

**PACIFIC ELECTRIC**

*Magazine*

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N. B. Vickrey .....Manager, P.E. Club  
Paul T. Porter .....Editor

IN the "good old days" (?) all business was conducted by a single individual. For instance, the shoemaker owned his little shop, frequently in his home, and there he did his cobbling.

With time came changes, and progress. To-day we have management and employees—their interests all

### The Key To All Progress

growing from and being interdependent one upon the other. Their well-being and future are linked in a common tie. They rise or fall together.

There are those to-day who tell us that the interests of management and employees must be antagonistic, rather than co-operative. Some shout from the house-tops about the "real producer" not getting their share. But the question is: who is the real producer?

Let's take the old argument about who won the ball game. The pitcher says: "I held 'em to three scattered hits." The first baseman scoffs: "Didn't I make more put-outs than anyone else?" But the short-stop retorts: "I made more assists, and knocked in the winning run!"

But when the entire situation was analyzed it was found that the manager had some part in winning the game. He directed the team, gave them instructions, arranged batting order and coached them. The owner, could not be denied. He furnished the grounds, purchased players, paid the salaries, and advertised the game. And the customers were a bit embarrassing by insisting that only because of them paying their way into

the ball park was the game possible!

This simple story is what we mean in stating that co-operation is essential in all human endeavor. Only through it may the final product be perfected, and both employees and management continue to succeed and prosper.

And finally, just as the fans at the base-ball game demand a good game or they will not see it, so do the patrons of a business demand a good product, or they will not buy it.

All human progress, to-day and forever, will be made only through harmonious co-operation!

### THERE ARE OTHERS

If times are hard, and you feel blue, Think of the others, worrying, too; Just because your trials are many, Don't think the rest of us haven't any.

Life is made up of smiles and tears, Joys and sorrows, mixed with fears; And though to us it seems one-sided, Trouble is pretty well divided.

If you could look in every heart, We'd find that each one had its part, And those who travel Fortune's road, Sometimes carry the biggest load.

—Builders.

### IT'S BEEN WISELY SAID:

Some think more than they say, while others say more than they think.

I never have made the mistake of arguing with people for whose opinions I have no respect.

A wise man is he who does not grieve for the things he has not, but rejoices for those things which he has.

There is no readier way for a man to bring his own worth into question, than by endeavoring to detract from the worth of another man.—Tillotson.

"Property is desirable; it is a positive good in the world. Let not him who is houseless pull down the house of another, but let him work diligently, and build one for himself, thus by example assuring that his own shall be safe from violence when built."—Lincoln.



AMONG the newest developments of bridge bidding are the San Francisco and Minneapolis conventions, used for locating the exact number of aces and kings held by a partnership. These bids are made, by those using either of these conventions, above the game level and before reaching a slam.

Too much space would be necessary to illustrate these conventions in full, and besides that is not the intent of this brief discourse.

Whether one uses one of these conventions, or the simpler 4-5 no trump, it is imperative that the power of secondary strength be not disregarded.

There is nothing more exasperating than to have a slam contract defeated by an opponent's jack or ten spot. It is also, in most instances, unnecessary.

The tendency of over-emphasis on top card strength, and under emphasis of secondary strength is only too frequently found among those using these conventions. Don't forget that an ace or king can only take one trick. Remember that length and solidity of suits are fully as important as top card strength.

—M. R. Skemp

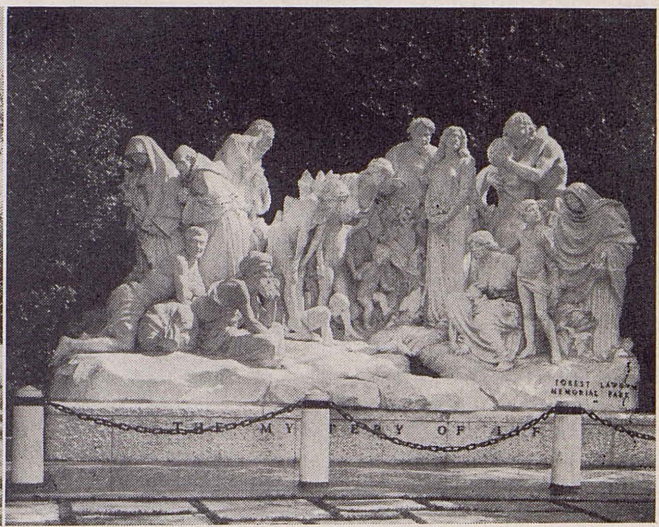
### WHAT IS SUCCESS

He has achieved Success who has lived well, laughed often and loved well; who has gained the trust of pure women and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem, or a rescued soul; who has never lacked appreciation of earth's beauty, nor failed to express it; who has always looked for the best in others and given the best he had; whose life was an inspiration, whose memory a benediction.

—Allstrum's Typotalk.

Never shift your mouth into high gear until you are sure your brain is turning over.

# Forest Lawn-Where Greets Beauty, Hope and Rest Eternal



FOREST Lawn Memorial-Park, in Glendale, widely acclaimed as the most unique and the most beautiful cemetery in the world, ranks high among the noteworthy attractions that have brought renown to Southern California.

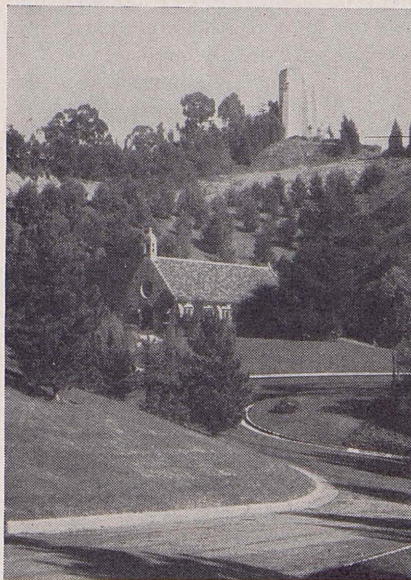
Annually thousands of visitors from all over the world praise its park-like acres, beautiful statues, stained-glass windows and picturesque buildings that make it as much a symbol of Life as the average cemetery is a symbol of Death. They find it more than a mere burial ground, dedicated to the dead, but rather a spacious garden and shrine of art lending inspiration, hope and joy to the living.

