy flowers are his meat.

Bill Parker attended the American Legion convention at Sacramento and came back several pounds lighter account marching many miles in the big parade carrying his Post's colors. Also came back with the Legion job he aspired to—what more could a stout (fat) man want.



Alice Ann, 3; Richard, 9 months, children of Mr. and Mrs. Clyde Sellers. Mr. Sellers is one of our efficient machinists.

"Tiny" Montgomery had the misfortune the other day to break his shovel handle so he could not work the rest of the afternoon. Claimed he broke it trying to move too much lead but failed to tell me which end of the shovel the lead was on. Borrowed some tape to camouflage the break with for the rest of the week.

I sure got the devil from certain members of the Bus gang for referring to them as the "dirty" bus gang. The objections did not come from those members who do most of the work but from those very few that are seldom seen with any evidence of work clinging to their hands or clothing. The working members of this gang recognized the reference for what it was—a fine compliment. The compliment was all inclusive, but as usual there are a few exceptions, in this case the clean ones.



Lawrence "Buz" Griffiths, 15-year-old son of William Griffiths, Machinist, with the result of his fishing trip, August 17th.

**TRAVELERS:** Jack Watson and wife driving to the hill country in Northern California, Downieville and vicinity. If Jack can find some good gold bearing quartz he means to bring it back with him and sell stock among his fellow workmen. Thinks he can sell almost anything to the "Family." Elsworth Barkdull and wife are in San Francisco spending a week or so—Just to cool off. Bud Edwards and the whole D— family spent a week in Sequoia among the big trees and finished off with a trip to San Diego (The "D" in this case Bud savs stands for DEAR.) Edward Axenty and family spent the Labor Day week end fishing at the family country place on Lake Hodges in San Diego County. Joe Hardesty and wife were seen traveling away up Portland way while on his vacation but I have not been able to see Joe to learn the particulars. Harry R. Clark and wife are spending their vacation visiting with their daughter and family away up at Yreka, in No. California.

Dolph Cain is not looking so well—we learn that his wife is visiting in the East, Chicago, Minneapolis, etc. Taint so bad as it might be cause Dolph cannot eat anything but loose soup—and even a Millman can cook soup.

As usual, George Lallich brought home a buck after a short hunting trip near Three Points in L. A. County. George had to carry his two point (114 lb. dressed weight) buck five miles up and down thru brush and was too sore for comfort for the next week.

Bill Griffiths, Clyde Sellers, and young Lawrence "Buz" Griffiths all went fishing out in the Channel and

caught some barracuda. They claimed to each having his picture taken with the fish he caught but it could easily be seen that the same fish appeared in each picture. The picture of Buz with the fish he admits catching himself is really worth while looking at, not so much for the fine fish but for the genuine 15 year old boy grin.

I am pleased to present herewith the two fine children of "Red" Gus Gunderson. Melvin age 6, and Marsha age 8 mo. These children are the grand children of John Gunderson, for many years an employ of this Company in the Sheet Metal Shop.

Also am glad to present the picture of Clyde Sellers two children, Alice Ann age 3 years and little brother Richard, age 3 months and four teeth. Clyde claims they are the most wonderful and beautiful children in the world—well I must say that any one with two such fine children who did not think the same thing should be drowned, or something worse if possible.

That invitation to attend the celebration and opening of Johnnie Julian's new rumpus room kinda backfired on me. Johnnie presented me with the bill for the beer, etc., etc., that the gang of rough necks consumed. It was a good joke anyway.

#### ACCOUNTING DEPARTMENT

By Mabel Wells

At the last moment, that Noble Cates tells me I must write the column this month—just like that! I'll get my revenge later, and that's a promise, Noble!

We have quite a birthday list this month, and to each we say: "HAPPY BIRTHDAY".

