

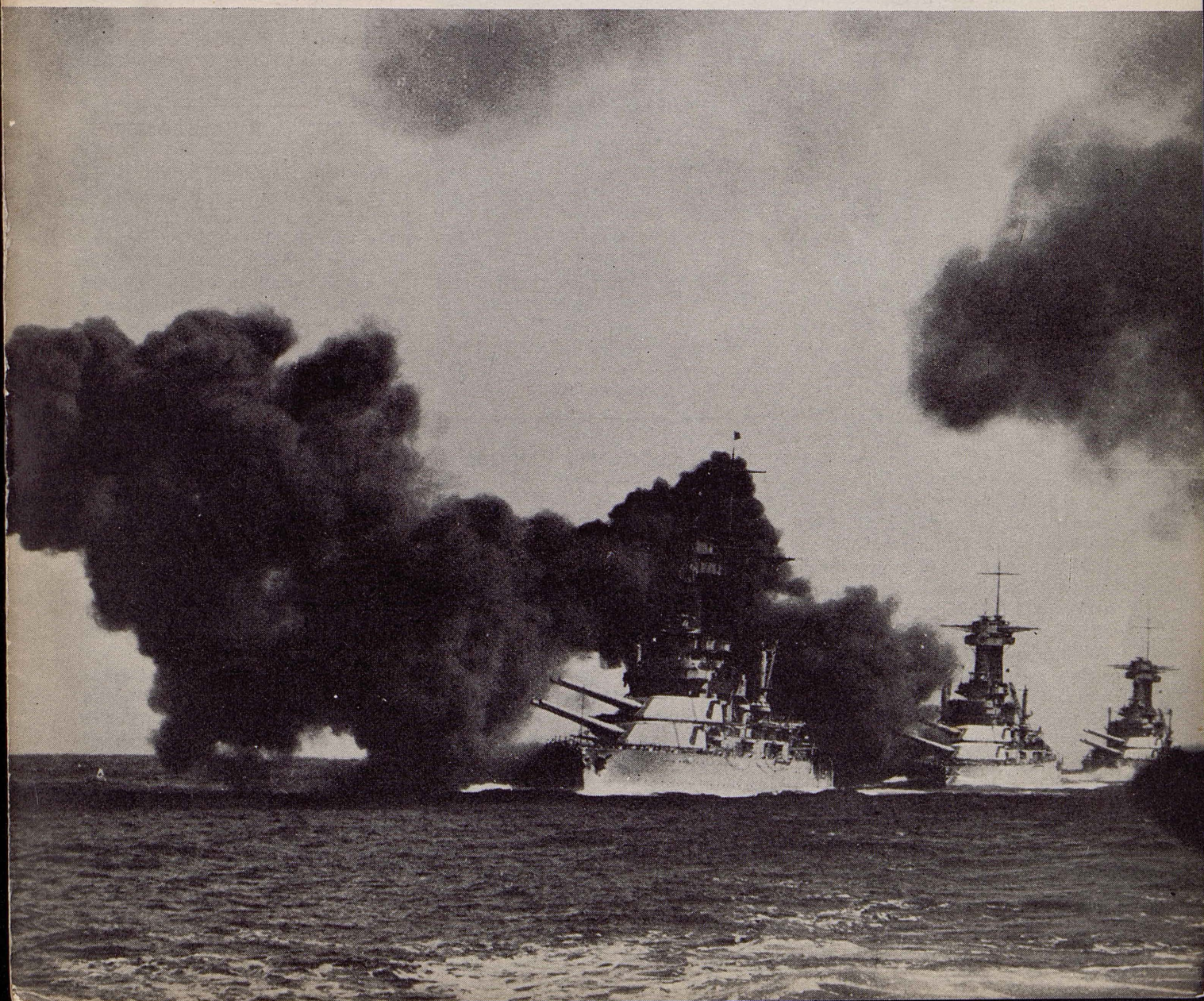
PACIFIC ELECTRIC

*Magazine*

Vol. 18—No. 5



November 10, 1937





**PACIFIC ELECTRIC**  
*Magazine*

Volume 18, No. 5 November 10, 1937

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EACH year we are called upon to pause and consider the pitiful needs of the less fortunate, who, through circumstances beyond their control, must have public aid.

### We Just Can't Fail Them

In our city's toddling days the administration of charity was a simple problem. It was almost general knowledge when a family was in distress, and good neighbors were quick to respond with baskets of food and clothing. Business men soon located a job for some one or more of the distressed family group. Soon the crisis passed.

Now, how different. We are a great metropolitan center. Life has speeded up; it is more complex; more difficult, and in the struggle we move at a pace that isn't conducive to thinking about the "other fellow." We lose the human touch; become self-centered. But we may be thankful that a group of kind-hearted citizens (18,000 strong) cause us yearly to ponder, otherwise in our very midst there would be intense privation and suffering.

While the many Chest agencies do much to relieve the distress of worthy unfortunate adults, its hearty support and existence would be more than justified if its sole merit was the aid and relief given to children.

That these little innocent and helpless ones should come into life and lack food and warmth, be abandoned, or crippled, is one of the saddest tragedies of life. Chest agencies lavish motherly care on thousands of them,

hospitals and doctors do all humanly possible to restore them to health and vigor, corrective homes point the way and lead them in paths of useful and worthy lives.

We just can't fail them!

### Thanksgiving

THE observance of this day, set aside by the founders of our nation, was a beautiful and inspiring thought.

Regardless of our circumstances and station in life, none of us there are but who have something to be grateful and thankful for. Indeed, more than once each year we should pause and return thanks to the Giver of all good.

We should be thankful for life, in this glamorous and inspiring age, even though it be hard and harsh at times.

We should be grateful that we have friends who believe in us; that we have loved ones to whom our homecoming brings comfort and joy, and who, despite our many and manifest shortcomings, still love us, even though we fail to measure to the standard we would like to achieve.

We may be grateful for the success, however limited, we have had; for the memories we treasure; for the opportunity to hope and profit in the day that dawns tomorrow.

For health and happiness, even though they may not be brimful and complete, we should be thankful.

We may be thankful for all the many, many things that, but for God himself, we would not have.

### "... Good for Gander"

A Communist agitator rode into Hyde Park, and after leaning his bicycle against the railing, mounted a soap box and proceeded to address a crowd.

"If your family is hungry," he shouted, "raid a shop and take food for them, and don't care what anybody says. If your wife hasn't got a coat, pick the best fur coat you can see, and ignore the consequences."

After several more minutes in this strain, he dismounted from his soap box, and his next words were:

"Where's the scoundrel who took my bike?"

### IT'S BEEN WISELY SAID:

It is better to wear out than rust out.

\* \* \*

It was wise counsel that I once heard given to a young person: "Always do what you are afraid to do."—Emerson.

\* \* \*

The talent of success is nothing more than doing what you can do well, and doing well whatever you do.—Longfellow.

\* \* \*

Before we can bring happiness to others, we first must be happy ourselves; nor will happiness abide with us unless we confer it on others.—Maeterlinck.

\* \* \*

The men I have seen succeed best in life have always been cheerful and hopeful men, who went about their business with a smile on their faces, and took the changes and chances of this mortal life like men, facing rough and smooth alike as it came.—Chas. Kingsley.

### ABOUT OUR RAILROADS

Based on the safety record of the railroads for the past seven years, a passenger on a train could have ridden more than 2½ billion miles, or continuously for nearly 5,000 years, without meeting death in a train accident.

Due to improvements in safety, a railroad employee's risk of being hurt while at work is now only about one-fourth as great as in 1923.

In the past fourteen years, the number of train accidents involving passenger and freight trains has decreased seventy per cent.

Five times as many trespassers as employees on duty lose their lives in railroad accidents.

Accidents at highway-railroad grade crossings in 1935 took a toll of 1,786 lives, an increase of six per cent compared with the preceding year but reduction of 30 percent compared with the peak year of 1928.

Despite the highway railroad grade crossing elimination program of the Federal Government under the Public Works program, 234,231 crossings remain.

Specialist—"Could you pay for an operation if I thought one was necessary?"

Patient—"Would you find one necessary if I could not pay for it?"

# Our Navy as a Safeguard and Contributor to Local Progress

LATE last month was celebrated Navy Day, which marked the fifteenth day of its kind and the 162nd birthday in commemoration of our navy, harking back to the glamorous days of John Paul Jones. Perhaps it is because the fleet is so close at hand, nevertheless our citizens accept its presence calmly without due knowledge of its expanse and colorfulness, not to mention how materially the presence of the Navy and its personnel contributes so greatly to our economic well-being.

### Incites Pride

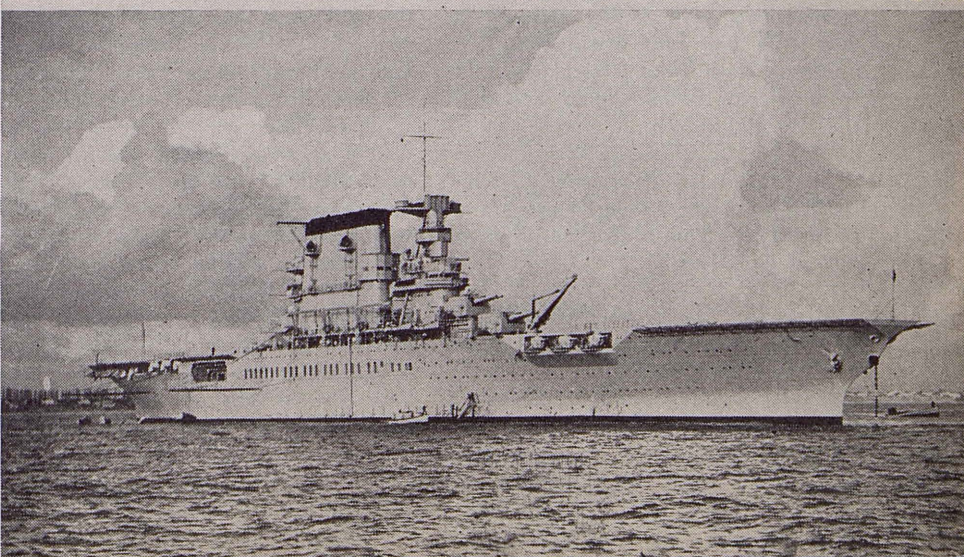
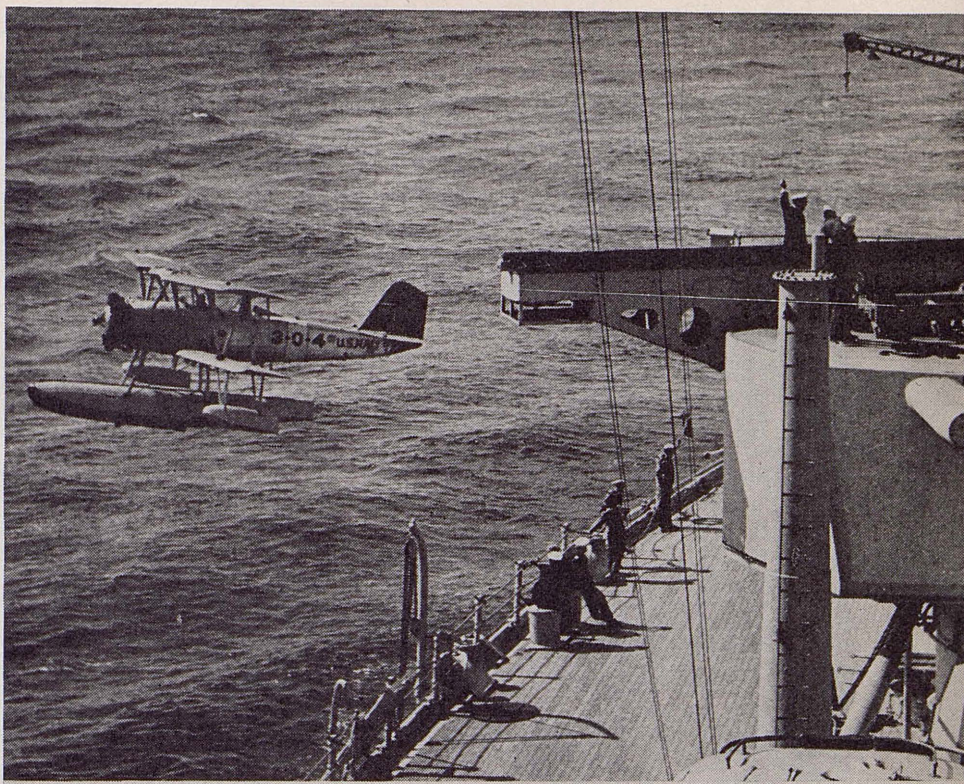
Navy Day is a show day, and one it will be well to resolve now to set aside as a date for next year. It is a sight that never fails to stir the pride and patriotism of any red-blooded American. There is a sense of security, a warning to foreign powers as you proudly view the big guns, torpedoes and other fighting equipment on huge battleships and formidable auxiliary craft. They bespeak our country's first line of defense, a nation pledged to avoid war, but withal ready to care for itself in a world of strife and threatened with aggressiveness.