### Scene of Life and Hope

For here they find a reverent atmosphere of splashing fountains, rolling lawns and hidden music. Here they see the greatest collection of large marble statuary in America and the two little old-world churches, the Wee Kirk o' the Heather and the Little Church of the Flowers, where more than 8000 weddings have been solemnized since 1923. Here, instead of seeing the maze of unsightly "stone piles", usually associated with a cemetery, their gaze sweeps over 200 acres nestling snugly in the natural beauty of the Verdugo foothills. No monuments and other customary signs of earthly death are permitted, last resting places being marked simply with flat, bronze markers level with the ground.

The crowning achievement of the renowned Forest Lawn art collection is the famed "The Last Supper" Window, an exact re-creation in stained

*Above left: a marble conception of the Biblical words "suffer little children . . ."; and right, "The Mystery of Life" statuary containing 20 life-sized figures. Both of these were sculptured by world-famed artists. Below: the Wee Kirk o' the Heather, an exact reproduction of the historic little kirk in bonny Scotland. These and many other contributions to art attract visitors to Forest Lawn from far and wide.*



glass of the immortal painting by Leonard da Vinci. The work of seven years, this great treasure was created by Signorita Rosa Caselli-Moretti, last of a long line of Morettis of Italy, who have executed some of the greatest stained glass windows in the world. The window for Forest Lawn was created from original sketches of Leonardo, loaned by the Italian Government.

Included in the great statuary assemblage at Forest Lawn are repro-

ductions of the greatest works of the master sculptor of all time—Michelangelo. One of these is the only full-size, exact reproduction of the heroic "Moses", generally considered Michelangelo's masterpiece. Another is the recently acquired exact replica of the giant "David", which is reputed to be the master's first great work and the largest marble statue ever to be imported in America.

Perhaps the most widely talked of group in the Park, however, is the "Mystery of Life" containing twenty-two life-size figures grouped around the mythical stream of life, the work of the contemporary Italian sculptor, Ernesto Gazzeri. The great Forest Lawn Mausoleum-Columbarium contains scores of pieces of beautiful white statuary figures small and large.

### Famed Little Churches

But the far-flung fame of Forest Lawn rests not alone in its collection of statuary and stained-glass, nor in its scenic beauty. For of paramount importance from the standpoint of artistic and historical significance are its two picturesque little churches. Each is an exact reconstruction of a noted old world church. The older of the two, the Little Church of the Flowers, was inspired by the quaint Stoke Poges, in England—the scene of Thomas Gray's immortal "Elegy, Written in a Country Churchyard". The little English church is over six centuries old, and Gray himself rests within its shadows.

The Wee Kirk o' the Heather is an exact reconstruction of the kirk in Glencairn, in Scotland, where Annie Laurie worshipped during her lifetime

and beneath whose ruined walls she sleeps today. Its reconstruction here was made possible through the finding in an old Scottish library of sketches, from which Sir John Wilson Patterson, Chief Architect in charge of restoring historic structures in England, prepared detailed plans for Forest Lawn.

Both Forest Lawn churches are regularly dedicated, non-sectarian and non-denominational. Through their doors enter those who bring sympathy in times of sorrow, blessings at the christenings of new-born babes and smiles for those who are wed before their simple altars.

#### Prominent Personages Rest

Besides many other prominent persons in all walks of life who are interred in Forest Lawn, some of the best known screen personages who have passed into the Beyond rest in this beautiful Park. Included among them are Will Rogers, Jean Harlow, Irving Thalberg, John Gilbert, Ruth Roland, Marie Dressler, Wallace Reid, Lon Chaney, Florenz Ziegfeld, Jack Pickford, Lottie Pickford, Lowell Sherman, Russ Columbo, Fred Thompson and Ross Alexander.

The position occupied by Forest Lawn in the civic and spiritual life of Southern California, is perhaps best evinced by the annual Forest Lawn Easter Sunrise Service. This year more than 30,000 worshippers congregated on the lofty plateau at the base of the monumental Tower of Legends atop Mount Forest Lawn to herald the rising Easter sun.

Special Pacific Electric cars were provided to cope with the tremendous transportation problem afforded by the popularity of the Forest Lawn service. The thousands of persons who visit the Park each year, other than at Easter time, are likewise benefited by the fact that Forest Lawn is quickly reached from all residential areas. It is fifteen minutes from Hollywood, eighteen minutes from downtown Los Angeles, and is easily accessible by Pacific Electric cars, run one block from the entrance gates.

A man took his daughter on a trip to New York. They went to one of those plays that made father blush a bit.

"I'm sorry, Dorothy, that I brought you here," he said, "this is hardly a play for a girl of your age."

"Oh, that's all right, Dad. It'll probably liven up a bit before the end."

## Death Provisos of Pension Law Explained

In the Event of Death Liberal Sum is Paid to Mate or Named Beneficiary of Deceased Estate

By M. S. Wade, Treasurer

ATTENTION of employees is called to Section 5 of the Railroad Retirement Act of 1937, as follows.

"The following benefits shall be paid with respect to the death of individuals who were employees after December 31, 1936:

"(a) If the deceased should not be survived by a widow or widower who is entitled to an annuity under an election made pursuant to the provisions of section 4, there shall be paid to such person or persons as the deceased may have designated by a writing filed with the Board prior to his death, or if there be no designation, to the legal representative of the deceased, the amount if any, by which 4 per centum of the aggregate compensation earned by the deceased after December 31, 1936, exceeds the sum of the total of the annuity payments actually made to the deceased, plus the total of the annuity payments due the deceased but not yet paid at death. If the person or persons designated to receive the death benefit do not survive the deceased the death benefit shall be paid to the legal representative of the deceased.

#### How Computed

"(b) If the deceased should be survived by a widow or widower entitled to an annuity under an election made pursuant to the provisions of section 4, there shall, on the death of the widow or widower be paid to such person or persons as the deceased may have designated by a writing filed with the Board prior to his death, or if there be no designation, to the legal representative of the deceased, the amount, if any, by which 4 per centum of the aggregate compensation earned by the deceased after December 31, 1936, exceeds the sum of the total of the annuity payments actually made to the deceased plus the total of the annuity payments actually made to the widow or widower under an election made pursuant to the provisions of section 4 and under the provisions of section 3 (f), plus the total of the annuity payments due the widow or widower but not yet paid at death. If the person or persons designated to receive the death

benefit do not survive the widow or widower, the death benefit shall be paid to the legal representative of the deceased.