Walter White	Sept. 5
Grace Vail	6
E. J. "Count" Biehler	7
Charles Escovar	12
Jack Beggerly	14
Ed Campbell	18
M. S. Wade	18
J. C. Lortie	19
Peggy Cherrier	19
Ruby Binkley	20
Al Beaumont	20
P. M. Still	23
Sam Taylor	23
F. E. Gill	23
Bill Reed	25
Archie Brahm	25
Amelia Grenke	30

Suzanne (Margot) Jacquemin celebrated her 21st birthday on August 9th with a party of 21 guests, and an open house tea party on August 10th. Joan Johnson's car broke down on the way to the August 10th affair and she was unable to attend but she was seen eating a "hunk" of birth-

day cake on Monday. We like cake, too!

That gal, Margot, really gets around! One week end at P. E. Camp and the next at San Diego. We rather think she will "stay put" one week end though as she expects to be "de-tonsiled" the latter part of September.

Did you see Ethel Carruthers wearing one white and one black shoe? Very effective, Ethel.

We welcome two boys to the Accounting Department, namely, Charles Escovar and Jack Beggerly.

At this point, Noble Cates offers the following:

Frank Carr, now in Prior Service; the girls gave him a royal welcome or at least one befitting the occasion and governed by circumstance.

The "Gold Fish" attempting a Paul Revere was scratched by the horse; that was a "horse" on Kenny.

Frank Carr also "rassling" with the bangtails did not get thrown or kicked.

Mr. Lovell, our Auditor, was taken to the Hospital last week. We wish him a speedy recovery.

Clayton Scholl is doing the annual "check" of the Medical Dept.

C. J. Williams and wife report having a wonderful vacation at Big Bear Lake fishing and put-putting around the lake with an outboard. Can't imagine them leaving a swell vacation spot such as Carbon Canyon, for Big Bear Lake.

Albert Manhart journeyed north for a vacation at Victoria and Vancouver, B.C. Reports beautiful scenery on the boat trip between Victoria and Vancouver. Crossed the new floating bridge at Seattle.

J. A. Owens reports a restful vacation at home mowing the lawn.

Arthur Manhart is vacationing in the East—New York, Buffalo and Niagara Falls.

Louise Briggs made a week end trip to San Diego.

J. R. Cattle vacationed in Denver.

Gladys Sondag—June Lake.

Mrs. Grace Reed, to San Diego for the week end.

Jimmy Gould—at home, so he says, but did you see that "blush"—must be warm in Glendale.

Mildred Upmeyer—San Francisco and on to Oregon.

Edward Gelderloos—Seattle and points north.

We express our sincere sympathy to Mr. Walter Morrison and his family in the passing of his brother here recently. Mr. Morrison attended the funeral which was held near Salt Lake City, Utah, and then proceeded on to Portland, Oregon, where he visited other members of his family.

#### CONDUCTORS' ACCTS. BUREAU

By Marion Snowden

Remember this: "The crux of wisdom is to know when to stop."

##### Winchie at the Keyhole

Notes are scarce this month, which is a sure indication that Winchie is in somebody's dog-house,—but who cares? Our long-suffering readers will get a rest, and Winchie may finish peeking before midnight, so—you know the old adage about the ill wind.

First, we'd like to make a correction. (Seems we're always making either a correction or a retraction). That nice write-up we gave Grace Vail's husband last month was spoiled because his name isn't Lyle at all—it's Nile—"just like the river," as Grace said. Well, we can't blame that on the printer,—so, excuse please, Nile, and we still mean all the nice things we said. By the way, Nile has offered to do the honors out at March Field on Saturday after Labor Day, for those who would like to see the B19.

Ralph Dimon was in the other day—the first time since his promotion. His girl friend sits in the same old chair on the same old side of the room and yet all his waving was directed at someone on the wrong side. Is it possible he needs new bi-focals?

Nina Robertson bid in Grace Vail's work in the Car Service office, and she says she doesn't know whether she's coming or going. Well, she seems to be coming in our office all morning, and going in the Car Service all afternoon, so she's on her way—and that's something.

Tom Hinkle says he still insists that he doesn't work in Conductors' Accounts Bureau. Goodnight! The guy hasn't any shame! Hasn't he any obligation to the Company?

Greetings and welcome to our newest comer, Marie Shaw, the lucky gal who gets to hear all the high class music at the Bowl. She can pronounce all those jaw-breaking names, too.