Today our navy is second to none for the first time in history. It has more fighting craft of all character than ever before. It is now highest in personnel and, while seeking peace at most any cost, is prepared to meet any emergency. More than seventy fighting craft are now under construction; some 1500 planes are con-

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*Our Navy on parade during the last month's Navy Day festivities. Above catapulting bombing plane from warship; lights from war craft in Long Beach harbor, and U. S. Lexington, world's mightiest airplane carrier.*

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tracted for and its personnel strength will soon be 105,000 enlisted men and 6,500 officers. More than 90% of our navy's combat power is located on the western seaboard and a large portion of it in our own, or nearby harbors.

How materially the presence of the Navy's personnel and equipment contributes to local industry may be gleaned from the following facts:

The average Navy personnel of the fleet based here is approximately 25,000 officers and men. This number will be materially increased as the new quota becomes effective.

The average monthly pay roll exceeds \$1,000,000.00, which, as a matter of comparison, is little more than double that of this railway.

Purchases of foods, supplies and incidentals from local merchants approximates \$1,500,000 monthly.

About 2,500 officers and men of the fighting craft maintain permanent homes in the cities of Long Beach and San Pedro.

**Encourages Travel**

Incidentally, this railway enjoys a very considerable volume of travel by reason of the fleet's presence, it be-estimated that more than 150,000 enlisted men yearly travel between the harbor and Los Angeles, and between Long Beach and San Pedro, not to mention the very large annual civilian travel over the entire system to the harbors induced by reason of the naval vessels in local waters.

In fact, one need not wait until Navy Day to thoroughly enjoy a day aboard one or more of Uncle Sam's fighting craft. When the fleet is "home," which is most of the year, visiting days are Saturdays and Sundays of each week and free transportation in navy launches is available either from Long Beach or San Pedro. If you have already enjoyed such a trip you will thrill again to it, and it is one that every visitor to Southern California, particularly those from interior states, should include in their local itinerary.

Absent-minded Professor: "Waiter, half an hour ago I ordered some lamb chops. Have you forgotten them, or have I had them?"

Mistress: "Marie, when you wait on the table tonight for my guests, please don't spill anything."

Maid: "Don't you worry, ma'am; I never talk much."

**Enter 19 More Worthies to Ranks of Retired**

NINETEEN more familiar faces are missing from the ranks, that number of tried and true comrades last month having graduated to the ranks of the retired.

To the many personal expressions of good wishes, the Magazine, speaking in behalf of the employee mass and management, join in congratulations, and express the hope that the years to come will be brimful with happiness and see the fulfillment of many well-earned, but long delayed joys because of circumstances and demands of modern life. Your many good friends within the ranks will be happy to see you, often.

The names, departments employed, occupations and years of the October group of retired follow:

Name	Department	Occupation	Years of Service
Samuel H. Anderson	Mechanical	Supt. of Equip. ....	44
Philip Hedrick	Mechanical	Car Repairer .....	16
John Childs	Mechanical	Foreman .....	32
Robert H. Wilson	Mechanical	Elec. Mach. ....	30
Jack McEwing	Mechanical	Foreman .....	31
Ada Arthur	Mechanical	Mach. Operator .....	19
Clarence B. Reynolds	Mechanical	Arm. Winder .....	31
James E. Leake	Engineering	Leader .....	32
Robert Gilchrist	Engineering	Sub.Sta. Opr. ....	31
Robert E. Griffith	Engineering	Towerman .....	26
Wm. E. Booth	Transportation	Term. Foreman .....	27
T. J. Hardy	Transportation	Conductor .....	20
N. P. Cooper	Transportation	Conductor .....	28
C. R. Rose	Transportation	Trolleyman .....	34
S. B. Stevens	Transportation	Switchtender .....	14
S. D. Jones	Transportation	Switchtender .....	14
R. A. Gemmill	Transportation	Switchtended .....	20
E. T. Battey	Transportation	Agent .....	28
G. E. Mesecar	Transportation	Agent .....	30

**Track Forces are Busy on Many Rail Improvements**

TRACK forces have recently installed several industry spur tracks and highway crossings in addition to the re-construction and re-arrangement of tracks at various points on the system.

The Johns-Mansville Corporation is constructing the first of a proposed five-unit plant near Bangle Station on our San Pedro via Dominguez Line and has requested spur track facilities to serve its plant. Construction of track is under way to serve this industry at an estimated cost of more than \$18,000.00 to the railway. The new plant, located approximately half way between present stops at Bangle and Watson, will be known as Transite Station. Transite is a well-known building material, a product of this Corporation.

We are completing the re-location and construction of additional spur trackage to serve the Shell Oil Com-

pany at 22nd and Long Beach Avenue. This Company is constructing new facilities at this point to permit the consolidation of their 55th Street and Long Beach Avenue plant and one located at Daly Street on Southern Pacific rails in the north end of Los Angeles.

Highway crossing has recently been installed at Rosemead Boulevard, a major highway over our Alhambra-San Gabriel Line. Fremont Avenue crossing over our Covina Line has also been completed, this street is being improved by the City of Alhambra and has re-constructed crossing to conform to the improvements of the balance of the street. Two new crossings have been installed on the Sawtelle Line; one at Fox Hills Studio, and the other at Overland Avenue. These two crossings are in connection with the improvements of Santa Monica Boulevard which parallels and adjoins our tracks on the north and south.

A portion of the private right of way on Venice Boulevard between

Arlington and 6th Avenue has been re-constructed with a No. 128 grooved girder rail and has been paved in for highway use. When 16th Street, now Venice Boulevard, was opened many years ago, our company retained a curbed in right-of-way from Arlington to 6th Avenue. On account of the short distance and the fact that all street crossings are open, this right-of-way has had very little value from an operating standpoint. The curbed in section has created a hazard to vehicular traffic, as well as in interference to our operations. Tracks to the west of the open tracks are paved in on Venice Boulevard and vehicles in following trains around curve would often run into open track. In order to improve this condition for rail and highway movements, easement for street purposes was granted the City and work has just been completed.

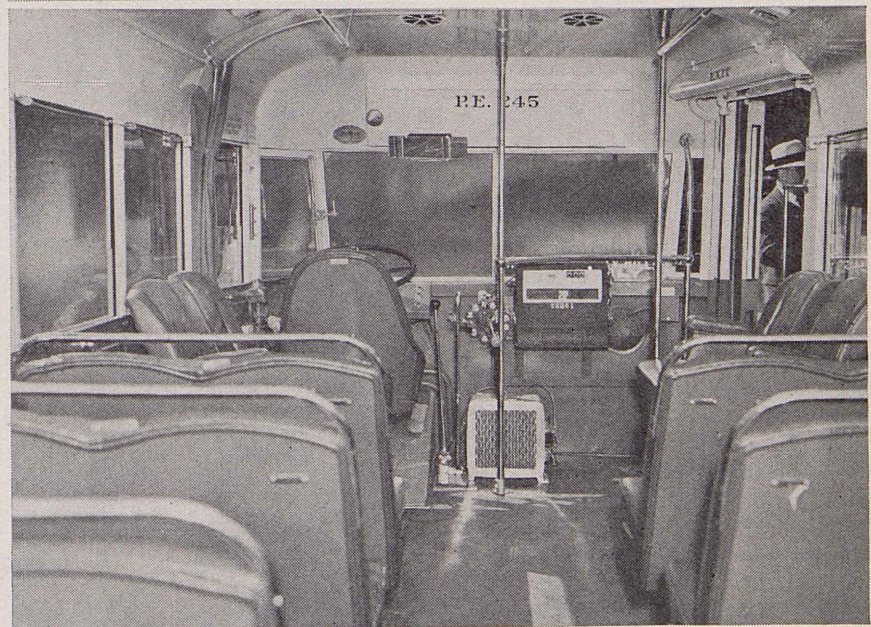
Due to the heavy traffic on Venice Boulevard, between Figueroa and Flower Streets, section forces are working day and night shifts to hurry the completion of reconstruction and paving work at this location.

The U. S. Government, in connection with the Los Angeles County Flood Control District, is deepening, widening and improving Ballona Creek flood control channel which crosses our Del Rey Redondo line near Alla Station. The cost to retain tracks at present location across channel would be excessive, due to the length of bridge and extensive construction necessary account of Government requirements for a clear channel. As a result of a joint study by railroad and Government engineers, a proposed re-alignment of the railway, which requires a shorter crossing of the channel by a single-track bridge, has been worked out and is now under construction at an estimated gross cost of more than \$42,000.00.

The work on Sunset and Hollywood Boulevards, between Fountain and Vermont Avenue, Hollywood Line, is nearing completion. Work consisted of the shifting of tracks from 14 to 13 foot centers, replacing Tee rail with grooved-girder rail, installing drain tile and 7-inch asphaltic concrete pavement. This is one of the largest reconstruction jobs Track Department has had for some years.

—J. R. Schaeffe.

## Fifteen New Coaches Added to Service



One of the ten new 25-passenger Twin coaches recently put in service on Western district coach lines. Five new 31-passenger units are also receiving the plaudits of patrons. The group of fifteen represent an outlay of about \$130,000.

GIVING to Western District patrons of several motor coach lines the best in modern coach design, fifteen new units are now serving riders of that district. Assigned to the West Hollywood terminal, ten of the new coaches are of 25 passenger and five of 31 passenger capacity.

They are being used on the following lines: Ventura Blvd., Hollywood-North Hollywood, Beverly Blvd., and the Hollywood-Beverly Hills-University line.

Representing an investment of about \$130,000, and manufactured by the

Twin Coach Company of Kent, Ohio, the added equipment is of the streamline, so-called pusher type, equipped with six-cylinder Hercules engine, located in separate insulated compartment in rear. It is said that this construction provides complete elimination of heat, gases and noise from passenger compartment.

Seats of the coaches are of deep sponge rubber, with leather-covered cushions.

Lighting is provided by new "Luminator" type lamps, which concentrates light sufficiently for reading, yet gives



as we skirmish randomly through, as follows:

#### Career Outstanding

"Horace was born on a farm in Illinois where he spent his boyhood in the early seventies. Later with his father he was in the Army Transport Service in the old Oklahoma and Indian territories. He came to the Pacific Coast in one of the old railroad rate wars, most of the way being unable to obtain a seat. In Seattle he worked on the construction and later in operation of the first American electric railway. He came to Pasadena to work on construction of the Mt. Lowe Electric Railway in 1892, and then connected with predecessor companies that subsequently were merged with this company.

"Some of you will recall that Mr. Anderson was our horse buyer. I don't think that any horse, either for the old tower wagons or for use at Mt. Lowe, was ever purchased without first securing his Okeh on the animal. He also was an expert on hay and grain, and no one ever fooled him on a wagon.

"There are others better qualified to tell of Mr. Anderson's remarkable achievements in the electrical, automotive and mechanical fields, but in my travels on various eastern trips with him I can report that he is held in high regard. I have seen prominent electrical and automobile manufacturers not only seek his advice and counsel, but act upon it."

Most complimentary, apt and inspiring were Mr. Thornburn's concluding remarks:

"What a wonderful thing it would be if we of today, who enjoy the very many modern advantages, which by time and circumstance were denied our friend, would utilize those advantages to the extent that Mr. Anderson utilized his few and limited ones, thereby achieving a proportional success in our own endeavors."

"Is your watch going?" said she, stifling a yawn.

"Yes," he replied.

"How soon?"

"You must be pretty strong," said Willie, aged six, to the pretty young widow who had come to call on his mother.

"Strong? What makes you think so?"

"Daddy said you can wrap any man in town around your little finger."

## Vaudeville Show

WHAT promises to be a most entertaining evening is scheduled for the P. E. Club theatre on Friday, Nov. 12th.

A vaudeville show, sponsored by Eugene Biscailuz, Sheriff of Los Angeles county, in co-operation with the P. E. Rod & Gun Club, is to be staged. Details of all the acts were not available as the Magazine went to press, but we are assured of a high class two-hour show in which there will be several acts of screen and radio artists, the Lincoln High School Harmonica Band, topped with an exhibition by the Sheriff's Pistol Team.

Admission is free and it is desired to fill the theatre to capacity. The show starts at 8:00 p. m.

## FALL "SHOW" AT P. E. CAMP

Nature is now putting on its "fall show" in the mountains, and each week Nature lovers are going up in ever-increasing numbers to enjoy it.

The foliage of the dogwood, oak and other trees and shrubs is beginning to show the effect of the crisp nights and the canyons and mountain sides are a riot of color. A real show, but it will not last long, so why not go to the Camp for a week-end right away? Rates are surprisingly low and it will be a change for the whole family.

The Halloween party is over, and our next big event will be the Thanksgiving dinner, Thursday, Nov. 25th, so make your plans now to be with us. This will be a real honest-to-goodness Thanksgiving dinner. We have ordered snow for that day just to give you an added thrill.

There will be a party in the Social Hall on Wednesday night, dancing, games, etc., and we are going to make every effort to give everybody a good time. Come Wednesday evening and stay all day Thursday. The Bungalows are heated and there will be a roaring fire in the Social Hall fire place all during your stay.

For this occasion it will be necessary to make reservations in advance, both for the dinner and for housing accommodations. This should

be done through the P. E. Club at Los Angeles.