"In computing the aggregate compensation for the purpose of this section, no part of any month's earnings in excess of \$300 shall be recognized."

The first two lines of Section 5 (a) may be confusing. It does not refer to any widow or widower, but to a widow or widower entitled to an annuity under an election made pursuant to the provisions of section 4 (section 4 covers an annuity to the surviving spouse after death of the retired employee). Thus an employee may designate, wife or husband, "by a writing filed with the board" and no doubt there are many who will desire to do so.

#### Example Cited

As an example of the benefits of this section, assume that an employee earned \$3500 during the two years January, 1937 to December 31, 1938. Now if he died on January 1, 1939, the person whom he had designated in writing to the Board, would be entitled to receive 4 per cent of \$3500 or \$140. If, instead of dying, January 1, 1939 he retired that date and was awarded an annuity of \$30 per month which was paid to him for the months of January and February, 1939 and on the first day of April he died, the amount recoverable would be \$140 less \$60 annuity paid and the March annuity of \$30 due, but unpaid at death, a total deduction of \$90, leaving \$50 payable to the person designated. The March annuity of \$30.00 would accrue to his estate.

It is understood the Retirement Board expects to be in a position later on to make prompt adjustment of death claim benefits without the necessity of claims being filed, but until such time the surviving spouse or legal representative of a deceased employee who was on the payroll after December 31, 1936 should file claim with the Board at Washington.

"What's a joint account, pop?"

"It's an account where one person does the depositing and the other the withdrawing."

## Is Insurance Beneficiary Legal, and As You Wish

TUCKED away carefully somewhere in your home, or safety deposit box, is a printed sheet of paper that does honor to your forethought. This sheet is your Group Life Insurance Certificate.

It represents valuable protection to some member, or members of your family—protection that you are making possible through your participation in this railway's Group Insurance Plan. It is a symbol of your assurance that should the unexpected happen to you, your family would not be without funds so essential should you pass on.

It is right to keep this important document in a safe place, with other valuable papers or possessions. You should be sure that your family knows where it is, what it provides and they should be kept informed of this and any other monetary possessions of the wage earner.

Which brings up the question: are you, yourself, still familiar with it? It perhaps would be a good idea for you to look it over again to remind yourself of the insurance that you are providing conveniently and at low cost through the Group Plan.

While doing so, make sure it is up to date so far as the beneficiary is concerned. This is very important, and will often save delay in settlement, and avoid costly legal proceedings. Is the person you named as beneficiary still living, is he or she the right and legal one to receive the benefits you wished to provide?

There are frequently cases in which an insured employee has forgotten to change the name of the beneficiary when death had occurred, the remarriage of the first person named, or other events in life which make changes necessary and desirable. Troublesome results are almost certain to follow where this laxity has occurred.

Be sure your certificate is up to date, and if such a change is necessary, it is easy to make. See Miss Irene Falconer of our Accounting Department, Room 273 P. E. Bldg., at once.

He: His ears remind me of a pair of front fenders.

She: They are big, aren't they?

He: And they're on the two sides of a vacuum tank.

## Pass the Bean, Please

JACK and his mythical bean-stalk have a modern day rival, and while our bean bush doesn't reach the lofty heights claimed by our story book opponent, we offer evidence of a bean backed by facts—not fiction.

The kind of a bean we refer to is pictured above. No, it does not belong to the melon family, but is classed as a member of the bean "fraternity" by horticulturists and is known as the Giant Guinea bean. This sample was



*It's "bean" a long time, if ever, since you have cast your eyes on such a bean as our horticulturist hobbyist, E. P. Tipton, Motorman, displays from his home garden. It grew on a bean stalk 12 feet high and weighs 18½ lbs.*

grown by E. F. Tipton, Motorman of the Western District, whose credulity was challenged when he read of 15-pound beans that grew on a plant reaching that same height footage.

He planted three vines in his garden in Willowbrook last spring and it wasn't many weeks until he became convinced. His stalks grew to a height of 12 feet and on the three vines he harvested 17 beans which averaged from 9 to 18½ pounds per bean.

The grown Guinea bean is bluish gray in hue and has a pulp something on the order of an egg plant. It is deep fried to be most palatable and is a rare dish our grower assures us.

## P. E. POST LEGION ORGANIZED

Chairman Kennedy of the Membership Committee reports that some employees seem to think that the railway has organized an American Legion of its own. We can assure them that this is not the case. Our Post was organized by the American Legion, membership in it being restricted to P. E. and Motor Transit employees. Comrade Kennedy helped to organize this Post while he was Commander of Florence Post No. 305.

Adjutant Sames tells us that P. E. Post No. 321 now has fifty paid up members, many of whom transferred to this post from other American Legion alliances. We have delegates representing our post at Twenty-third District, and L. A. County Council American Legion meetings. Our delegates at the State Convention, at Stockton, voted in the election of delegates to the National Convention at New York.

Comrade Cross attended the installation of officers at several posts in San Diego. Comrade Malloy, of Edison, and Winter of Harmony Post, visited us Sept. 14th and extended an invitation to visit their posts. Comrade Malloy is Commander of Edison Post.

First Vice-Commander I. R. Williams has resigned his office and Comrades Broberg, Buford and Newman have been nominated to fill this vacancy. Election will be held at our next meeting, Oct. 12th.

Instead of installing Automatic Canteen candy machines on company property, the present machines will be retained as the contract between the P. E. Land Company and Mr. Davis, who operates the present machines, has been assigned to the P. E. Post, effective Oct. 1st. We wish to thank the P. E. Land Company for their kindness and generosity in assigning this profitable contract to us.

The door fund at our Sept. 14th meeting was drawn by Comrade Williams. At our Sept. 28th meeting it was drawn by Comrade Riordan. Both were absent, so it will be drawn again.