Just drop in at Room 229, that cozy little nursery where Ed Leckemby and long Bill Farrow hold down a tremendous desk between them. Ranged along the wall are enough milk bottles to start a dairy or a junk and old bottle shop—all Bill's. And he needn't have told us he's a drinking man. Well, it's nice to be young and innercent, and drink out of a bottle.

Will Mr. W. L. Brown kindly step forward and tell us the meaning of all this "dear" business?

Donna Fuller's boy friend across the way (and we won't say which

way) is rushing her so, he calls her up to ask to drive her home. Ts, ts, ts!

Esther Craig nearly had heart failure when she came to about noon one day and realized she had locked her mother up in the bedroom—asleep. That's turning the tables for you!

Emma Taylor is on a three months leave and has gone to Mexico to carry out the "good neighbor" policy. Emma's pretty well acquainted "south of the border."

Edna Abell is quite in the lime-light at luncheons and sich since her daughter has been elected prexy of the Business Women's Club. Now she'll never stay at home.

Among the vacationers we find that Mabel Kratzer stayed at home principally, with side trips here and there. Mr. Brown went up to Seattle and post-carded back to us his idea of a good time. Nell Flanders took in Lake Tahoe, and you should hear her tell about it. Margaret Hines enjoyed her week at the PE Camp, but came back to us with a voice like a bass-singing bull-frog chorus. Wonder if she had to entertain the Camp, or couldn't she pipe down even for a week? Martha Smith spent a weekend at the Camp and saw Eleanor Uecker Douglass, (one-time member of this department), sister of that ultra-dapper fashion plate, Eddie Uecker of the Special Accountants. (Wait till he catches us out in the hall—! & ).

Agnes Heckman and Tom Hinkle are out on vacation—wonder if it was accident or design???? We'll let you know when they come back—if we're still able to talk.

Anyone else who goes on vacation from now on will have to do something more than just go somewhere, or we won't be interested. That quiet little thing who left here being called Elizabeth Linsen, came back after her two weeks with the name of Mrs. LeRoy Stoddard. Just before that, she was a brand new grandma. All that in so short a time is just too much. On her first day back at the office someone sent her a singing telegram on the phone, but she was too flabbergasted to know what were the words. What we would like to know is: Where were the eagle eyes who missed seeing the intention notice in the paper?

And speaking of eagle eyes,—what did Lot's wife turn to before she turned to salt? She turned to rubber. And we know two people in the office who are turning to rubber all the time.

And then there's the group of Hollywood women who meet to sew, and of all things, they call themselves "The Wagon Tongues." There's an



idea for Coxie's knitting bee.

Mildred Edwards informs us that the Native Daughters do not meet in the summer so she's been a bit quiet. Has anyone ever heard when she's noisy?

Martha and Gould Smith will take a farewell trip to the PE Camp over Labor Day, as it is closing soon. It's such a pity it has to close, but who are we to say anything, when we are one of the guilts who has never been up there?

Esther Craig must think that BE KIND TO DUMB ANIMALS Week is any old time. One night she and Lois Brown, Esther Quast, and Dorothy Littlefield went to a steak bake down at Fullerton. A big black beetle made himself at home on the supper table, and Esther, instead of giving him a good stiff well-deserved swat, gently lifted him off, with the result that she had to have first aid on a stung finger.

What's all this in our mail sack?

A newspaper picture of nine luscious ladies of pulchritude in "Midnight in Miami." With it is a note to Cashier W. A. Gibbons of West Hollywood. If you will overlook our prying into people's personal letters, here's what it says: "Gibb: Pick out what you want and mark with X and leave the rest to me. Seeing you are a good guy, will give you first crack." . . . For goodness sake! If "Gibb" is that shy little man with curly hair who stays behind the bars in the cashier's cage at West Hollywood, just lemme know, Gibb, and you can have back your nine beauties.