On the week-end of Oct. 16th and 17th we entertained Mr. Mee, Mr. Billhardt and a group of their Rotarian friends from San Pedro. A banquet was served to the group on Saturday evening and Mrs. Barton received many compliments on the delicious dinner she prepared for them. But, "they aint seen nothing yet"; wait until Thanksgiving.

On the week-end of Oct. 23rd and 24th we entertained Mr. S. A. Bishop and a party of L. A. Ry. Claim Dept. employees. The group served a barbecue lunch at noon on Sunday and all enjoyed the affair to the fullest extent.

Here is a story that's a honey. Supt. Barton and his assistant woodsman, Chas. Sweetwood, are engaged in getting in the winter wood, and while reconnoitering among the lofty pines for a tree that would be easy prey, they found a dead one that stood in just the right place, near the road. It was a big one, but promised much in the way of wood, and it was wood they were after.

The old cross cut saw was humming merrily through the immense tree, some five feet in diameter and a hundred feet high, when suddenly an inquisitive bee put in an appearance to see why all the "goings on."

A honey bee, no foolin'! Well "Stu" had always hoped that some day he would be able to keep a bee, so ways and means for his capture were worked out, finally the tree came to the ground, crashing through the other trees with a roar that could be heard for miles, and then the fun began. Bees poured out of the tree by the millions, and were they mad. The two brave woodsmen took to their heels, hopped into their truck, and according to the natives, made the quickest exit from that batch of tall timber that had ever been made before, by man or bee.

The next day they gathered reinforcements, men who knew their bees. There was honey in that tree and they vowed to get it, bees or no bees. When they stole up to the tree things had quieted down, the bees were holding an indignation meeting, so Stu and Chet sat in on it and found that during the night some low-life had cut a slab out of the tree at exactly the right spot and absconded with 50 lbs. of fine mountain honey.

I have only the woodsmen's word for the exact quantity.

So, hot biscuits and honey will not be on the menu at the Camp this winter. Stu's dream about keeping a bee will not be realized, and the bee's still have possession of the tree.

H. E. De Nyse, Manager  
Pacific Electric Camp.

#### ANOTHER LAUDS HOSPITAL

The best way to judge the work being done by our Hospital Department is to get information first-hand from employees who have recently returned from a stay at the California Lutheran. Cyril Wild, Conductor of the Southern District, is such an employee and so well pleased was he that he made a special trip to the Magazine office "so that everyone may know," as he put it. Said Mr. Wild:

"I spent two months in the Hospital under Dr. Weber and his staff and it would have been humanly impossible for me to have had better care. I was stricken with a baffling and complicated ailment that threatened to make me a life-long cripple. I was restored to 100 per cent good health. An ambulance called for me at my home beyond Santa Ana within three hours and took me to the local hospital headquarters and during my entire stay I received the best that medical science could provide. I will never forget, nor cease to be grateful, and I am 'gunning' for the next person I hear say anything but good about our medical staff."

#### MORE BOOKS FOR LIBRARY

Appreciation is expressed to Miss Clara Bell Templeton, recently retired head of the Conductor's Accounts Bureau, and F. J. Oriva, Conductor, Southern District, for their kind thoughtfulness in donation by each of 20 books to the P. E. Club Library. Of excellent quality and by well-known authors their gifts will add many happy hours of pleasing and instructive reading to hundreds of users of the library for years to come.

Many of the newer employees should know that we have a well-stocked library, thanks to frequent gifts, always acceptable, that they may borrow on the same plan as in a public library.

Teacher—"My goodness, Willie! How did you get such dirty hands?"  
Willie—"Washin' my face."

## Our New Mechanical Chief



F. E. Geibel.

**S**UCCESSING S. H. Anderson, whose retirement is treated elsewhere in this issue of the Magazine, an official announcement late last month informed of the appointment of F. E. Geibel as Superintendent of Equipment, effective as of November 1st, last.

A capable engineer, Mr. Geibel's appointment was received warmly, both because of his known fitness and by reason of the high esteem he has earned among many within the ranks.

A Southern gentleman, from Alabama if you please, our new shop Chief's post came, as is usually the case, the difficult way and probably the most aggravating obstacle was his task of obtaining his course in college. In modest circumstances, the family exchequer didn't permit of his unbroken attendance at the Alabama Polytechnic College from which he graduated in Electrical Engineering. Before, and to enable him to do so he had to earn his financial way, which he did through initial employment as Seal Clerk with the Central of Georgia, later graduating to Rate Clerk before leaving to finish college.

#### His Path Enroute

Upon graduation he entered Test Department of General Electric Company, Schenectady, N. Y., in July, 1906. After some special work in the Power and Mining Engineering Department of General Electric Company, Mr. Geibel joined an engineering firm in Chattanooga, Tenn. With

the call of the west he entered service of the Southern Pacific Company in 1908 in Electrical Engineer's office in San Francisco on the work of electrifying the Oakland, Alameda, and Berkeley East Bay Suburban Lines. In 1914 he was appointed Assistant Electrical Engineer of Southern Pacific Company at San Francisco. He moved to Southern California in January, 1921, and after a short service with Pacific Fruit Express on electrification of steam ice plants in the Los Angeles area, was employed as special engineer with Railroad Commission of California.

He entered the service of the Company January, 1922, as Special Engineer in the office of Mr. Pontius, then Vice President and General Manager, and was chosen Assistant Superintendent of Equipment, November 1, 1922. For the past several years Mr. Geibel prior to his recent appointment, has been Asst. Supt. of Equipment.

The new appointee has always taken an active part in social and other activities outside his line of duty. He has served with distinction as President of the P. E. Club and aided in forming the Women's Club and sponsoring the educational program. President of the P. E. Masonic Club was another of his side-line activities.

#### PICNIC GIVEN TO RETIRED

Combining a picnic lunch outing in honor of three retiring comrades, substation forces held another celebration in Bixby Park, Long Beach, early this month.

Those honored were C. L. Mann of the Long Beach substation; J. L. Leake, Leader, Automatic Substations, and R. Gilchrist of the Los Patos station, who retired after 27, 32 and 31 years of valiant service, respectively.

A large group of operators, their families and several electrical department officials enjoyed a basket luncheon and the opportunity of jointly wishing much and lasting joy to their esteemed retiring friends.

Registrar: "Have you been married before, madam? And if so, to whom?"

Film Star: "What's the big idea? Memory test?"

"That means fight where I come from!"

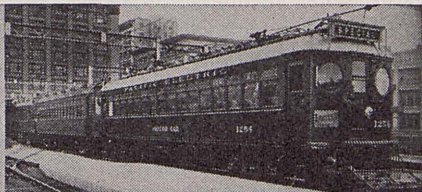
"Well, why don't you fight then?"

"'Cause I ain't where I come from."





# SAFETY NEWS



## A Practical Solution of Accident Problem

You, Mr. Platform Man and Coach Operator, are Keys to Protection of Human Life Entrusted to You

RECENTLY we read in the newspaper an account of an accident occurring back east involving a fast moving train and a loaded school bus. Nine children were killed and a number of others injured. These school children had been placed in the care of the driver or operator of this bus—to carry them safely to their destination. What a stigma on the conscience of the one whose carelessness, or thoughtlessness resulted in such a calamity! Proper heed would have avoided it.

What is the value of a human life, or the cost of human suffering? What is the price of carelessness? Who can say? Yet any person involved in an accident knows his or her responsibility for the result. A life snuffed out, or a cruelly mangled body is mute evidence of someone's thoughtlessness or carelessness.

Those of us who are daily impressed with these facts should so apply this knowledge that no one is harmed. Employees on the platform are trained to avoid carelessness and to guard against the careless driver, or pedestrian, whose only thoughts may be fixed on where he may be going. A lifetime of regret may follow our failure to safeguard him.

### Plan for Unexpected

And the best way to give our efforts to that end is to "tend to our knitting" and thrust out of our minds everything but the idea of operating the train with such alertness that we can act on the second should a pedestrian or motorist appear suddenly in front of us, and thereby possibly avoiding an accident which results in death of, or distress and suffering by the unfortunate victims.

The Operator of a motor coach is the key man in the problem of safety

and should realize his responsibility. Once he rolls a coach out of the terminal the lives and safety of the passengers are right in his lap. Living up to all speed restrictions and operating rules and with the mind a hundred percent occupied on the safe operation of his coach, will avoid accidents. The fact that an automobile driver, or road hog, cuts you off does not excuse you, it being up to you to anticipate anything the irresponsible element along the road may do. When you do have a crash it is not a question of who is right or who is wrong; you, the operator, shouldn't have a crash. You know your routes and the possible danger points on them. Don't take chances with them, as you cannot afford to try anything, even once, that permits a hazard.

### Habits

HABIT plays a most important part in our safety program.

What a person does at any instant and under given conditions is determined largely by his habits, plus, of course, the environment in which he finds himself.

An old adage tells all of us are made up of a bundle of habits. This includes our habits relating to safety and danger. The fact that habits are built up slowly and are extremely persistent when once formed is encouraging, if the habits are good, and discouraging if the habits are bad. And the habit of taking chances is one of the worst of all.

Again we say, the motor coach Operator is the key man in safety, weaving in and out of traffic, over countless intersecting streets, depending on a vigilant alertness to avoid disaster, death and damage.

Statistics show that throughout the United States the total number of traffic accidents, involving deaths and personal injuries, soared to 864,800 during the year 1936. Motor vehicle deaths during that year rose to a new high, climbing nearly two per cent to an estimated total of 36,800, while injuries vaulted to 967,840, a point just short of the million mark. Included in the above there were 14,700 such accidents involving railroad trains and street cars, resulting in death to 2,100 persons and injuries to 18,390 others.

### Didn't Just Happen

None of the above accidents just happened. There was responsibility, and the name was — Carelessness. Death and injury it left in its wake, to say nothing of the devastating property damage.

Let's take a look at our own record so far for 1937. During the first nine months we have had a total of 78 accidents involving pedestrians, two less than during the same period of 1936. We have registered a total of 1,520 vehicular accidents, an increase of 201, or fifteen percent over the first nine months of 1936. Many of these mishaps were avoidable and could have and would have been avoided had our platform men used diligent alertness.

We should so control our own activities that we may not through our carelessness or negligence contribute to human suffering or property loss. We should strive to eliminate any careless or unsafe practices which might result in an interference with an automobile or a pedestrian.

Much of our operation is along city streets in the midst of heavy traffic. Every intersection should be considered a danger point and extreme care should be the rule in order to avoid

trouble. Even where the intersection is controlled by traffic signals, careless auto drivers frequently run the signals and only by having cars and trains under absolute control may an accident be avoided.

We are now within the season when heavy fogs are prevalent, and are nearing the time when light rains may be expected. The rails and pavement become slick resulting in sliding wheels and skidding automobiles. This condition may be met only through exceptional care on the part of all concerned. The careful Motorman will apply his brake far enough ahead to make an easy stop and with particular care that wheels do not lock.

In high speed territory special attention should be given to adequate sounding of whistle approaching all grade crossings, spacing the successive blasts so that the last blast will end when the train is at the crossing. The reason for this is obvious when we consider that an automobile on a highway may be moving at the rate of forty miles per hour or more and at such speed will cover a distance of 587 feet in ten seconds. At this distance, allowing for the probability of a closed car being involved, it is more than likely that the whistle might not be heard; nor until the automobile reaches a point dangerously close to the track.

Operations over many of the heavily traveled highways are covered by speed restrictions, and such restrictions should be strictly complied with. The question of making up time or maintaining schedule cannot be accepted as valid excuses for violation of speed restrictions, or any other safety rules.

**HINTS ON PROPER COASTING**

A service well performed is a source of considerable satisfaction, not only to the individual employees immediately concerned, but to the patrons of the company, as well as the management.

The Motorman who maintains a good coasting record by carefully observing the simple rules of economical operation should certainly derive considerable satisfaction in knowing that his best efforts have been exerted in efficiently performing his work.

The cost of power is one of the most expensive items in electric railway operation, therefore, any waste-

ful use of electricity must be avoided. Power should be released by returning the controller handle to the "off" position and allowing the car to coast for at least brief intervals before brake application. This saves electrical energy, as well as brakes and wheels. These intervals of coasting should never be made long enough to interfere with safety or with the maintenance of schedule, but should otherwise be as long as possible.

As much time as possible should be saved on every run by proper acceleration, proper braking, and by making stops as short as practical. Then as much coasting should be done as the schedule will permit.

Electrical energy should be saved: By coasting behind a leading car or train, instead of using power until brakes have to be applied sharply for safety.

By coasting up to and around curves, instead of using power until the last second with a succeeding hard application of brakes.

By coasting down grade. By coasting for short intervals before brake applications for all stops and slow downs.

Repeated throwing on and off of power and brakes in order to "nose" a car along a few feet at a time, wastes electrical energy, is injurious to equipment and should be avoided except to such an extent as may be necessary to hold a position in dense traffic.