Remember our meetings in October will be held on the 12th and 26th, and do not forget that the American Legion National Convention for 1938 will be held in Los Angeles.

—J. E. Davis.

## Fall and Winter Plans for P. E. Camp

**N**OW is the time for those wishing a quiet peaceful rest to visit the P. E. Camp. The days are balmy, just right for all out-of-door activities—fishing, hiking, tennis, badminton or whatever your favorite diversion may be.

In the evening you will enjoy sitting around the big fireplace in the Social Hall, or you may dance to the music of our Wurlitzer, play billiards, ping pong or indulge in a game of cards.

It is planned to hold a Halloween hard-times party and anyone who attended the last one will know what is in store. Grotesque mildly describes some of the "get-ups" many of the participants wore. It was a hilarious affair for all.

Halloween is on Sunday, October 31st, and we will have the party Saturday night. Why not make up a group and go up Saturday evening for the week-end? Things will just be going good along about midnight, so you will have plenty of time to get there for the festivities. We are expecting a big crowd, and you should make your reservations early.

And here is something else to think about: We are going to serve Thanksgiving dinner at noon on Thanksgiving day, Nov. 25th. The Social Hall will be turned into a banquet room and a real Thanksgiving dinner will be served,—turkey with all the fixings. We may have some snow by then, which would add greatly to the novelty of the occasion and would remind us of "the dear old home back east."

Take your family and friends up on Wednesday night and stay over for the dinner next day; you will enjoy the outing. The dinner will be \$1.00 for adults and 50c for children.

And here is something for the fishermen to think about: The big ones that got away last spring are beginning to move around again now that the weather is cool and some nice catches are being made. J. S. Harris was up over the week-end and checked in a beauty measuring 17½ inches. Better hurry.

The Camp will remain open all winter, with Supt. and Mrs. Barton in charge. They will be looking for you and will see that you are well taken care of.

If you know of any large groups, Clubs, Lodges, Schools, etc., that might be interested in a fall or winter outing at the Camp we would like to know about them and will make special rates.

H. E. De Nyse,

Manager, P. E. Camp.

### VARIED ARRAY OF SPORTING EVENTS ON SCHEDULE

Now that yours truly is back home from one of the most pleasant and successful deer hunting trips of my life, feeling fit and full of vim and vigor, we will look forward to new fields to conquer.

The first thing that comes to mind is the bear season, which opens Oct. 1st, in all districts except 4 and 4¾, where there are no open seasons. You may take two per season, with gun or bow and arrow, only we recommend using the gun, for these babies have a poor sense of humor when it comes to rough playing.

If that is too strenuous on your nerves, you may try for quail in all districts, except 1½, on Nov. 15th. District 1½ is open Nov. 1st. Limit

is 10 per day; 20 per week. Not more than 10 quail in the aggregate of all species to be possessed by any person during one day.

Then finally comes the season on migratory waterfowl—ducks, geese, jacksnipes and mudhens. Open in all districts Nov. 27th to Dec. 26th. Bag limits: 10 ducks, 4 geese, 15 mudhens and 15 jacksnipes. Many large flocks of waterfowl are coming in to settle in local waters, all indications point to plenty of sport in this field.

A father and son charter boat fishing party is planned for the near future. See P. E. Rod & Gun Club officials for exact date.

Oct. 30th and 31st will be trout season closing. A big party of Rod & Gun Club members and their families will flock to the P. E. Camp for this event. Better get your reserva-

tions in early, if you don't want to miss out. Many prizes will be offered and a good time is assured to all who participate in this outing.

Last, but far from the least in importance, will be an outing at Santa Cruz Island, sometime in November, to hunt wild boars and other big game. It is planned to embark at Santa Barbara for the cruise to the island. A two or three-day stay is planned. You may fish, hunt game birds or wild boars to your fancy.

This will bring to a close one of the most successful years in the history of the Club. For all reservations see your Field Captain or Fishing Captain.

Arlie Skelton, Secretary.

### BOWLERS BEGIN NEW SEASON

Eight teams comprise this season's Pacific Electric Club Bowling League which commenced the season Friday, October 8. Weekly play continues each Friday for the next 28 weeks, with exception of the last two weeks of the year.

The eight teams, among which are most of the old and a number of new bowlers are as follows:

P. E. Club, Engineers, Claim, Transportation, Freight Traffic, Northern District, Subway Terminal and West Hollywood.

All league games will be held at Glendale Recreation Center, Brand Boulevard and Maple Avenue, Glendale.

All are welcome and cordially invited to visit the bowling alley on any or all Tournament nights. The league members will appreciate your support in this manner. Come and root for your favorite team.

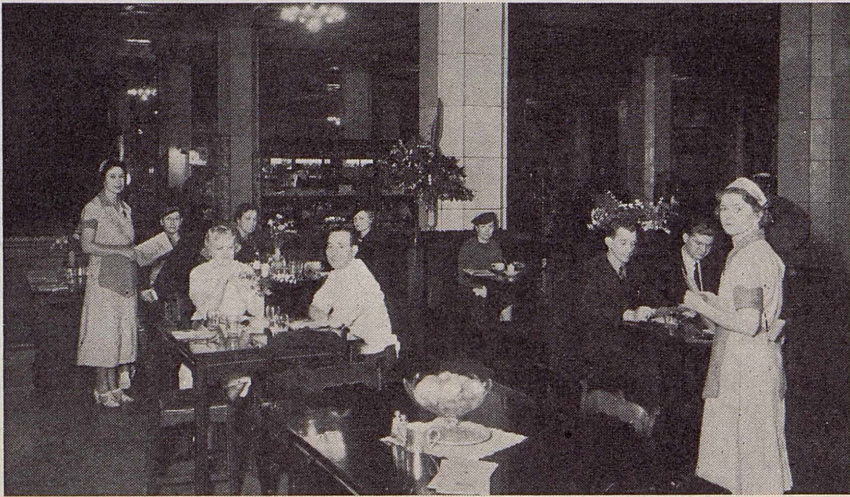
### CHANGE MEETING NIGHT

Beinning next month the P. E. Pistol team will change its regular meeting night to the second Wednesday of each month. This is done so it will be possible for members to attend the regular meeting of the Rod & Gun Club held the same evening, and vice versa for the latter group who may wish to attend Pistol team gatherings.