Well, AT LAST! Chinning ourself on the iron railing outside the ticket window at the Motor Transit station one evening, we bashfully asked the good-looking young gent inside if he was Mister Martin Jabberwocky Creamer, and we nearly missed the railing when he said yes, and practically shook our hand off. If he could have reached, we bet he would given it a mean twist. And he's all have grabbed us by the neck and the ??? things we've heard about him, too. Anyway, Marty lives up to his middle name—Jabber, for short. He didn't tell us a thing we could use in our column, which is maybe just as well, since he needs all he knows to fill up his own. Anyway again, Marty, we're tickled to death to see what makes your column go, and we'll drop in again sometime. So we'll be seeing you.

"It's wonderful what some insects can do. They say a grasshopper can jump 200 times his own length."

"That's nothing, I once saw a bee raise a 200-pound man three feet off the ground."



Here's a glimpse of Walt Rorick's 32-foot cabin cruiser tied up at Balboa Yacht Basin. She's a sleek craft, equipped with two Lycoming motors (85 H.P. each) and sleeps 8-10. That's Walt in the aft taking on gas.

## MOTOR TRANSIT NOTES

By M. J. Creamer

Deepest apologies to Richard Allen and the little wife, wherein last month's yarn carried the news of the new-born babe. Kenneth Richard Allen, as 1 lb, 2 1/2 oz., whereas should have read 7 lbs, 2 1/2 oz. But—"NOT GUILTY" . . . t'was a slip of the type—and those things do happen. (Yep. was in the doghouse when reread the column and it wasn't long before Lawrence Allen was on the phone "WHATDYE MEAN a ONE pound boy? (Well, Lawrence—you know how t'is—but wouldn't even a one lb. boy be MORE than you could boast of—or is it?) Then—along came another phone call from Mr. Claude Allen, voicing his recheck on the item and as a GRANDDAD he has every reason for wanting item corrected. Everyone happy again?

Too late for last issue was the news of the birth of a baby girl, Sally Lynn, weight 8 lbs. 4 oz., born July 29th to Mr. and Mrs. Johnny Hill. Makes three girls in the family and a nice family it is! The B. C. Lambs had a baby girl, Lorna Dean, 8 lbs. 4 oz., born August 28th. Our happiest congratulations to all the proud parents recently.

News sifted through that the reason Howard Strong was a "pappy" for a day as he BOASTED—was the fact that he gave his niece away in marriage. Congratulations to Ira Casteel and Martha (his wife). The best laid plans of "mice and men"—ya know—and he did Nip-ups on us by buying his new car in L. A. and

then planning a trip to Yellowstone—t'was to be a two-week honeymoon but BINGO! Leaving on a Friday night for Las Vegas—the marriage there—and back to work the following Monday. Just couldn't get extra time off. . . so maybe the belated honeymoon will come later! Careful Ira, shouldn't send postcards through the mail for everyone to read!

Our deepest sympathies of wife and family of H. V. Haynes in his tragic passing last month. We will miss his cheerful greetings and all around good fellowship. A host of friends will long remember!

HERE AND THERE: Joe Hernandez paying us a visit with both his children—the little girl, and the more recent arrival, the boy, who they haven't named as yet. Fine looking family and we believe it's JUST the start! Babe Larson hied away to Big Bear to be with his brother and family spending vacation there. Fishing, yashure—plenty of 'em and they had a new outboard motor to make it a skip and jump around the lake. Guess Babe still prefers Lake Puddingstone for the fishing tho and he and Bill Tribble planned to bring home a truck load. Babe was out sunning his "pride and joy" the baby boy, but he just WOULDN'T open his eyes! C. J. Williams (our timekeeper) vacationed at Big Bear Lake also and had enjoyable time. Did lots of fishing and says that he and others would be ashamed to look a Blue Gill in the face. . . caught so many! One lucky fellow hauled in a trout that measured 16 1/2 inches long and he



That's Arnold G. Evans (the mystery man) holding a "bundle of happiness". . . Both seem well contented and there's sorta "proud paternal gleam in Whitey's eyes" BUT—is THIS—ALL the story?

just didn't HEAR this—he SAW it. . . some catch! Clyde Pearson and wife vacationed near Cedar City, Utah. . . spending enjoyable two weeks on a nearby lake. Mighty fine trout. A scene of complete wilderness—without the electric lights and new fangled conveniences. Rained too, to make it a bit different from Sunny California. Tried to bridle H. B. Musselman for picture of his big catch, a marlin, off Catalina but Arlie Skelton of the Rod and Gun Club got his order in first. . . guess we'll have to resort to the family album to get prints for our column unless some of these vacationers kick thru.