**Classification of September, 1937 Accidents**

**TRAIN SERVICE ACCIDENTS DURING SEPTEMBER, 1937  
COMPARED WITH SEPTEMBER, 1936**

CLASSIFICATION:	SYSTEM		Increase or Decrease		Percentage
	1936	1937			
<b>Collisions:</b>					
1. With Pedestrians.....	1	7	6 Dec.	85.7%	
2. At Railroad Crossings (Other than Company's)....	0	0	Same	.....	
3. Between Cars of Company.....	2	2	Same	.....	
4. With Vehicles and Animals.....	106	127	21 Dec.	16.5%	
5. Derailments.....	6	8	2 Dec.	25.0%	
6. Equipment.....	3	1	2 Inc.	200.0%	
7. Boarding Cars.....	6	4	2 Inc.	50.0%	
8. Injuries on Cars (Not in Collision).....	19	14	5 Inc.	35.7%	
9. Alighting from Cars.....	18	19	1 Dec.	5.3%	
10. Falling from Cars (Not purposely Alighting).....	0	0	Same	.....	
11. Doors, Gates and Guard Rails.....	5	8	3 Dec.	37.5%	
12. Ejectments and Disturbances.....	2	1	1 Inc.	100.0%	
13. Miscellaneous.....	3	3	Same	.....	
14. Total.....	171	194	23 Dec.	11.9%	
15. Employees.....	5	6	1 Dec.	16.7%	
16. Total Car Accidents.....	176	200	24 Dec.	12.0%	
17. Motor Coach Accidents.....	21	23	2 Dec.	8.7%	
18. Total Passenger Accidents.....	197	223	26 Dec.	11.7%	
19. Freight Accidents.....	6	20	14 Dec.	70.0%	
20. Total All Accidents.....	203	243	40 Dec.	16.5%	
			40 Dec.		
			16.5%		

**SAFETY ADVISORY COMMITTEE  
APPOINTED FOR NOVEMBER**

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, November 26, 1937, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10 a.m.

Following are the members selected to serve on this committee for the month of November:

- Northern District
- D. M. Durkee ..... Pasadena
- W. W. Wherry ..... Macy Street
- Paul Dusserre ..... San Bernardino
- Southern District
- F. S. Cooke ..... Los Angeles
- A. G. Hotzell ..... Long Beach
- E. H. Combs ..... Butte Street
- Western District
- E. W. Daniger .... West Hollywood
- G. D. Burnett .... Subway Terminal
- W. Goldman ..... Ocean Park
- C. C. Carney ..... Glendale

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 both of interest to you and of educational value.

Remember, "Safety Thoughts Promote Safety."

Smith: "I wear the trousers in my home."

Friend: "Yeah, but right after supper I notice you wear an apron over them."

### SAFE METHODS OF HANDLING TROLLEY DEWIREMENTS

During the past year there have been several occurrences where trains have run into broken span wires. These serious hazards to Motormen, as well as passengers, should be avoided, and all should appreciate his obligation to protect against such possibilities to the fullest extent within his control.

Outstanding instructions provide that when a trolley jumps from the wire the Motorman must bring his train to a stop, except at dangerous places, such as on curves and trestles where train may be allowed to coast out of the danger zone, provided trolley pole is not striking overhead lines. Motorman must in no case apply power after trolley has come off until proceed signal is given by the Conductor. It is the Conductor's duty when a trolley leaves the wire to promptly pull the pole down clear of any overhead.

Conductor and Motorman must see to it that the trolley signal on all cars is turned on while train is in service. In the event of there being any obstruction to passing trains, Trainmen must stop and remove same

and in the case of any broken trolley wire or cross span wire hanging down in such a way as to strike passing cars Trainmen must stop and, by the use of the trolley pick up device and rope furnished for that purpose, fasten any broken wires in such a way as to clear passing cars. Trainmen must, however, first satisfy themselves that this can be done safely and in no event should an attempt be made to pick up any high voltage wires which have fallen on the tracks or right-of-way. In such cases Dispatcher should be notified and high voltage wires should not be disturbed without special instructions to that effect. Also Trainmen must prevent public from coming in contact with such wires.

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."

"I think I'll go downstairs and send Nancy's young man home."

"Now, Elmer, remember the way we used to court."

"I hadn't thought of that. I know darned well I'd better go down and send him home."

### FENDER HANDLING HAZARDS

During the past month the Accident Prevention Committee has studied the possibilities of eliminating hazard of injuries to Trainmen and damage to equipment which have frequently resulted from careless handling of car fenders.

This operating feature is brought to attention of all concerned with the suggestion that Trainmen should use great care in raising and lowering of fenders, and when practical Trainmen should assist each other in the handling of fenders.

A fractured chain link, due to dropping or careless lowering of a fender, carries with it possibility of a serious hazard being created during operations, and avoiding striking fenders together when storing cars at storage points may also overcome damage to the fender mechanism, as well as possibility of breakage.

During the past months there have been instances where Trainmen have injured themselves in the handling of fenders, which could have been avoided had they made sure of a firm footing before attempting to raise or lower fenders.

## Putting Some Questions to the Man in the Mirror

THE employee shown in the illustration has finally decided that, after all, HE IS THE ONE UPON WHOM HE MUST DEPEND FOR HIS OWN SAFETY.

How about trying this test on yourself?

Stand in front of your own mirror and have a chat with the fellow you see there, asking him a few personal questions about like the following:

1—Do you honestly try to prevent accidents to yourself and others?

2—Do you study the rules and exert your best efforts to observe them?

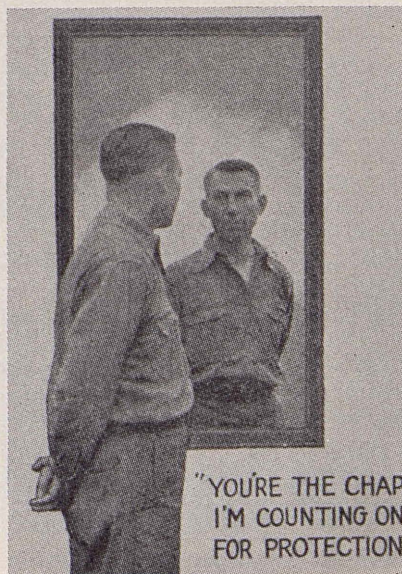
3—Do you inspect tools and equipment before using them?

4—Are you as safe a man when the Boss is not around as you are when he is watching you?

5—Do you keep footways around your work clean and orderly?

6—Do you ALWAYS LOOK BOTH WAYS before fouling any track?

7—When necessary to keep from falling are you sure of a FIRM GRIP and a SAFE FOOTHOLD?



Ask these questions, remembering that the man you see in the mirror is your own personal Safety Supervisor.

It is HIS duty to protect YOU and others from accidents, and if HE does a good job of it, YOUR life, YOUR

job and future success are reasonably secure.

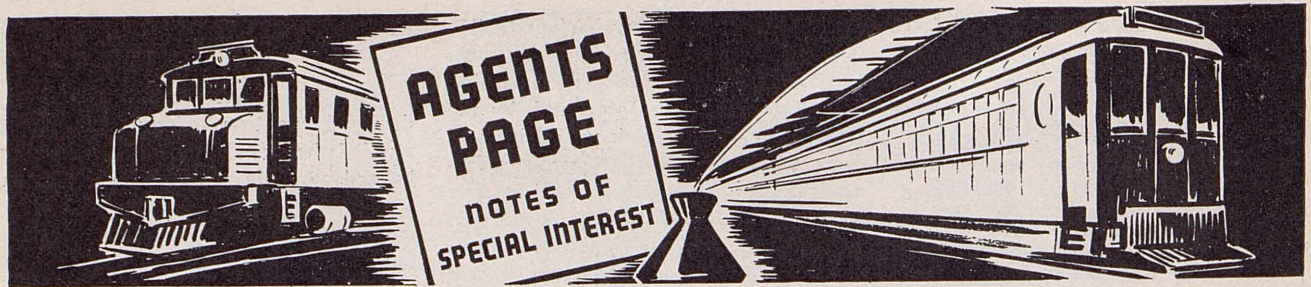
If the fellow in the mirror stacks up on the right side, then you are looking into the face of a desirable employee a good citizen perhaps a good father and a dependable friend.

You might say to the man in the mirror, "O.K., Buddy, we will travel the course together have a good time in the right way; we will live as long as we can; we will respect and protect the rights of others. We will be good friends as long as we live."

Then, remember that it is YOUR JOB to see that HE FILLS HIS PART OF THE BARGAIN.

From your past acquaintance with the man in the mirror, knowing his failings as you do, are YOU willing to trust your Life and your job in HIS keeping?

Do you think HE has been pretty smart in getting by with bad practices in the past, or do you think that in failing to do his work safely that he is a poor kind of friend to yourself and your family?



## Freight Claims and Their Segregation

Various Types of Loss and Damage Claims Explained and Suggestions Welcomed to Curtail and Reduce

F. F. Willey, Asst. to Frt. Traffic Mgr.

IT WILL probably be of interest to a great many of our employees to learn the number of the different types of loss and damage claims handled during the course of a year, and which were referred to in a recent article. During the year ending Sept. 30th, 1937, we received in this office approximately 4200 loss and damage claims and which were classified as follows:

Concealed .....	2000
Located .....	900
Pilferage .....	4
Rough handling .....	10
Shortage .....	50
Unlocated .....	1236

"Concealed" claims cover that class where freight arrives and is delivered to the consignee at destination and breakage or damage is not discovered until the consignee unpacks the case or uncrates the commodity, as the case may be.

Those claims placed in the classification of "located" refers to claims where the damage can be detected and the place at which the damage occurred can generally be located, and therefore it fixes the responsibility at one point.

"Pilferage" claims are those resulting from theft of a package or portion of a shipment.

"Rough handling" indicates that the damage noted at destination is definitely chargeable to rough handling in that, let us assume, a car of furniture leaves an eastern point, is inspected before the doors are closed, all bracing and blocking is of sufficient weight and properly placed to stand an ordinary journey, and upon arrival at destination it is found that some of the bracing is broken, or that the blocks have been pulled loose and the load is generally disarranged. That condition indicates definitely

that the car was roughly handled. It may have been due to a wreck, derailment or something of that nature, and it is this type of claim that all carriers are continually watching in an effort to develop at what points the rough handling is more prevalent. The fact that only 10 claims appear under this heading is not necessarily an indication that there was no other rough handling as some of the claims appearing under the "concealed" heading and under the unlocated heading may have been due to rough handling, but it is impossible to place definitely the responsibility.

"Shortage" probably needs no explanation. However, it covers claims in which there is definitely a shortage, which is caused at times by a portion of the shipment going astray or possibly a portion of the shipment, particularly liquids, becomes so damaged at some point that it is unsafe to further transport the leaking package. It is possible that some of the shortages should be placed under the heading of pilferage; however, unless we know definitely that there was pilferage they are placed under the general heading of shortage.

Unlocated means just what it says. The damage may be visible but it is impossible to assign any cause to the damage, and of course, since no cause can be assigned no location can be definitely used, consequently the claims are placed under the unlocated heading.

Freight Claim Departments of all lines are continually striving to reduce claim payments by the railroads, and we of the Claim Department always welcome any suggestion from employees which might assist us in our Freight Claim Prevention work, so do not hesitate to give us any suggestion which may occur to you.

## NUMEROUS AGENCY CHANGES

On October 1st, E. T. Battey was retired from the Santa Ana agency after more than 30 years service, and G. E. Mesecar retired from Sierra Madre agency after nearly 23 years service. Also, at the latter part of September M. E. Gilbert, Agent Upland and B. H. Sutton, Agent, Gardena, left our service.

These four Agencies have been bid in as follows: Santa Ana by H. E. Foskett, formerly Agent at Compton; Sierra Madre by Leo A. Vincent, former Asst. Agent at Wingfoot, Upland by H. M. Wright, former Agent at Alta Loma, and Gardena by J. A. Cole, former Asst. Agent at Torrance.

Among the clerical forces we find Sam Tellechea the successful bidder on the Teller-Delivery Order Assignment at L. A. Freight, vacated last month when Cy Albright bid in the General Clerk's Assignment, held by Jake Anderson, before his promotion to Accountant. Everett Cook, an ambitious youth who used his off time while holding down a truckers job to learn something about yard work, was rewarded by being able to bid in a Yard Clerk's vacancy at Butte Street. Dick Sandell, Cashier, Hollywood, was successful bidder on the Ticket job at Riverside, vacated by R. C. Corey, and R. H. McLaughlin, Clerk-warehouseman at Torrance, drew a similar assignment at Compton with more pay, and yes, more exercise, too.

Bill Cunningham, whose Clerical job at Arlington was erased Oct. 1st, was awarded the new Clerk-warehouseman's assignment at Monrovia.

The ink on E. J. Woodside's old job at Santa Ana and Orange seems to have faded out too, so he bumped in at Fullerton, chasing J. W. Stewart to Hollywood on temporary assignment.

Vaughan Black and Joe Malhiot, temporarily assigned as Relief Cashier and Relief Gateman respectively at L. A. Baggage room, Pasadena, West Hollywood, 6th & Main and Hill

Street Station, found themselves permanently settled on those jobs after the bids were counted.

Relief Agent Eddie Burke bid in the Yorba Linda Agency after J. N. Rountree went to Azusa following C. L. Smith's retirement on Aug. 1st. Relief Agents J. C. Sams, M. A. Soper and T. F. Shafer are at Fontana, Wingfoot and Torrance respectively, and the following newly certified Relief Agents were sent on their first assignments: O. A. Foote to Santa Ana, then to Artesia, A. W. Housley to Compton; R. R. Corey to Upland, then to Alta Loma.