Under the new set-up next month's meeting will be held Wednesday, Nov. 10th, at 7:00 p.m.

"I'm cutting quite a figure," said the chorus girl as she fell on a broken bottle.

## Station Concessions Offer Improved Service



*A corner glimpse of the Subway Terminal cafe, renovated and improved, and becoming increasingly popular from month to month under the recent supervision of the newly formed P. E. Restaurant & News Service.*

PERHAPS you have observed improvements in restaurants, lunch fountains and news stands in some of our large stations recently? Or maybe you have experienced tastier foods served in the now more attractive and pleasant surroundings than in years past.

The change for the better must be credited to the P. E. Restaurant & News Service, a newly formed branch which on January 1st last took over certain concessions in our larger stations that were formerly leased and privately operated.

Under the direction of T. B. Lochhead, Supervisor and with a staff of some 75 employees, the newly created department now operates the following: restaurants in the 6th & Main and Subway Terminal stations; lunch fountains in same stations and also at Long Beach; news-stands in the 6th & Main, Long Beach and Pasadena stations.

Under the new regime many physical changes have been made, such as addition of booths at the Subway Terminal restaurant, and which type of booths will also be added at 6th and Main St. in the near future; changes in dishes, glass and silverware and a general tidying up of the many things which create an appetizing atmosphere. These, combined with the serving of full-course luncheons and dinners at moderate prices, have resulted in constantly improved patronage.

The number of units operated makes possible the baking of all pastries. The commissary also pro-

vides and distributes flour blends for hot cakes, waffles, biscuits to each unit, as well as sandwich spreads, mayonaise, etc. which makes for uniformity and maintenance of standard.

Of interest to employees generally is the fact that a 25 % reduction from menu prices in restaurants is being granted upon presentation of pass or other evidence of employment.

### WOMEN'S CLUB BEGIN YEAR PLANNING BUSY SEASON

The first meeting of the P. E. Women's Club new club year was held Sept. 9th, with a lovely luncheon, a large attendance and good old-fashioned "family" reunion.

The tables were tastily decorated with flowers and miniature rainbows at the end of which was a tiny gold pot, in which we found our theme for the year, "Happiness." On our President's table was a large rainbow and in this tapers were placed which burned throughout the luncheon hour.

Seated at the President's table were Mrs. Lloyd Murphy, President; Mrs. Frank Hart, First Vice Pres., and the guests of honor from our official P. E. family: Messrs. O. A. Smith, F. E. Geibel, C. Thorburn and N. B. Vickrey. Mrs. Hart introduced our guests and each of them gave a short talk and offered their support and help throughout the coming year. Mr. Smith was most gracious and asked us to think of him as a "regular fellow" and thanked our Welfare Dept. for their work. Mr. Thorburn asked the members to take a serious interest in our duty as responsible citi-

zens and heads of families, and give our public and civic questions more consideration.

Mr. Vickrey offered his help and co-operation. We extend to Mr. Smith and any other of our officials, an invitation to visit our Club at any time.

Mrs. Fuller and Mrs. Leaton both sang several lovely selections.

Mrs. R. R. Crunk added a mystery friend department to the Club and each lady present drew a name for her mystery friend.

Mrs. Hart had a very interesting meeting on Sept. 23rd. Mrs. Stella S. Alkine, Consumers' Research Director from the Downtown Shopping News, gave an enlightening talk on fabrics and the way to test their quality. The So. Calif. Gas Co. kindly showed a picture called "Twenty Million Years" that was both instructive and interesting.

On October 14th, Mrs. Ethel Miller will have charge of the program and she is bringing Mrs. Blanchard from the Florence Women's Club to talk of her travels in Africa, and Mrs. Fuller is to sing.

October 28th will be the colorful Hallowe'en program; there will be an old-fashioned spelling bee and program will be carried out in the autumn theme, so come and enjoy the fun.

Here is an appeal to all who like to sew and make hats. Come and help fill our quota in the sewing class. We must have an average of 25 students and we surely have a capable teacher in Miss Bernice Jurdan.

—Mrs. W. A. Hasty.

### EMPLOYEE'S ENTRIES WINNER AT THE L. A. COUNTY FAIR

Congratulations to Kenneth Coats, Engineering Department employee, upon his fine achievement at the L. A. County Fair just ended.

In competition with hundreds of more experienced growers of dahlias, Mr. Coats' entries, which he reluctantly entered, won three first prize ribbons, eight seconds and two for third prize honors.

Some months ago the Magazine exploited in picture and word the fine specie of dahlias which he was producing in his home garden, a pursuit in which he had followed some of his own ideas somewhat contrary to the general practice in the cultivation of this beautiful bloom. His many friends are most pleased with the recognition he so admirably won.

## Fine Service of Trainmen is Complimented

Many Letters from Observing Patrons Reveal that Rank and File Measure to a Splendid Standard

**A** GAIN demonstrating that the rank and file of our Trainmen and Operators are measuring to a high degree of courtesy and efficiency, we are pleased to recite excerpts and comments made in recent weeks by the traveling public in letters to our management. The incidents which incited the various patrons to pen their bouquets cover a wide range of real service and fine courtesies.

The Magazine is happy to publish these briefed comments of those meritoriously concerned, both as a gesture of appreciation by our management and in the hope that it will encourage all to a realization that courtesy pays dividends in the satisfaction that comes with holding the respect and good-will of our fellow-man.

Appreciation and congratulations are extended to the following:

C. W. Knight, Conductor, North: extraordinary assistance given a blind passenger.

G. R. Stevens, Condr., West: courteous and obliging treatment of passengers.

Henry Kraft, Cndr., North: complimented for always saying "thank you" when collecting fares.

J. E. Beardsley, Condr., South: for his care and aid given a 10-year-old boy en route to L. A.

R. W. Owen, M/M. West: for his clear and well-articulated voice in announcing streets.

L. Fortner, Operator, West: "he is always a gentleman; and he doesn't start and stop with a jerk," wrote patron.

E. V. Stevens, Operator, West: praised for his kindly and tolerant treatment of an abusive passenger.

D. M. Durkee, Condr., North: for his honesty in returning purse containing \$41.00.

C. M. Mudd, M/M., West: several passengers wrote letters commending him for observing L. A. Ry. passengers (determined by transfers held in their hand) standing on wrong corner and directing them to proper location to obtain L. A. Ry. car.