Geo. Jehl, spouting when making up end-of-the-month reports—"those commutation book stubs"—"why in the blazes don't they make 'em one standard size?" Add to that—a passengers regust at the 30-ride printed books—three coupons on a sheet instead of the old size, 1 ride on each page—and then adding "I'll buy my commutation books hereafter from the commission agents." Funny ol' world eh what? Passenger remarking to Jim Tucker "Boy, you're getting fat" (carbon copy to the Mrs. to cut down on the rations). They'll be off soon on that long planned vacation. Hook Edmondson yapping—on pay day too. "Yea, I got my check but not as much as I need to get by on!" (Well—the more dough—the MORE Income Tax!) Guy Rhinard buying all the vitamins on display—you

know, A. B. C. D. E. F. G. etc. Harry Dostal (Agent Riverside) with new Nash coupe and proud of it!

Freeman Morgan bowling with the g. f. for the first time and not even stiff the next day—so bravo! Maybe lugging those suitcases around keeps him in shape. Ira Junkins must be contemplating on giving his Dodge (purchased from Tucker) back to the Indians—as he's in possession of a bicycle. . . only it's a bit too small for his straggling legs—or is it?

T'is out! We found out what "June" brought Benny Kimball—anytime you want a good shampoo, drop in at Garrets Salon in Whittier (Philadelphia St. near Painter) YOWSAH. . . HAIR OIL—is the answer!

Willamae Brackin back from vacation—rested and looking fine. Enjoyed it—oh so much and if had more ??? would have lingered longer. Geo. Jehl's sister, mother and bro-in-law heading out Colorado way and to visit Yellowstone. "Bill" H. R. Koff, down to beach for vacation—any beach at all was the comment. Bob Cruson spending week-end vacation AND—of all places. Now you see, Bob, I didn't say where or DID you? Harry Cotter—forty bucks looser when some one ransacked his hotel room down in the elite section.

THERE'S GONNA BE SOME CHANGES MADE (any tune will do) . . . Greyhound Lines plan to move in with us around September 15th, while their depot is completely made over—and she'll be a roomy one, you can bet! They've measured every nook and cranny—and the old M. T. Depot will undergo more than a few changes before they move in. . . an entrance to parking lot from 5th St—and a more roomy drive in on the L. A. Street side. T'is remembered that Greyhound shackled up with us back in 1936 from June until Sept. . . when they built their present depot on 6th St., but at that time they didn't have the building space nor did they anticipate the great increase in travel.

Kenney "Mac" McCollum, son of Carl McCollum breaking in at ticket office work in spare time, El Monte and L. A. Judging from some of the wavering eyes of the young damsels, "Mac" should do alright at this ticket biz. . . as afterall MAYBE the customers get tired of the same ol mugs. Plenty of vim and vigor—or is that just LOVE IN BLOOM? M. J. Freeman relieving in ticket office while Walt Rorick spent few days at Balboa on his cruiser, and enjoyed the 33rd Annual Tournament of Lights Celebration. (Yep, got me an invitation



"Might be the hand that rocks the cradle" but . . . Ed Barnett is showing off his pet Bull Frog . . . and a tempting dish he'd make! Ed has quite a frog farm now.

down to the boat last month and took Walt up on it! A mighty fine boat and if you saw a boat doing circles on the bay—it was "yours truly" handling the controls—first time yaknow and luckily there was nobody on hand to arrest for care-free maneuvering. . . but lotta fun it was! There's more to it—than just hanging on to the wheel! LeRoy Hall breaking in at L. A. ticket office and hopes to hold down job at Pomona during Fair. Bill Rosenthal from 6th St. Baggage Room also trying a whirl at the ticket biz and giving it the once over!