Paul Wilson and Elden Rea choose to stay on the Clerk's Extra Board and are now filling in between bids at L. A. Freight and Santa Monica while Charlie Stein, our latest extra recruit is doing his stuff at Torrance.

Hope I haven't overlooked anybody and good luck and best wishes to all new assignees and their successors.

—George W. Orr,  
President Agent's Association.

"Seen any mysterious strangers around here lately?" casually inquired the detective from the city.

"Wa-al," answered Uncle Eben "a feller was over to town with the circus last week what took a pair o' rabbits out o' my whiskers."

# GOLF TENNIS FISHING HUNTING SPORTS BASKETBALL BASEBALL BOWLING

## LATEST WITH P. E. SPORTSMEN

This is the time of the year when one of our forgotten committees suddenly comes to life—the Nominating Committee, which is composed of Dave Porter, V. B. Radcliffe, Jack May, Jake Geopfert and Hal Smith.

All season these men go along as little noticed as a sheep skin coat. But now it is different, there is an election of officers coming up soon.

Those old boys are going to be mighty popular until after the annual meeting. Dave Porter, who is Chairman, has intimated there will be plenty of activity at the next meeting.

A. V. Miller, Chairman of the pistol team, almost over did himself in boosting his team, got his team challenged to a shooting meet with the Fish and Game Development Association Team. Some of those boys hold state championship honors. Looks kind of bad for our boys, but if half their stories regarding scores are true they are not beaten yet, for after all, a target only has one center.

B. F. Manley, big game hunter and I believe our leading sportsman, had much fun this year teaching some of the tenderfoot sportsmen the art of climbing mountains and hunting at the same time. Burley is the only man I ever knew who could hike over a ten thousand feet high peak without having to stop once in a while to rest. I thought he was only kidding me when he suggested I take a horse along. What one really needs when with Burley is an elevator.

I believe, Dan Terry, Frank Howe and Al Smith took a few lessons in endurance under Mr. Manley's supervision. Anyway, we all enjoyed it immensely, came back hale and healthy and better prepared to go again.

It won't be long now until we start hearing the stories about the fish caught. Thinking they were only ordinary size, a bigger one would surely be taken later, we neglected to register it, now we see some fellow member walk off with a valuable prize won on a much smaller fish. Yours truly sings the same song every year, yet pulls the same boner the following year.

Steve McNeill, Floyd Benoit and some of the fellows in the Signal Dept., have started their blue-gill and crappie fishing again after a brief let up during the summer on account of that hot weather. The old crawdad holes will be active again now. These boys get as much fun out of catching crawdads for bait as they do using them to catch fish.

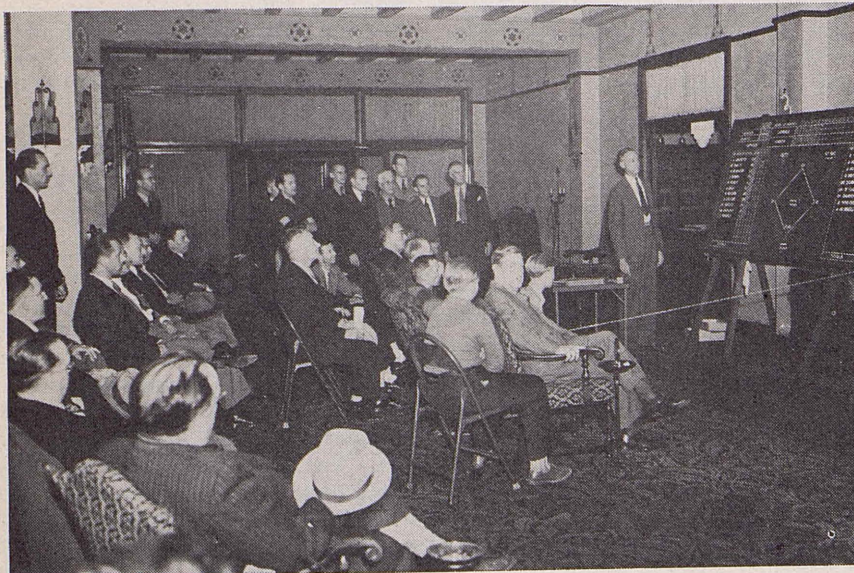
Our smiling President, H. P. Bancroft has carefully stored his fishing equipment away and is now devoting his spare time to his flower garden. 'Tis said, his posies are fit for a Queen.

Our last few meetings have brought out several of the old timers whom we have not had present for a long time. Welcome back boys.

—Arlie Skelton, Secretary.

"Mr. Jones, dad wants to borrow your corkscrew."

"All right, sonny," said Jones, reaching for his coat. "You run along home; I'll bring it over."



They don't crunch peanuts, nor serve sizzling hot dogs, but none of the other atmosphere is lacking in the P. E. Club when world series baseball games get under way.

For a number of years past the Club, with Chas. Hill as Master of Ceremonies, has had the pleasure of operating a large detailed scoreboard, which gives a visual progress of the game with a radio alongside to complete the action. Names and numbers of each player, their positions, hits, runs, errors and all the other many thrills of a ball game are shown on or adjacent to the miniature diamond immediately following the action of every play. Chas. records the game progress like the veteran baseball man he is. Seldom is he charged with an "error," but let him miss one and he is sure of many an "assist" from the observing audience.

The picture above shows the Club board, a small portion of the audience and Chas. Hill to the left of board during the progress of a recent world series game.

## EVENTS OF P. E. LEGION POST

Introducing and congratulations to Comrade Newman, elected early last month as First Commander, and automatically becoming Chairman of the Child Welfare Committee. At our second October meeting he was installed in his new office with due honors by Comrade Johnston, of Florence Post, who is assistant Sergeant-at-arms of L. A. County Council.

Other worthy honors were: Comrade Kennedy, Chairman of the Armistice Day Committee and Comrade Bone elected Commander of Chapter 22, D. A. V. He has made many visits to meetings and installations, of American Legion and D. A. V., posts, and visited many meetings of the Veterans of Foreign Wars.

Comrade Ray Nearing of Blue Devils Post, Assistant Editor of the American Legion Weekly Bulletin, talked to us about the Bulletin and current Legion affairs. Subscriptions to the Bulletin has been made a part of our dues, so all members of P. E. Post will receive it each week. Also, all Legionnaires receive without cost, the Calif. Legionnaire, Nat'l. Legionnaire and the American Legion Magazine.

Comrade J. C. Furst, of Lynwood Post, advised us to incorporate our post. This cannot be done until we receive our permanent charter.

Comrade B. V. Williams has been appointed to organize and drill a burial detachment to consist of a pall-bearers squad and a firing squad. Full dress uniforms of the military units they served in during the world war are to be used. This detachment, which is still to be named, was first suggested by Comrade Williams.

Comrade Broberg has been attending meetings of the 23rd District, and the Los Angeles County Council, and reporting their activities to our post.

Historian Houseman has resigned, because he was unable to attend meetings regularly. His resignation was accepted with regrets, and Comrade B. V. Williams and Comrade Meade were nominated for this office. Further nominations, if any, will be received and election will be held at November 9th meeting.

Comrade Riordan is back on the job after a minor operation. Comrade Kirkland is sick in his home at El Segundo.

After it had gone begging for three

## New Club President

**W**M. G. KNOCHE, President, P. E. Club.

In such manner as above will new membership cards, to be issued very shortly, be endorsed, our amiable Freight Traffic Manager having been elected to the ranking Club post at a meeting of the Executive Committee last month. In office for a term of two years, Mr. Knoche succeeds Mr. Squires, in whose able hands



Wm. G. Knoche

the destinies of the Club were capably directed during a two year period just ended.

Mr. Knoche knows the Club and its problem, not from hearsay or casual observation, but from his close contact, both as a member of the Executive Committee over several terms, but even more because of his almost unflinching attendance at any of the events staged in the Club. A fisherman, insane as any of them ever get to be, Mr. Knoche is First Vice President of the P. E. Rod & Gun Club and Finance Officer of the new formed P. E. American Legion Post, both of which posts he fills with enthusiasm and distinction.

To retiring President Squires we all owe a debt of thanks. His term was a trying, but a most successful one and much of a permanent good will be reflected in the years to come. His fair and business-like handling of problems that arose elicited commendations from the Executive Committee and we of the Club staff received every help and consideration at all times from him.

successive times, Comrade Malmberg drew the door fund. He received \$6.70.

Our Post is growing rapidly. Several new members came in at our last meetings and more planning to join soon.

We aspire to have all veterans on the P. E. and Motor Transit as members of this post. Join now and be ready for the big events in 1938.

—James E. Davis.

## P. E. WOMEN'S CLUB NEWS

On Oct. 14th, Mrs. Blanchard gave the Women's Club a most enlightening talk on China and its beauties as it was before the terrible war now ravishing it.

During the meeting, plans for our yearly Bazaar were made. The dates of this important event will be December 9 and 10. Mrs. W. E. Smart, Bazaar Chairman announced several new features, among them being a floor show and tea room.

The meeting for November will be held on the second Thursday as usual, but this will be the only meeting in November.

The Card Parties, with Mrs. Baglin as hostess, are being well attended and enjoyed. All who like to play cards are cordially invited to come and join the large groups that assemble twice monthly.

The Club would like to extend good wishes to W. A. Bishop in his long illness and are pleased to learn of his recent improvement.

The San Bernardino Club holds their meeting on the first Friday of the month and are planning a busy year. At present they are busy working to make a bigger and better "Pot holder booth" at the Bazaar this year.

I understand the Torrance Ladies are also busy on the aprons for said Bazaar.

At the close of the meeting Mrs. J. T. Ashcroft and Mrs. E. D. Rand served lovely refreshments in keeping with the fall season.

—Mrs. W. A. Hasty.

## P. E. BRIDGE TEAM COMPETES

The contract bridge team of four, sponsored by the P. E. Club, last month again competed in the semi-annual Commercial Tournament, two evenings of play against twenty-eight of the leading teams from Southern California organizations.

The final standings showed that our quartet enjoyed what they termed "only fair success". Too many opportunities to score points were wasted, they frankly declare. However, a finish of seven points behind the veteran winning team, is by no means discreditable. This year the club was represented by: A. W. Wise, D. MacHoover, B. F. Manley and M. R. Skemp, the Magazine's bridge scribe.

"What would your father say if he saw you out at this time of night?"  
"He'd say, 'Don't tell Ma!'"

**ATTENTION QUAIL SHOOTERS**

How would you like to hunt on private grounds where there are plenty of quarry, and within three hours' ride of Los Angeles?

There is a possibility of such an arrangement being made for the benefit of P. E. Rod & Gun Club sportsmen, H. P. Bancroft, President of the Club announces. However, there are matters to be discussed concerning such a plan and it is necessary for quick action.

Mr. Bancroft wishes a large attendance at the next meeting, Wednesday evening, Nov. 10th, so that Club management may act in harmony with expressed wishes of members.

**FOUR DEATHS IN OCTOBER**

Four deaths, all involving retired members of our ranks were called to their reward during the month of October. To the bereaved families the employee mass extends its sincere sympathies in their loss of the following loved ones:

Theodore Stenzel, retired Tinner; Edward Munson, retired Towerman; Luther A. Hyde, retired Carpenter, and Joseph Salvarezza, retired Car Repairer.

Three of the above were members of the Mortuary Fund. There again were no deaths among wives of the Mortuary Fund.

**WATCHALL'S WHISPERS**

W. S. H. (Second Hand) Weeks came to the office with a tooth out. He seems to be challenging everyone. Some one was not aware of his reputation of a good talker and poor fighter and took advantage of him.

Checking over the hobbies of various people we find the following:  
 Grey Oliver ..... Baby Dolls  
 Nancy Kelly ..... Good Cigars  
 Gladys Howell ..... Being Quiet  
 Monte Brucker ..... Smudging  
 B. Manley ..... Dear Hunting  
 Jessie Eaton ..... Dimples  
 George Watson ..... Mae West  
 Eunice Fischer. Sleeping on Red Cars  
 Vic Labbe..Cutting out paper dolls  
 Ruth Batsch ..... Roller Skating  
 Roy Swanson ..... Apple polishing  
 Donald Lewis.... Hair raising stunts  
 F. Bixenstein... Waiting for "Also Ran" to win.

Is it true that the girls in the Stenographic Bureau got up a petition to have a partition put in front of Dale Hyde? Some say he caused dark shadows under their eyes, while others say it was to keep the Hallowe'en spirit out.

That Miss Ruth Batsch sure goes places. Last month we found her wandering around in V. P. Labbe's column. We are glad she did not wander too far and get in that cow pasture Vic was telling about, especially dressed as she does. The latest activity of the Spinsters' Club of which Ruth is a charter member, is the attending of wrestling matches. They wanted to study the headlock in case they got their hands on a man.



She: "Dear, we've been going together now for more than ten years. Don't you think we ought to get married?"

He: "Yes, you're right—but who will have us?"

Fair Maid: "Oh, sir, what kind of an officer are you?"

Officer: "I'm a naval surgeon."

Fair Maid: "Goodness, how you doctors do specialize."

"What's the idea of the Smiths taking French lessons?"