G. E. O'Brien, Condr., West: praised for his extreme patience with an unreasonable and vociferous pas-

senger.

A. V. Hand, Condr., West: paid fare of woman passenger who had left purse at home.

J. W. Church, M/M., West: complimented for aiding blind passenger from curb to car.

C. D. Kidd, Condr., West: for always being kind and courteous. "He is the finest man on your line," wrote patron.

P. E. Cowden, M/M., West: for his honesty and integrity in returning \$25 found on his car.

K. C. Aldrich, Condr., West: "he is always very courteous and polite," comments patron.

Alex Peterson, Operator, Motor Transit: quoting verbatim: "your drivers are all efficient and cour-

teous, especially Alex. Peterson; he is 'tops'."

All Motor Transit Operators: writes a prominent attorney: "I have ridden your busses for 5 years and have found your drivers to be very courteous in their treatment of the traveling public."

E. C. Peterson, Operator, Motor Transit: complimented for his courtesy and willingness to co-operate in every way while on special movement; also for the efficient manner in which he handled bus.

### Cover Picture

The Little Church of the Flowers in Forest Lawn Memorial Park, Glendale. It was inspired by the quaint Stoke Poges in England, the church where Thomas Gray wrote his immortal "Elegy, Written in a Country Churchyard." Still a treasured landmark, the little English church is more than six centuries old.

## Twenty-Two More Veterans on Honor Roll

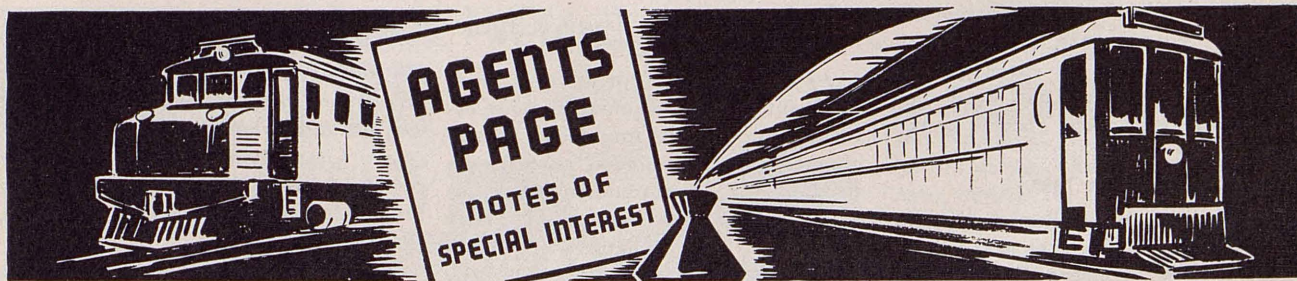
**T**WENTY-TWO of our fellow workers last month retired from the service henceforth to be recompensed under the terms of the Railroad Retirement Act of 1937. During the past three months a total of 99 of our comrades have retired to the well-deserved rest and recreation with liberal pensions.

On behalf of the employee mass and management we extend to each of the above group sincere congratulations and good wishes. That they will live long and enjoy the fullest of life's comforts and blessings is the sincere wish of all.

The names, departments employed, occupations and years of service of the September group of retired follows:

Name	Department	Occupation	Years of Service
William E. Smith	Engineering	Carpenter	22
Charles Sutter	Engineering	Carpenter	18
Jose Rangel	Engineering	Laborer	22
Cruz Acosta	Engineering	Laborer	21
Charles O. Johnson	Engineering	Switch Repairer	25
Cary L. Mann	Engineering	Sub-station Operator	27
George A. Malcolm	Engineering	Draftsman	39
William E. Laster	Engineering	Carpenter Helper	15
Refugio Zabala	Engineering	Laborer	9
Epitacio Figueroa	Engineering	Laborer	17
Wallace H. Watkins	Engineering	Leader	34
Ezra Danforth	Engineering	Section Foreman	32
Francis I. Page	Engineering	Sub-station Operator	37
Frank E. Cornwell	Transportation	Conductor	21
Amos M. Fisher	Transportation	Conductor	32
Charles Gaskin	Transportation	Motorman	35
David E. Helper	Transportation	Motorman	20
Frank L. Reynolds	Transportation	Foreman L. A. Frt.	35
Ulysses E. A. Welbourne	Transportation	Motorman	41
Cecil Donette	Mechanical	Laborer	15
Lee M. Green	Mechanical	Helper	15
Anna Goss	Mechanical	Car Cleaner	14





## G. W. Orr Named L. A. Freight Terminal Chief

**A**PPPOINTMENT of George W. Orr as Terminal Freight Agent at Los Angeles came last month as most pleasant news to a legion of friends within the ranks. Mr. Orr succeeds J. W. Anderson, retired and his presence in the ranking post at our largest center of freight handling assures it efficient direction.



Geo. W. Orr

Mr. Orr's qualifications for this important post have been achieved through long years of experience on our own and several major railroads and in positions that have run the gamut of railroad freight experience. Previous to coming to California in 1910 he served three Class A railroads in the states of Wisconsin, Minnesota, Iowa and South Dakota. Locally he began service with the Southern Pacific at the local freight station in 1910, and with the L. A. & Redondo

Ry. in 1911, which was consolidated with the P. E. the same year. He progressively served as Clerk, Cashier, Chf. Clerk, and was appointed Asst. Terminal Freight Agent in August, 1919, and now to the ranking post at our large terminal.

Mr. Orr's advancement resulted in upward moves for Fred Spencer to the position of Asst. Terminal Freight Agent, and also Jacob Anderson's selection to the vacated post of Mr. Spencer as Station Accountant. Both of the latter two have served this company long and faithfully and have the qualities to acquit themselves creditably in their advanced posts.