My! My! Little Dorothy Colson who was working at drugstore cafe in depot (now with Interstate) was wailing "am going back to Kentucky as nothing here for me"—but NOW t'is rumored—or is it true—that a coming marriage is on the horizon. . . right HERE. Her new name will be Mrs. Kenny Fowler—CONGRADULATIONS!

The Jehls and Swansons were dinner guests of R. V. Evans (Retired Auditor). J. E. Brown. . . G. W. T. W.—but WHERE? A narrow escape it was for O. W. Brown's young son and others. Pop had just bought a car and his boy and young crowd were returning from the mountains when car plunged off highway. Others in car suffered injuries but t'is hoped that none will be serious or lasting. We are happy to report that Doc Beckett's young son-in-law



(Mr. Hughes) who was badly injured in wreck is around on crutches and recovering!

A great big bunch of orchids to our Marion Snowden and her "Winchie at the Keyhole." Everyone reads and enjoys your column, Marion—Fifth Street way recently and saying hello (without the sack of lucious tomatoes had expected)—so say hello again, woncha? WANTED: One good rattler for one ticket clerk—even a LOUD tin cup might do! Mrs. Alpha Seagraves returns to work with P. E. after a year's leave of absence—and looks right in the "pink" after a nice rest n'all!

Seldom heard from—is down Long Beach way. (Our old friends who jumped from P. E. payroll to the Pacific Greyhound). Al Kopsho, our goodly neighbors and others. We get the din from the PGL "Grapevine" that Al, is quite the farmer at heart and really going in for the egg biz. Wally Gressner (long with Baltimore Hotel, L. A.) joined PGL forces some months ago and was transferred from San Diego to Long Beach and is pounding ye ol' tickets. Hello to L. T. Marty, Bob Heck, Jr., H. E. Montgomery and others. Even if we don't see them occasionally or at all—we're glad to learn everyone is still plugging!

Ed Barnett boasts of a frog farm—and it's just a hobby says he! Greatest problem is keeping the frogs of like sizes in separate pools—as it's like the ol' story of "dog eat dog" and that applies to frogs. They'll swallow anything moving and well, another frog is a choice morsel for the larger frog. His pet bull frog is kept in the basement at home and you can well imagine the croaking that ensues at times. One goodly frog made a delicate dish—weighed about 1 3-4 lbs. and when skinned and dressed was a good 3-4 lb. . . so not much waste. Ed also has a collection of fish, 3 Steelheads, a Blue Gill and 3 Suckers. At least, we'll give him credit for the unusual hobbies. Can recall when my bro-in-law started raising rabbits as a hobby—but didn't have an adding machine to keep count—so sold the whole "she bang!"

Labor Day is 'oer—and DID you see the A. F. of L. Parade? And what did you think of our local Brotherhood's float? Mighty nice eh, what? Have you noticed Ira Junkins' cap—which signifies RED CAP—and did he paint it a vivid RED? Whew! Ira dashed up and said: "If a lady asks for Red Cap No. 5—that's me. . . she asked me what my number was and as I didn't have a number, told her FIVE!"

(Doggone—and we thought SURELY it would have been SEVEN or ELEVEN! Pop Reynold's son is still in Manila—says biz not so good account shortage of leather. Troubles galore too for those wanting reservations on the Clippers. . . back to the good ol' U. S. A. Owen Whitaker calling Shorty Hall "you darn grease termite". . . and Shorty says he resented that last paragraph!

Operator C. E. Barnum visiting with his sister and family as they entertained one of the 18 year old R. A. F. cadets brought out to the U. S. from England. "Barney" says he could have talked to the lad for hours as he was most interesting. "Everything in this country quite different" (Private cars which are owned by all classes here—is something that ONLY the rich or higher classes in England can afford—this before the war). He didn't know how to drive a car and had much to catch up with while in these United States. Many of the film notables of English descent and otherwise have entertained groups or individuals from the R. A. F.—but to one lad, this one, particularly, a family group, a family dinner—in just the average American home was "tops" to him. Lads such as he, destined to be war aces in the future, will carry many pleasant associations and happy thoughts back to their country. "KEEP 'EM FLYING."