"They've adopted a French baby, and they want to understand what it says when it begins to talk."

Auctioneer: "What am I offered for this beautiful bust of Robert Burns?"

Man in Crowd: "That ain't Burns . . . that's Shakespeare."

Auctioneer: "Well, folks, the joke's on me. That shows what I know about the Bible."—Montreal Star.

Officer: "Don't you know what I mean when I hold up my hand?"

Woman Driver: "Certainly. I taught school for years, but I think you'd better not go away while the traffic is so heavy."

"Just think, children," said the missionary, "in Africa there are six million square miles where little boys and girls have no Sunday School. Now, what should we all strive to save money for?"

"To go to Africa!" cried a chorus of cheery voices.

American Tourist (to Northwest Indian)—White man glad to see red man. White man hopes big chief is feeling tip top this morning.

Indian (calling)—Hey, Jakes, come here and listen to this bozo; he's great.

In a city office the following encouraging notice to ambitious young employees is on view:

"Work hard for eight hours a day and don't worry; then in time you may become a boss and work eighteen hours a day and have all the worry."

Newwed: "I insured my life for ten thousand dollars today, dear, so if anything happens to me, you'll be well provided for."

His Bride: "Oh, how nice! Now you won't have to see the doctor about your cough."

**100% Satisfaction**

or

**100% Refund**



We dispense Bausch & Lomb lenses, and use Bausch & Lomb equipment—the world's finest Latest styles of frames and mountings. Not price advertisers—price challengers.

Glasses on easy budget terms—5 extended payments

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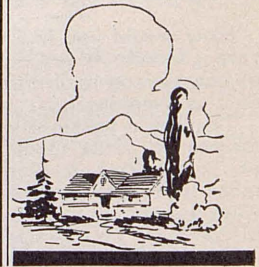
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**NEWS**

OF THE  
PACIFIC ELECTRIC  
AND MOTOR TRANSIT  
FAMILY

BY OUR  
CORRESPONDENTS



### SUBWAY TERMINAL NOTES

By W. F. Servranckx

Mrs. Hugh Wilkins just returned from an extended trip to Washington, D. C. Now we know why Hugh has been running around with his head down. Now he is as lively as before. Welcome home, Mrs. Wilkins.

J. E. Tolbert made a hurried trip to Salt Lake City account of his mother being very ill. We hope she has completely recovered.

We had a pleasant visit of three famous men from San Fernando Valley the other night, namely: Art Stowe, C. A. Kohlhoff and last, but not least, Fritz Swerdferger. They each made a splendid talk and every one, including Bro. W. G. Baldwin, went home very satisfied.

Homer Miller spent his vacation visiting the old swimming hole in Kansas City.

Once upon a time Henry Huber had a cat which was very fond of T-bone steaks.

Motorman Wm. Schmidt and wife and her brother vacationed at Medford, Oregon. He reports a fine trip, spending considerable time picking huckle-berries in Little Butte National Park and visiting other points of interest. Mrs. Schmidt has completely recovered from her injuries sustained about a year ago when they made a similar trip, but our good friend Bill just couldn't keep out of trouble. While on a fishing tour he had to stand on a raft and caught such a large one that it pulled him, hook line and sinker into Blue Lake.

Bill Hanratty likes to go to a dance, but does not care to dance under the dim lights. Can it be that Bill is not romantic any more?

We have been wondering what the attraction is at a certain doughnut palace. Several of the boys have been seen standing in line, especially during the evening hour. We have not been able to learn why, but it seems odd that some of our well-bred gentlemen are suddenly acquiring a great appetite for doughnuts. Are you not sure that a well known vegetarian has given you some good advice? In the meantime we will send our ace operative, B. V. Hitler, around to find out all about it.

Every morning at 6:45 a.m. you may find Jim Goodman showing Jerry, the Gateman, the correct way of eating grapes. Can it be possible that Jerry is about to become a student of that great outdoor school of nature so well managed by Daniel Keeley?

J. R. Groom spends considerable time at the jewelry store examining diamond rings. He was also reported as a visitor at a license bureau. Who is the lucky girl, J. R.?

Jim Kincaid, our genial Depot Master, has been off sick for quite a while due to a bad leg. All hope he will recover soon.

Just received a letter from Motorman O. H. Tuck, who is on 30-day leave visiting relatives and friends and such principle cities as Milwaukee, Chicago, Indianapolis and Louisville, Ky.

On Saturday, Oct. 2nd, we got a great surprise by a brass band marching into the Subway Terminal. We wondered, but soon found out, as carried on the shoulders of four of his staunch friends was none other than, yes you guessed it, B. V. Williams. The band played repeatedly "Farewell to Thee". He was dumped on the floor and made his announcement that he was unceremoniously bounced out of Ocean Park Terminal and had decided to come back to his many friends. R. E. Cooke acted as cheer leader and our friend was welcomed by the well known razz-berries. Get your matches ready, boys.

R. D. DeMoss was seen the other day in the Palos Verdes Hills, chas-

ing what we thought to be a butterfly, but he insists it was bees he was after. He might of caught some if he had kept his hat on. He also collects rare flowers such as geraniums, wild mustard, and of course, daisies, for his ranch in Compton where he keeps one ferocious bob-cat captured in the wilds of Watts. Good luck, old boy, and some day we will visit you with our famous sextete.

### ENGINEERING DEPARTMENT

By V. P. Labbe

Picking up the thread of Mr. Perry's golf history at last month's stopping point, we resume the breath-taking narrative by telling you of his heroic struggle against terrific odds while competing in the National Open of 1920.

This was the first golf that he had played since the tournament of 1910. After winning this tournament with ridiculous ease he quit the game and took up horse back riding, feeling that there were no worthy competitors. Much to the sorrow of his worshipping public, he kept the resolution for ten long years.

By 1920, however, an English professor had appeared on the scene who



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proceeded to burn up our courses, posting scores that were many strokes under par and out-classing all fields. Leon soon tired of reading about such a marvelous golfer and decided to do something about it, his opportunity arrived when the papers announced that the Britisher had entered the National Open. Needless to say, Perry immediately sent in his entry fee for the affair.

The tournament was match play and in due course, Perry and the Englishman reached the final round. It should be mentioned here that Leon at the very beginning of the tournament had discarded all his clubs except his trusty hockey stick and a putter. With these two clubs only he had blazed his way, with little or no competition, through all his preliminary matches. If he could win the final match he would receive a substantial monetary prize.

Before the start of the match every soul in the immense gallery realized that they were about to witness a titanic struggle since both contestants had proven to be immensely superior to their opponents throughout the tournament. Not a sound was to be heard from the tense crowd as the first drives whistled far down the fairway. Perry's troubles began with his second shot when his hockey stick shattered into splinters. Examination disclosed that a colony of termites had made their home in it while it rested in storage between tournaments. Undaunted, he grasped his putter and halved the hole with an eagle eye.

#### Conclusion in next issue

Russell Schaeffe has a \$10.00 reel for sale. The highest Bob Dorner would go was .50c.

George McClure is back on the job again after a real vacation and is he full of the 3 V's.

If anyone wishes information on air conditioning, ask Hugh Nickerson.

F. B. Patterson now answers to the name of "Grandpa". His step-daughter has a bouncing baby boy.

Ruth Batsch was at the football game all dolled up in a new fur coat accompanied by her boy friend the General. Information I have he is not a General.

Gus Guercio returned from his vacation trip to Boulder Dam, Butte, Mont., etc. He promised to write everyday, but not one card. Why let a lady down like that?

Chester Davis is now known as George Raft.

J. W. B. is getting to be a first class driver now—in the car, and not on a golf course.

Is Ernie Hayward getting conceited about his golf? Understand he charges \$2.00 a lesson. I quoted the price to Jessie Eaton in Ernie's presence and Ernie told her he would teach her for nothing.

Vic Westerberg is certainly in the dog house and how. Don't mention raffles.

Roy Swanson believes in free love and long underwear.

Maye Bredenstener left for her old home town, Lincoln, Neb., to see her

folks. Understand her father is very ill and hope she finds things okeh and a speedy recovery for her dad.

Ed. Hasenyager is just back from his vacation to Nebraska. His father fell and broke his shoulder. Otherwise had a pleasant and restful respite.

E. Rollo Hayward is seriously considering giving up golf, so that he may again take up his art studies. We understand that he has engaged "the cream of the crop" from both the Auditor's office and the Law Dept. as models. Needless to say they both are blondes.

Let it be known that, regardless of the "fairy tale" in last month's issue, Messrs. Perry and Boyle are very impartial regarding U.S.C.; in fact, they don't care who beats U.S.C.

Charles Craig Thompson born Sunday morning, Oct. 31. Seven pounds 13½ ounces—Long Beach Maternity Hospital. Mother and Father, Chas. S. Thompson, Jr., and office force doing nicely.

#### MOTOR TRANSIT COMPANY By M. J. Creamer

Our sympathies are extended to Almon Burns' relatives. Almon Burns, who has been Agent for Motor Transit Co. at El Monte and Santa Ana for the past four years, passed away October 17th, after a long confinement in the California Lutheran Hospital. "Al" was very well liked by all who knew him and made many friends. We are sorry that the hand of "Fate" put in his "command performance" so soon in life.

"Doc" Beckett, 5th St. Shop, returned from his two weeks' vacation which, from all appearances, had its "ups" and "downs". Two additional rooms went "up" (attached to his home through modernization, and "down" went he with the flu.

Sam Porter, Shop Mechanic, who is on an extended vacation (being relieved by Wilbur Daiker) sent us a postal card from Florida. Says that

his "gelopy" got him there all in one piece. Plenty warm down there and the surf fishing is fine! Jealous? Ya, shure!

Operator Axton is soon to evaporate on a 30-day leave of absence. His coming down from the hills of Verdugo City was a big surprise!

Einer Swanson, Express Agent, is getting the working-over by his dentist. Soon will be known by the name of "Gum-Gum".

Geo. Jehl, Agent, made a brief trip to Boulder Dam, thence via Goldfield and Tonopah to Reno, Nevada, and San Francisco. Covered 1700 miles. States that Boulder Dam was really a sight worth seeing. The road via

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Goldfield on toward Reno was perfect. All this mileage on his car is something very surprising to us!

"Belvin", our Red Cap, has his appetite operating under a barometer system. Days when business is very dull, his repast is usually "grapes". A better day finds him eating at the "Cozy Dell" on 5th Street—one of those hamburgers and chili; and a real good day when "pennies shower from heaven" finds him eating a thick steak at Dad's place . . . Well—don't we all?

Jack Butler, Dispatcher, is entertaining friends and relatives from that big-little town of Estacada, Oregon! Yes, it's on the map! Are they really afraid of all those Neon signs here?

"Tommy" Henderson, who recently was confined to the California Lutheran Hospital with a dislocated vertebra, is now home recovering. Better hurry and get well for the gentleman whom you relieved of a vest as security for the Motor Transit fare, is trying to contact you. The days are getting more brr . . . and he wants his vest!

Operator Eddo, we understand, is just "beyond pleasing", it seems. At least, this statement has been confirmed from several sources. Just WHAT would please you? Maybe humming that song—"Whassamatter you're not pleased in me?" might help the spirits.

#### Whittier

Whittier gives us the caption, "Quakes from Quaker Town".

Notice the big smile on Pete Malinckrodt's face? Pete is now a grandpaw. Eight and one-half pound boy! Operator R. E. Wheeler is on a thirty-day leave of absence. Making a trip through the midwest with his wife.

Operator J. E. Brown just back from Phoenix, or was it Buckeye? Said it was plenty hot, but he still likes the town and all its trimmings!

The boys in the Whittier office would like to know which is "home" for Gary Evans. Long Beach? Arcadia? The salt air must be good as he puts about 1500 miles a month on the Plymouth.

We now have a bowling team out in these parts. Will try to give you a little more about that later.

Will someone ask Operator Ben Blair how he likes to haul apples? But be ready to run when you do.

Should anyone be able to recommend something for low blood pressure, won't you please get in touch with J. A. Patterson, Agent at San Bernardino?

Wanted: One alarm clock with a siren for a certain Ticket Clerk in San Bernardino who arises at 5 a.m.

#### San Bernardino

The Eastern Division extends its sympathies to Operator Day and his family on hearing of his Mother's passing.

Now that everyone has settled down to their new assignments, let's glance around and see how everyone feels.

"Pop" Reynolds is in Los Angeles

looking at a mountain of express and baggage. "Riverside was NEVER LIKE THIS," says "Pop."

Reese is in Riverside now (from San Bernardino) with a stiff neck from watching the buses go by his express window.

J. D. Puffer now in Riverside, scratching his head (not hair) in perplexity at some of the places asked for in Riverside.

Our backwoodsman, Al Swan, who is now a Relief Agent is doing a very good job hopping back and forth between San Bernardino and Riverside on the different shifts he is called on to master with the schedules and fares all different. Al says "T'aint nothing like the mountains!"

Operator Cook recently returned from a big game hunt up in the Cajon Pass and was loaded down with somethings besides woolens. Understand he was around San Bernardino hunting some shaved ice for packing away venison. Anyone wanting a big thick juicy venison steak just get in touch with Ted Cook. He will see that no MOTOR TRANSIT boys go hungry this winter—or will he?