That our friends have jobs, not positions, at the L. A. Freight Terminal, may be gleaned from the following covering handlings at this terminal, during a recent 12 month period: cars handled through yard, 402,000; mercantile cars loaded and unloaded, 19,382; commercial carloads, 22,300; cars of asphalt, 2,009; bananas, 2,568; oil and gas, 4,631; scrap iron, 2,314; papers and newsprint, 1,509.

### TRAVEL TIPS GET BUSINESS

Resulting in the sale of 12 round trip and 8½ one-way tickets to far flung points via the Southern Pacific lines, employees travel tips in recent weeks have been effective in producing considerable revenue that otherwise would have gone to competing carriers. This ever-needed business was gained through the timely informing of the local passenger office of the S. P. under H. P. Monahan, General Passenger Agent, of friends or acquaintances planning a journey.

The following employees are credited with obtaining the sale of tickets as noted, for which endeavor they each received an appreciative letter from Mr. Monahan:

Jas. Shelton, Conductor, South, 1

r.t. St. Louis; Earl Moyer, Acct. Dept., 2 one-way each to Ft. Wayne, Portland and Chicago; C. Thorburn, Pur. Agent, 1 one-way to New York City; C. E. Robitson, Motorman, North, 1 r.t. San Francisco; T. L. Hinkle, Acct. Dept., 1½ one-way Portland, Ore.; C. H. English, 1 r.t. New York City; C. L. Curle, Storekeeper, 1 r.t. Philadelphia; S. C. Scholl, Acct. Dept., 2 r.t. Portland; R. W. Bressie, Frt. Condr., 1 r.t. Indianapolis; J. B. Green, Mech. Dept., 2 r.t. Chicago; F. W. Gill, Storekeeper, 1 r.t. Chicago, and Lee Pulliam, Dispatcher, 2 r.t. St. Louis.

Dumb—We're going to give the bride a shower.

Dumber—Count me in. I'll bring the soap.

### SUNDAY PASS A BARGAIN

Just how big a bargain is our Sunday Pass was shown recently when a mother, accompanied by two children, made a trip approximating 150 miles at a total cost of only \$1.50, or at a cost of only one-third cent per passenger mile.

Starting from Balboa on a Sunday morning, our patron purchased one Sunday Pass with coupons attached for two minor children at regular rate of \$1.50. Their trip took them through Los Angeles County Fair Grounds at Pomona, thence to the City of Pomona and return to Balboa.

As a matter of fact, the two children in this case made the trip for 25c each (\$1.00 being the price for an adult alone) or at rate of only one-sixth of one cent per passenger mile. For the utmost in travel bargains, the Sunday Pass with its coupons for children, has not yet been equalled, is the opinion voiced by H. O. Marler, Passenger Traffic Manager.

Obtainable from Conductors and Ticket Agents, the Sunday Passes are on sale every Sunday of the year as well as on certain holidays, and are good for transportation on all trains and motor coaches west of Upland.

Travelers may indeed save money with Sunday Passes!

## Pomona College Celebrates 50 Years of Achievement

By J. G. Hileman,  
Agent, Claremont

ITS first home in 1887, a rented house and later a deserted boom hotel in the far western sagebrush, Pomona College last month in Claremont officially opened its fiftieth year of instruction and with it a year-long jubilee celebration of half a century's academic achievement.

A full quarter century before the Pacific Electric installed its first line from Los Angeles to San Bernardino, Pomona College had its embryonic beginning in what today is the thriving

ing college community of Claremont. In more recent years, parallel with the development of the extensive Pacific Electric system, has been Pomona College's steady growth in the heart of the citrus belt.

#### Born in 1887

At a time when Southern California was experiencing its first major land boom in 1887, Pomona College was founded by the Congregational Church. Seven years later, in 1894, it graduated its first class of eleven members from a student body which totaled forty-seven.

From the beginning Pomona College today has risen to be one of the west's leading privately endowed, co-educational arts colleges. It is the parent member of a federated group plan of education known as the Associated Colleges of Claremont, a one-time educational experiment which attracted nationwide attention and which today has grown to be known as "The Oxford of the West."

From its original campus of barren sagebrush Pomona today has developed a campus which embraces 117 acres, extensive and impressive buildings, and beautifully landscaped.

An hour's ride east from Los Angeles will bring you to the campuses of Claremont's Associated Colleges: Pomona College, the parent institution which is co-educational; Scripps College, for women, and the graduate school of Claremont Colleges. This group plan of education had its conception in 1925 when Pomona College saw the need of expansion. This led to the adoption, under the inspiring leadership of President James A. Blaisdell, of a group plan of affiliated colleges similar to the Oxford plan of England. Here the advantages of the small college are retained while still making possible the gathering together of the equipment justified only in a large university.

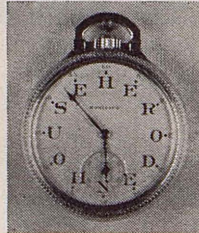
The real heart of Pomona College lies in its enchantment of scholarly life among undergraduates who live in modern residence halls where they associate not only with fellow students, but also with their professors, among whom are numbered some of the nation's leading educators.

#### Music Art Emphasized

Here too a limited enrollment of 750 students drawn from far distances is offered a wide curriculum in the humanities, social sciences and natural sciences. Special emphasis is placed upon music to the extent that

## Testimonial to Their Chief

WITH some 200 of his staff present as a testimonial of their esteem and regard for their former chief, H. E. Rodenhouse, recently retired Asst. Superintendent at Pasadena, last month was made very happy.



His presence was requested at the terminal club rooms one evening where he was greeted by his former co-workers and presented with a novel and rare quality watch, the joint gift of his many friends. Delay in the presentation was caused from the fact that it was made to special order. Instead of the regular numerals for the hours, on the face appear the two initial letters (H. E.) and ten letters in the name "Rodenhouse."

J. S. Newman in a brief presentation speech thanked the "boss" for his fairness and considerate treatment of the boys throughout the years, to which he responded in words and manner that testified to his great joy in the gift from "those whose pleasant association I have enjoyed through many long years."

Not only were there some 200 present day workers present, but a number of the previously retired, with whom the boys had the pleasure of renewing acquaintance. Looking hale and hearty and mighty good to see again were: Claude Laytham, Tom Hoag and Al Lusher.