DOWN FIFTH STREET WAY: A woman's scream! A rush to the door—(follow the leader style) and people gasping! A man—tired of it all, jumped from the upper floors of the Baltimore Hotel to street below to mark finale to his chapter. ON—moves the crowd. A few remarks—they wend their way. Behind it all IS a story—maybe Ted LeBerthon could do justice to.

WELL—SHALL WE DISH? These are gatherings from a daily commuter on our Santa Ana Line and he has scooped the scope of passengers! "On the whole you'll meet some mighty nice folk—and SOME of the other kind—you'll run into:"

1. Guy who starts a conversation about the weather and winds up boring you to death talking about HIMSELF!
2. The silly—laughing type (usually female) . . . hem!
3. The "pest" that whistles and annoys everyone around him.
4. The "Sour-puss" (This type is ALWAYS complaining about something—the ventilation don't suit them—it's either too hot or too draughty. Cigarette smoke bothers them — ANYTHING TO BE DISAGREEABLE.

"One thing we Do like is the way some people make themselves at home on a bus. One lady removes her shoes after she gets located in her seat. Another long-legged chap puts both knees up against the seat in front of him and folds up like a camp chair. . . but THUMBS DOWN on the fellow from Pico who pulls his knees up under his chin and rests his heels on the upholstery. . . can bet that he doesn't do that at home on his own davenport—he'd probably be run out of the house or off the place." True enough, there is the cheerful side—as was reported just last week. . . "one of the Brea girls got on at Whittier with a carton of doughnuts and passed them around. Next week they plan to have a real party as some witty passenger said he would bring the beer along. . . now if someone would only bring a saxophone or something. . . hem! (Well—we have to take the thorns with the roses—and in the Transportation business—those dimes and nickels make the wheels go'round.)

Praises to Hank Faulkner—as passed along, "Doggone if I don't think HE is one of the smoothest drivers you have." (No, all the good drivers don't work on the Santa Ana line but we'll bet that Hank can hold his own with the best of them).

A DASH OF HUMOR: At Whittier a lady came running like a fire engine down the street to catch the bus. She staggered in—and said (gasping) "I had (puff-puff) to catch—(puff-puff) the bus—this morning and my (puff-puff) husband ran out of gas. (Someone wise-cracked in the bus) "Lady, you should feel lucky—I know a couple of guys who NEVER run out of gas!"

DO YOU LIKE TO READ SIGNS: Shooting down the hiway (at Riverside) "Local Mellons—300 feet" (they sure grow big down that way!) On Highway 101 (south of Painter Ave.) sign reads: "A friendly glass may lead to an unfriendly crash"—add to that a sign in a Carbon Canyon Cafe which tops them (wonder if C. J. Williams had anything to do with this sign?)

How Happy we will be—

When Franco's widow

Tells Joseph Stalin—on his death bed

That Mussolini was assassinated

At Hitler's funeral.

Mrs. Gabber—I've had such a cold I was unable to speak for three whole days.

Mrs. Blabber—Why you poor dear. How you must have suffered.

## - - - GRINS AND CHUCKELS - - -

Son: "Dad, can you tell me where the Pyrenees are?"

Dad: "How should I know? Ask your mother; she's been tidying up."

Judge: "Can't this case be settled out of court?"

Kelly: "Sure. That's what we were trying to do, your honor, when the police interfered."

Husband: "Darling, what has happened? Why have you that plaster over your eye?"

Wife: "Plaster? That's my new hat."

"Waiter, I've been sitting here drinking cocktails for three hours. Bring me something to sober me up."

"Yes, sir. I have your check right here, sir."

"I turned the way I signaled," said the lady indignantly, after the crash.

"I know it," retorted the man. "That's what fooled me."

Two little boys were bragging about their fathers. Finally, little Billy said, "Why, my father is an Eagle, Elk, a Moose and a lion."

"Yeh," said his pal skeptically, "what does it cost to see him?"

Nervous Passenger: "Don't drive so fast around the corners. It frightens me."

Taxi Driver: "Do what I do—shut your eyes when we come to a corner."

Little Mary's father had spanked her. That night when she said her prayers, she concluded with this petition:

"And please don't give daddy any more children. He don't know how to treat those he's got now."