Now that our pal "Jeff" has been transferred to the big city—I've noticed some of the local boys at the San Bernardino office buying new ties and sprucing up a bit—how come?

Chuck Davidson, skipper on the Hemet Limited, or is it Local, says that he now will have to shave on his p.m. run to San Bernardino. What could he mean? It's no use Chuck, "Cook" took Jeff's run.

#### PURCHASING DEPARTMENT By Ray Cragin

With a big smile, rosy cheeks and a sparkle in her eye Miss Dorothea Bereank returned to the Underwood, October 1st. The young lady told a very interesting story of her travels, but from the picture she painted romance was on a vacation too. Had hopes of running a page or two of her diary in this column, but what is a diary without romance.

George Quesenberry has been wandering around with a depressed look in his eye these days. The young man is a rabid Trojan fan and I would not go so far as to say his face is a score-board but you can sure get the results of the last game by looking at it.

Ralph Long, better known as "Red Beeler" has moved to Wilmar. From Reds conversation around the office we believed he had a chicken ranch and we sent our favorite Feed and Fuel Man over to get a little business. Later we learned that the chickens were several good looking nieces from back home in Arkansas.

Roy Ewing was recently elected President of the Student Body at the Venice Night High School. Roy has taken advantage of the evening classes to study short hand, typing and business English. His next step is Spanish. The enrollment is close to 700. Nice going, Roy.

The last few months has found a large increase in swimmers at the Re-

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dondo Beach plunge. The cause of this increase has been found. Jimmy "Dimples" Livermore is a frequent patron of the plunge and his winning smile and swimming style has got 'em. Jimmy says he owes his success to riding a pogo Stick between Toronto and Montreal.

The following news comes from Torrance.

Thursday, October 28th, several members of the Torrance Stamp Club attended a Halloween Party at San Pedro given by the Harbor District Philatelic Club. This Organization has a membership of close to 100 and among its members are several naval officers, school teachers, the San Pedro Postmaster and some of his force. Fred Hopkins, Past President of the Torrance Club, is an active member and holds the office of Auctioneer and also serves on the Board of Directors.

Jimmy Wagley is foot loose and fancy free. His Mamma has gone to Nebraska for a visit and left the gate open. Jimmy took advantage of getting out of the back yard and wandered clear over into Maywood and it was necessary to call on the local boy scouts to take him home.

Berl Peck says that just because he is chauffeur to a wheel cart around the yard during the day he does not want his friends to think that he is "Hen Peck" when he gets home.

Ed Rand has a new dog which is Chow and Shepherd. Ed says it is not to keep the wolf away from the door, but just company on cold nights if the Little Lady decided he should occupy the Mongrel Hovel.

Mr. and Mrs. William Jolley celebrated their 16th wedding anniversary on October 22nd. Bill says it seems like yesterday that he slipped away to Texas and brought the Lady of his heart to California. We do not know Mrs. Jolley's side of the story. Best wishes for many more.

With THAT bale of hay eaten by THAT horse the man of the Torrance Mountains, Burt Ordway, was a little put out so he called on Two Gun Cain at the Oil House. After a short conversation they made their way to the Upper floor of the Store and told "Cap Pistol Kitto". The Three Musketeers made plans. The next day they were seen on the Bank of the Torrance River shooting fish. Mr. McCall took no chances, he came in the next morning wearing a new pair of glasses so he can keep an eye on them.

When Charlie Wakefield returned to West Hollywood he walked into the Store with Rosy cheeks and was covered with perfume of the best. Cliff Curle up and kissed him before he thought. Do not get him wrong. Cliff, it was just a hangover from the girls bidding him good bye before he left.

**TORRANCE SHOPS**  
Carlton B. Bell

Writing up the news for the Shops is an interesting job with many little

compensations besides the regular pay check. Such came to me when one of the recently retired fellows whom I mentioned last month came by to express his heartfelt thanks for the little write-up I gave him. He said that it was the first time he had ever seen his name in print. When it is possible to so please a fellow workman with such little effort it is real compensation, extra pay I say.

Mrs. Merritt is on vacation, visiting her parents in Colorado. Willis Brooks is therefore pinchhitting at the telephone switch board—hence me the job of writing the news.

Announcements like the following are what put new life into many of the oldsters out in the Shops: Retiring at the end of the month on richly earned Government pensions are; Jack McEwing, Ada Arthur, and Clarence B. Reynolds.

Tried to get something from each as to their future plans but all I could get from Clarence was that he was going to catch up on his loafing. However, his wife says it is going to take him quite a spell to complete the jobs she has planned for him. He's probably found it out by now.

Mrs. Arthur has done most of her traveling during the last year and claims she is now going to stay at home in her garden and perhaps visit her daughter in Washington.

Jack McEwing plans lots of fun right away showing So. Cal. off to an old boyhood chum. Next Spring he takes a long trip across the country to New York, and then through the South. The boys in the Blacksmith Shop gave Jack a great surprise party at his home on the evening of the last day he worked. They presented him with a mighty complete loafing set, I guess you might call it, consisting of smoking jacket, slippers, and smoking set.

The old truism about "Hope springs eternal in the human breast" was exemplified many times and places last week when the winners of the Sweepstakes drawing were announced. Not a winner (as usual) throughout the shops but everybody said "better luck next time". Walter Bloomfield is the most optimistic of all. He says at least he has his receipts showing every dollar he has "speculated", three times a year for about thirty years and not even a

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dead horse drawn yet. If that is not eternal hope, show me.

B. C. Collins is the PROUD possessor of a new V-8 Ford car that does ninety-two miles per hour.

Other P. E. folks putting money into circulation by the new car medium lately are Bill Chapman, Dodge; Steve Rouleau, Dodge; Vincent McGinnis, DeSota. They have not reported their speed yet but they are no doubt just as proud as Collins.

Herbert A. Green is supporting a brand new bright blue patch on his overalls in the front instead of in the back as in his boyhood days. I'd say Mrs. Green is a darned good tailor.

Al Kelly has just gotten back to work after a trip to the big bridges up north with his sister and brother-in-law from Texas.

June Tarbit's avocado tree, just outside his shop corner, is making a record for itself growing, also in resisting the frost of last winter. It was not touched by the big freeze and has been growing rapidly since it came up from seed two years ago. Must be over twenty feet high by now. June must be as good a horticulturist as he is a machinist.

Andy Anderson is back on the job after quite a session with the big boys up town. They must have worked him pretty hard for he says he lost seven pounds and he shows it, too.

Another of the old timers that were moved during the depression is back on the job at Torrance for some time now. Glad to see you Bill Richards.

Dan Leonard (Motor gang Dan) has been off three weeks already and says he will be off at least that much longer with a broken foot. Better luck next time, Dan.

Rex Sach's hobby is growing beautiful rex begonias and similar lath house plants and ferns. These plants do wonders for Rex and are worth taking a trip to see. Any more of you hobbyists please make yourself known to me.

Art Romero is back on his job at the coil winding machine left vacant by Jack Reese. He had his old grin back too. Any of you who run into a cow with your machine or do anything embarrassing just let Art know and he will charcoal and chalk you a first class cartoon in short order. No? Just ask Vesal Bates.

Sam Pennington is spending all his spare time looking over pamphlets and maps of Mexico and points south. He starts soon on a trip thru Mexico and Panama.

Congratulations to Tommy Kendrick, new Blacksmith Shop Foreman, filling the job vacated by retirement of Jack McEwing.

Roy Brucker may be quite a fisherman, but his wife is better. On a trip to the Klamath river after salmon he caught a fine 28-pounder, but Mrs. Brucker landed a 38-pounder. Maybe he'll leave the Mrs. at home next time. Just MAYBE he will.

Harry Pierce and wife just returned from a vacation trip which extended clear up to Vancouver.

Eldon Gilliam, also of the Mill, has

moved closer to Torrance. Evidently expecting another wet winter and don't wish to be late to work on account of high water. Sam King also moved a few blocks closer and will get to lay in bed a few minutes longer.

George Wheaton returned last Sunday from a trip to Elsinore with a nice bag of cotton-tail rabbits. Whenever George comes back without rabbits it is a sure sign there were no rabbits.

C. L. Peterson, Upholsterer, reports a most fine trip of six long weeks visiting Chicago, and points in the Mississippi valley. Visited his wife's childhood home in Kentucky. They got quite a thrill looking at the little old school house of her girlhood.

Willis Robins was called to Prescott recently to bury his Father who died after a remarkable life of eighty seven years.

Wilfred Tresise and wife have returned from a trip to the old home in England, having been gone three months.

#### Shop Promotions

George Evans entered service in 1920, as carpenter until 1923 when promoted to Erection Shop Foreman. This he filled efficiently, until 1931, when, due to retrenchment, the position was abolished, and Mr. Evans was reduced and served as carpenter.

Nothing daunted, George gave the best he had, which brought reward for in 1932 he was reinstated as Carpenter Shop Foreman.

During the summer of 1937 the Shop supervision was placed under three general foremen, F. A. Schultz having jurisdiction over the Machine shop, Blacksmith shop, Tin Shop and Welding shop, H. R. Clark given charge of the Winding shop, Pipe and Wiring shop and Armature—Control shop, and Mr. Evans was elected to govern the Carpenter shop, Wood mill, Paint and Upholstering shop, which position he filled until his promotion to Shop Superintendent on November 1st.

Edwin H. Pierce has been promoted to position of General Foreman of the Carpenter Mill, Paint and Upholstery shops, vacated by Mr. Evans' elevation to Shop Superintendent. Mr. Pierce has a record of a long and faithful service, since entering employ in 1904 as a millman.

Thomas H. Moore has been promoted from the Carpenter shop ranks to position of Foreman vacated by Mr. Pierce. Mr. Moore's seniority dates from 1919 when he was employed as carpenter. In 1929 he was pro-

moted to Erecting shop Foreman, but, due to the retrenchment in 1931 was reduced to the ranks. His present promotion is based on his efficient, faithful service and also the record he made when Erecting shop foreman.

Retirement of John McEwing,, Foreman of the Blacksmith shop, created a vacancy to which Thomas H. Kendrick has been promoted. Mr. Kendrick's seniority dates from 1922, however, his working life has been spent in blacksmithing and his general knowledge of the work placed him in line for the promotion.

#### 6TH & MAIN TERMINAL

Leo E. Goodman

Motorman R. C. Cloteaux, formerly on the extra board, has just finished his "breaking in" as Freight Motorman. He's a full fledged "hog head" now.

Motorman C. L. Neil fell into the repair pit under viaduct at 6th and Main, breaking his arm, a few days ago. He's progressing nicely.

Conductor C. A. Reid and wife are on a trip to Springfield, Mo.

While J. I. Mullins was in Oregon he met Dispatcher C. B. Smith at Roseberg, who is on extended leave. He said that Mr. Smith had put on 30 pounds in weight, also has grown a beard and now looked like one of the famous "Smith Brothers".

Terminal Foreman F. L. McCulley is back at the desk after two weeks at his ranch near Sacramento. Reports a good time and a fine crop of walnuts coming up.

Motorman Bert O'Dell has returned from a call to Jamestown, New York, where his brother had a stroke of paralysis, but is improving.

Ted B. Hanson went deer hunting last month, but Lady Luck did not favor him.

Conductor Charles Bovington left October 25th for Seattle. He will be gone for some time, as he was signed up with the Seattle Symphony Orchestra for the season. A most accomplished musician is Bovington.

Howard Dulling, son of Hans Dulling, Towerman, 6th and Main St.

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is a most happy man, his collie "Bewitching Captain Kidd" having won six ribbons and two gold plaques at the recent Pomona Fair. Young Dulling has been interested in collie breeding for some years and operates a commercial kennel in Baldwin Park.

#### No Turns In "Meedle" of Block

Mr. and Mrs. C. E. Staes are at home and glad to be there—the reason? A trip to Mexicali over the week-end which nearly ended in their "seeing the sights" in jail in romantic old Mexico. While driving down the main residential street of town at 2 a.m., with no other cars in sight, in darkness you could slice—they made a turn in the middle of the block only to find the worthy Mexicali police awaiting for them.

In explaining their ignorance of Mexico's traffic laws and the fact they had acted as was permissible in our country, Don Juan Law informed (more or less politely) that he "deed not giev a" never mind for our country—we should not have made turn in "meedle" of block. After dangling the present threat of a straw pallet and chile and beans three times a day before their eyes, (with prospects of an S. O. S. to our Alma Mater at 6th and Main to go bail), they were released with solemn warnings.

Mr. and Mrs. Staes will spend future week-ends, seeing what they can of the land of stars and stripes.

#### PASADENA TERMINAL NOTES By L. (Tony) Tonopolsky

At this writing, J. W. Bartholomew and family; S. Van Wickle and wife, and O. E. Olafson and spouse are vacationing in various parts of the country.

Conductor Lummis had a pleasant trip visiting with his brother who lives at the foot of Mt. Whitney. Russ vows they have pretty big hills up north.

After spending three months in the High Sierras, Roy Bird is back full of the 3V's and looking fine. Mrs. Bird also profited by the high altitude and may be in the market for a good reducing diet.