"Gee whizz, am I in a jam!" moaned the young man. I've been telling my girl so many nice things about herself that she's getting conceited. If I stop now she'll think I don't love her any more. If I keep on she'll think she's too good for me!"

"You look all in today, Bill. What's the trouble?"

"Well, I didn't get home until after daylight, and I was just undressing when my wife woke up and said, 'Aren't you getting up pretty early? In order to save an argument I put on my clothes and came down to the office.'"

A parent was bemoaning the enormous cost of keeping his son in college. "Such expenses," he cried, "and worst of all are the languages."

"Languages!" declared his friend. "How's that?"

"Well," said the agonized parent, presenting a statement, "here is an item: 'Scotch—\$100.00'."

"Willie," asked the teacher of the new pupil, "do you know your alphabet?"

"Yes, Miss," answered Willie.

"Well, then," continued the teacher, "What comes after 'A'?"

"All the rest of them," was the triumphant reply.

"Rastus say Pahson Brown done kotch him in Farmer Smith's hen coop."

"M-m, boy! Did Rastus done feel 'shamed'?"

"Nossuh. De pahson am de one to feel 'shamed. He kain't splain how he done kotch Rastus dar."

The mistress of the house heard the bell ring and saw, standing at the open front door, a Chinese hawk-er. Quickly retreating, she called to the maid:

"There's a Chinaman at the door. You go, Ella."

"You go 'ella yourself!" the Chinamen shouted from the doorway.

A census enumerator approached a lounging Negro dandy. He asked and learned the man's name, age, place of residence, then inquired. "What's your business?"

The answer came superciliously. "I owns a hand laundry, I does."

"Where is it located?"

"Dar she comes now!"

"Are you positive that the defendant was drunk?" asked the judge.

"No doubt," growled the officer.

"Why are you so certain?"

"Well," replied the officer, "I saw him put a penny in the patrol box on Fourth Street, then look up at the clock on the Presbyterian Church and shout: 'Gawd, I've lost fourteen pounds!'"

### Message

They were training Mandy in her duties as maid. Upon answering the phone the first day she brought no message but explained: "Twarn't nobody, jes a man says, 'It's a long distance from New York,' and I says, 'Yessir, it certainly is.'"

It was nearly time for the soldier to leave the hospital, but he was too comfortable to want to go. So when the nurse wasn't looking he dipped the thermometer in a cup of hot tea.

Then, later, when the nurse said that he must get ready to move out, he protested. "But I was worse this morning. My temperature was up."

"Yes, I know," she replied gently, "to 130. You're dead. That's why we are moving you."

"Horses and cows live thirty years; They never touch light wines or beers;

Sheep and goats are dead at twenty; They drink no liquor but water a-plenty.

The cats at ten have lost nine lives; Few beasts on water long survive; And birds at five are mostly dead;

They look not on the wine that is red;

Bugs, a few days only stay on earth, For they don't know the cocktail's worth;

But awful, wicked, rum-soaked men, Live on for four-score years and ten."

First Little Boy—I forgot to ask you to my picnic party tomorrow.

Second Little Boy—Too late now; I've prayed for a blizzard.

Hubby—When do we eat?

Wife—There you go again! Don't you ever think of anything except your dinner?

Hubby—Sure I do. Breakfast and lunch!

"Now, you wouldn't put every cent you've got on a horse, would you?"

"No, none of the gamblers will accept a ten-cent bet."

She—What's the rush to get to work? Do you punch the clock at your office?

He—No, but I'd like to.

Howell—Why do they give all these prospective brides "showers?"

Powell—I suppose it is a hint at the storm to come.

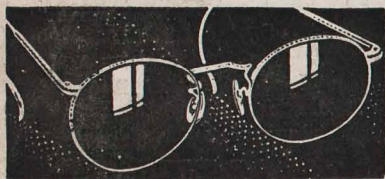
"Waiter, is your corn tender?"

"Very sir, and the sooner you take your foot off the better I'll like it."

Missionary—Now, in Africa there are miles and miles without a single school. Why ought we to save up our pennies?

Jackie—To pay our fare to Africa.





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