The sick list contains the names of R. E. Willis, Fred Perkins, R. N. Penney and Dean Gardner. Fred Perkins is out of service due to a cataract over one eye and expects to have it removed shortly. R. N. Penney was an innocent bystander victim of a street brawl, a rock thrown by one of the combatants accidentally struck him on the shin bone, fracturing that member, resulting in a long stay at the California Lutheran Hospital. To all we send our best wishes for a speedy recovery.

Dorothy and Eddie Glines, ages 13 and 10 respectively, the children of Conductor and Mrs. Glines, are creating a sensation in the entertainment world. Dorothy, a dance soloist and Eddie a vocal soloist have appeared before the Civitan Club, Daughters of St. George Home of the aged, Men's Club of the St. Marks Episcopal Church and other critical audiences.

They will soon appear before the Bra Brith Lodge of Pasadena. We extend our best wishes for a continued success.

Mrs. E. C. Fox went to Kansas City for medical treatment the early part of October, the results being most gratifying with complete recovery assured. Mrs. Fox is expected home shortly and our best wishes for her good health.

My wife recently directed the following to me. "Daddy, I'm not bragging about it, but in case you forget, our third anniversary is Oct. 28th". I wonder what she was hinting about? You guess.

#### GLENDALE DISTRICT

By C. L. Settle

Howdy boys! This is really your column in the Magazine — meaning that upon you and the help each of you give me in the way of news will this column be worthy. Tell me what you see and hear, and I will do my humble part to prepare it each month. Thank you.

Charley Gaskin, who retired recently after some 33 years service, was around one day last week saying hello to all his many friends. He is looking fine and says he feels oke-coky. Charley says he is always at home to any of the fellows at 1129 No. Catalina, St., Pasadena.

Our genial Asst. Trainmaster, A. C. Moll, was seen gazing longingly through the window of the show room of an automobile agency. Get your order in early for a demonstration ride.

C. C. Carney was recently elected to the Commandership of the Glendale Post of the Veterans of Foreign Wars of the United States, and Mrs. Carney was elected President of the Auxiliary to the Post. There will be a joint installation of officers on Nov. 16th. Ye correspondent is Adjutant of the Post and extends to all the readers a cordial invitation to be present that night at 8:00 p.m.

M. E. Shay, of Gold Dust Twins fame, is raring to throw another banquet. So let's get busy and retire some one, so Shay can do his stuff.

Mrs. J. E. Tolbert, who underwent a major operation on Sept. 1st, is reported as not doing so well. Come on Mrs. J. E., we are all pulling and wishing a speedy recovery for you.

Milo Guinn has moved back to

Glendale and says he is going to stay this time. No more of the big city for a country boy like him," says Milo.

Boy, oh Boy; our good Garage Foreman, Guy Woolley, says he is ready to start installing heaters in the 415-type motor coaches. Remember "them" zero mornings last winter—B-r-r-r-r.

And here's a tip. If you see M. N. Wood coming down the street with one of the fair sex, just make a bet she will be a blonde. Can't lose.

H. H. Richardson has bid in a night run which enables him to continue his studies at the Bible Institute, this being his fourth and final year.

#### MACY STREET TERMINAL

By Chet Collins

W. E. Booth's retirement was effective on Nov. 1st and with him go the good wishes of all. He plans to spend several months of the year at his beach home and to indulge in many of the pastimes dear to him.

Mr. Booth spent four years in Pasadena as Cashier and Relief Terminal Foreman and then was Foreman at the Seventh and Central yards in 1914. In 1917 he transferred to Macy where he has served ever since. His is a record of 27 years of worthy, loyal service and his many friends wish him every success and happiness.

Another retiring in October was Conductor T. J. Hardy, who has the very best wishes of his many friends. He has a long meritorious service to his lasting credit and has truly earned his retirement.

C. R. Rose has also left the service to enter the retired ranks. He is well remembered along Ave. 64 where he worked the jigger service for many years. He later worked the South Pasadena Line and has recently been in freight service. The kindest wishes of all his many friends are extended.

A new schedule on the San Bernardino Line is offering increased service to patrons and has created several new runs through the addition of a number of new limited trains and local trips.

E. B. Griffin and his wife recently celebrated their 25th wedding anniversary, spending the happy day with their baby grandson and family. Our congratulations.

H. K. Riordan has returned to work

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after a recent layoff, account ill health. Welcome back, Harold.

E. W. Steinmueller has taken several months leave and is spending his time in Beaumont, Calif., where he is the proud owner of a thriving ranch.

J. W. McMillan is taking 30 days off with whereabouts unknown and mysterious.

O. W. French also has taken 30 days off and has gone to Mexico.

In recent changes several freight men returned to passenger service. W. J. Hodge, a veteran Macy St. Motorman, transferred to Pasadena. H. Lytle, H. H. Taylor and R. B. Headrick are now working out of Macy terminal. Welcome, boys.

C. A. Keller returned to Pasadena after the Pomona Fair and is working a bus run.

Sincere sympathy is extended to J. B. Ohmert in the loss of his mother early in October. He took a week off in order to attend the funeral services.

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### LONG BEACH TERMINAL

C. L. Cottingham

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Motorman E. E. Bell and family motored to Klamath Falls, Oregon and on the return trip visited Mr. Bell's father at Anccum, Calif.

Motorman H. B. Musselman and wife have been on vacation and visited his folks in Arkansas, and Mrs. Musselman's relatives in Colorado. Reported a fine trip.

Motorman M. M. Moore is on sick leave and is spending a few weeks in the mountains where he is improving and will be back to work soon.

Motorman K. D. Murphy, who weighs about 250 pounds, came to work the other morning and looked as though he weighed about 400 pounds. On questioning him, found out that a new 10-pound baby had arrived at their house and he was just all swelled up about it.

Conductor D. W. Smith and family and Lineman Elmer Malmborg and family, motored to P. E. Camp with intentions of bringing home a fine layout of trout, but we are still looking for the trout.

Mr. Murray has been in our Ticket Office for a couple of weeks relieving Harold Fuqua who was on vacation.

Mrs. H. W. Wills, wife of Conductor H. W. Wills, just returned from West Plains, Mo., where she spent a month visiting her relatives.

Conductor F. D. Wheeler, who has been off duty for several weeks due to sickness, is back on the job and are glad to see "Pop" in uniform again.

Mrs. Adeline Butterfield, age 83, mother-in-law of Conductor R. W. Pontzious passed away in Long Beach recently. The remains were cremated and shipped to Marion, Ind., for burial.

Conductor E. N. Martin and wife made a flying trip to S. F. to see the bridges.

"Jo," our Passenger Director, on

his last two Tuesdays off made trips to San Diego and Catalina Island.

Motorman A. S. Bennett and wife, and Conductor W. L. Carson, have returned from spending 20 days in Ocala, Ia., Chicago, Jacksonville, Ill., Denver and Des Moines, Ia. Report a most enjoyable trip.

A. O. Williams, our Trainmaster, was called to Indianapolis, Ind., due to the death of his mother. We extend our sympathy.

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### WEST HOLLYWOOD

By G. R. Stevens

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Motorman J. G. Lamb has just returned from his trip to Europe. We understand he spent most of his time in Scotland, and since he gained so much weight while there, we are wondering how. Mr. Lamb admits he had a swell time in England, but says he is glad to be back where there's plenty of good California sunshine.

Cashier Gibbons is on the sick list, as is Conductor W. C. Lambert, and Motorman Honich. Motorman B. B. Starr, P. G. Koeper, L. Knapp, A. Hornbuckle, O. H. Tuck, R. F. Gummere and G. F. Brumagin, are all on leave of absence. We understand Glen Brumagin is touring the east in a car.

Motorman W. E. Mohan, off sick for 9 days is back on the job.

Mrs. R. W. Colton (wife of Conductor R. W. Colton) is the proud mother of a fine baby girl. You can bet Colton was around handing out the cigars and mighty happy.

Bumped into O. S. Townsend the other day, one of the oldest P. E. Conductors and recently retired. Says he expects to take it easy, and travel a great deal. Well, Mr. Townsend has earned it.

Here's one: Conductor C. L. Schroeder's greatest ambition is to be a radio announcer.

Trainmen and their families who have not yet visited P. E. Camp among the tall pines at Lake Arrowhead have a real treat in store for them. In all the San Bernardino mountains there is no nicer place to vacation. Break away for a few days. Get the smell of the wild pines in your nostrils. Drink some real cold mountain water. Go fishing on the lake. You'll get your appetite back, and you'll feel like a million.

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### SAN BERNARDINO DISTRICT

By R. J. Perry

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F. E. Peachey, Asst. Superintendent now retired, Mrs. F. E. Peachy and Mrs. C. H. A. Palmer have just returned from New York State where they have been visiting friends and relatives for the past thirty days. They report a fine and interesting trip, renewing old acquaintances and visiting many places of interest. The many friends of Mr. Peachey will be glad to know that he is enjoying very good health and never have we seen the "boss" looking so well.

C. H. Jones, General Agent and

Operating Assistant, has just returned from a week spent in the Pacific Northwest. While in the north, Mr. Jones and party enjoyed very good salmon fishing and reported some good catches and a pleasant trip. On his return Mr. Jones visited his son, Richard, at Stanford University.

Cond. J. Roberds, off duty for the past thirty days account serious illness, is now able to be up and about and has taken a short trip to northern California. We expect Mr. Roberds to be back on the job in a week or two and are glad to know of his recovery.

Brakemen A. Jensen and G. Osman have transferred to State Street and are now working State Street freight extra board.

H. D. Collins, Trolleyman, formerly employed at State Street, is now working Run 656 and we welcome him to San Bernardino.

Cond. Roy Hunsley has returned to work after being off account illness. It was first reported Roy was very seriously ill and that it would be some time before he would recover. However, Roy recovered speedily and is once more on the job.

Cond. O. C. Jordon has left for a two week deer hunting trip. O. C. says he knows a spot in Utah where you can bag a deer with a shotgun and has, at times, gotten two with one shot. Which yours truly swears is the truth, the rest of "youse guys" get in line if you want any venison.

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### ACCOUNTING DEPARTMENT

Geo. Perry

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You have undoubtedly noticed during the last month several new faces in our midst. It is a pleasure to introduce them to you: Florence Moss, Central Timekeeping Bureau; John Kinney, Central Timekeeping Bureau; Margaret Cantin, Central Timekeeping Bureau; Yvonne Raney, Conductors & Car Service Accts. Bureau.

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And to them may we add our "welcome."

Unfortunately the last Magazine did not carry notice of the death of our friend and associate, Galen R. Peterson, who passed away Sept. 13th. "Pete", as we all knew him, had been with the Company since Nov. 21, 1923, and carried the title of Assistant Head Clerk, Central Time-keeping Bureau. We join with all his friends throughout the Company in the belief that if the great beyond holds a niche or place for real people—"Pete's" there.

Alhambra Chamber of Commerce please take note that George Watson has returned to your fair city. After several months in Glendale, the fastest growing little town in America (plug), he has finally decided on the merits of Alhambra. When interviewed on the subject, Mr. Watson said—"gee, it sure seems good to get back."

The following Clerks will all agree that October is lucky for them, as all received promotions during the month. More power, fellows. David Alexander, Walter Morrison, James Owens, Charles Sein, Albert Manhart and Lon McIntyre.

**Shorts**

You will be pleased to learn that Esther Craig is no longer in the hospital, having been moved to her home to continue convalescing.

A happy bride is Elizabeth Brackett (nee Lowe), who was married in Santa Ana, Oct. 23rd. Best wishes from us all, Elizabeth.

The better half of the McIntyre family left service Oct. 27th. Although still well represented by Lon, we could not help regretting Gayle's departure and hoping that in the role of housewife she finds lots of happiness.

**Vacations**

Odessa Carter, Kansas City; Arvilla Curran, home; John Thatcher, New York, Philadelphia, Chicago, etc.; Harold Kuck, San Francisco, motor trip; Amelia Grenke, home; Henrietta Sten, destination unknown; Clarence Knight, San Francisco and points south; Rachel Ramer, home; Dorothy Randolph, home; Nina Robertson, home; Florence Haldeman and Esther Quast, Dude ranch, Hereford, Arizona; W. B. Benson, San Francisco; Frank Hardesty, West Virginia—visiting parents, and Margaret Taylor, Guaymas, Mexico (three weeks).

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Young man: "I do, sir. And I hope that she has inherited those fine qualifications from her father."



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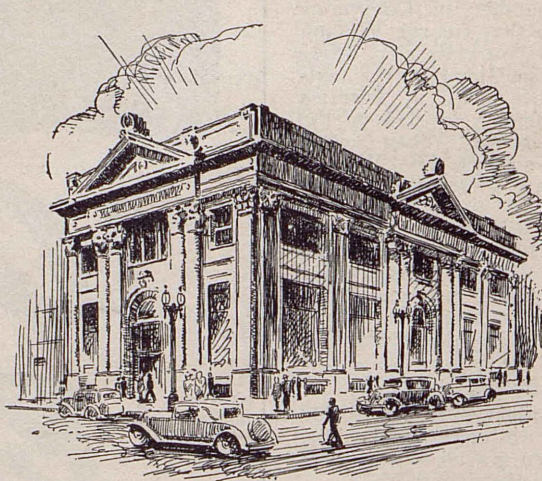
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