Joe Rovai headed the committee on arrangements and contributed much to the success of the event.

in 1932 the Pomona College Men's Glee Club won the National Intercollegiate Glee Club championships. Pomona men singers also have won the Pacific Southwest Intercollegiate championships eleven seasons out of fourteen.

Steadily growing throughout the past fifty years, Pomona College today has assets approximating seven million dollars, of which \$2,920,409 is invested in plant, and \$2,865,325 is held as endowment. Scripps College for women, founded only ten years ago, records assets of over two and one-half million dollars, and Claremont Colleges more than two million.

The Claremont plan represents a combined investment in higher education of more than eleven million dollars, with a total of 228 acres now in use and as much more held in reserve for a planned future expansion of the group. First step toward this expansion will be the founding of a men's college.

Thus it is with vision and a hope looking to the future that Pomona College, opening September 23, 1937, began a year-long celebration to observe half a century of outstanding academic achievement in the education of the great Pacific Southwest. High point of the jubilee year will be the holding on October 14 of Pomona's traditional Founder's Day exercises on the Claremont campus. At this time one of Pomona's oldest and most hallowed traditions, the passing of the flame from one generation to the next, will be observed. Throughout the year the Pomona College campus will be the mecca for nationally known educators, thinkers, writers and lecturers who will join with the college in observance of its fiftieth anniversary and in its hopes for a future of continued singular achievement in the education of America's young men and women.

## WATCHALL SEES ALL AGAIN

Have you noticed that smile missing on the face of "Pappy" Knight? No it is not a new Buick car; he just got his tax bill.

No, Junior, Mr. Dorner does not own the city of Hawthorne; he just has an option on it.

Joe Padou (no relation to Joe Palooka) keeps a five pound box of candy in his desk. Every one is invited to drop in and have a hand full, especially the girls. How Joe loves the girls!

And no, Junior, Mr. Eggeman was not born on Easter.

Jimmy Shafer was seen down on the Venice Short Line tacking up Long Beach schedules. We do not know, but suspect it is love.

No, Junior, Mr. Cobb was not born in Iowa.

A few days ago when the circus was in town Sam Florence was seen carrying water for the elephants.

Charlie English has joined the Philharmonic Orchestra. He plays the mouthorgan.

"Has she kept her girlish figure?"  
"Kept it? Man, she has doubled it."

**EDUCATION  
RECREATION  
FELLOWSHIP**

**CLUB  
AFFAIRS**

**PACIFIC ELECTRIC**

**ENTERTAINMENT**

**MANY BOOKS GIVEN LIBRARY**

The Club gratefully acknowledges a fine donation of 56 works of fiction and science to the Library, the kind and thoughtful gift of H. B. Tibbetts, retired Engineering Dept. employee. Also during the past month, Sarah C. Shipman of the same department, made another of her frequent donations.

Most of us have in our homes books that we have read and enjoyed, for which we have no further use. The Club Library loans each month more than 500 books to its members and other than those books which we treasure or wish to refer to from time to time, we can think of no better disposition to make of books that have served their purpose than to donate them to the Club. Recent issues of Magazines also will be gladly received, as the Club each month sends those accumulated to the hospital and various terminals.

**VAUDEVILLE SHOW COMING**

Numbered among the entertainment features scheduled in the P. E. Club during next month will be an All Star Show, sponsored by Sheriff Biscauliz in co-operation with the Rod & Gun Club.

While complete details are lacking at the moment, President Bancroft of the Rod & Gun Club, states that all present in the Club theatre on the evening of Friday, Nov. 12th, may be assured of a real evening's entertainment. There will be a Pistol Team and many acts by teams and individuals from stage and radio.

Admission is free, so watch for detailed bulletin, and remember date.

**NOV. P. E. CLUB BULLETIN**

**Sat., Oct. 9th:**

P. E. Agents' Association meeting. First meeting of year—8 p.m.

**Tues., Oct. 12th:**

Regular semi-monthly meeting P. E. American Legion—8 p.m.

**Wed., Oct. 13th:**

Regular meeting P. E. Rod & Gun Club Pistol Team—7 p.m.

Regular monthly meeting P. E. Rod & Gun Club—7:30 p.m.

**Thurs., Oct. 14th:**

P. E. Women's Club afternoon meeting—1:30 p.m. Special program.

**Fri., Oct. 15th:**

P. E. Bowling League games at Glendale Recreation Center—8 p.m.

**Wed., Oct. 20th:**

Regular monthly meeting P. E. Masonic Club. See special bulletin for details. Meeting called 7:30 p.m.

**Thurs., Oct. 21st:**

P. E. Women's Club Card Party—1:30 p.m. Prizes to winners.

**Fri., Oct. 22nd:**

**MONTHLY P. E. CLUB DANCE**  
—8:30 p.m. Future dances will be held on Friday instead of Thursday evenings.

P. E. Bowling League games at Glendale Recreation Center—8 p.m.

**Tues., Oct. 26th:**

Regular semi-monthly meeting P. E. American Legion—8 p.m.

**Thurs., Oct. 28th:**

P. E. Women's Club afternoon meeting—1:30 p.m. Special program.

**Fri., Oct. 29th:**

Transportation Safety Committee meeting—10 a.m.

Monthly gathering of retired employees. Come and renew friendships with old comrades. 1:30 p.m. All welcome.

P. E. Bowling League games at Glendale Recreation Center—8 p.m.

**Thurs., Nov. 4th:**

P. E. Women's Club card party—1:30 p.m.

**Fri., Nov. 5th:**

P. E. Bowling League games at Glendale Recreation Center—8 p.m.

**Club Dances Now on Fridays**

IN THE hope that the change will suit the convenience and pleasure of a greater number, Club Manager Vickrey announces that henceforth the monthly Club dances will be held on Friday evening, instead of Thursday as for some time past. The next dance is scheduled for Friday, October 22nd.

The Club dances have been one of the outstanding entertainments offered by the Club, and those to follow this coming season should be no exception. Music again will be furnished by Flo Kendrick and her 7-piece Swing orchestra and there are many who vouch for the fine quality of their renditions. Miss Kendrick and her musical group are in much demand and never has there been better music than is now being offered. The Club dance floor has been newly scraped and waxed to the point that it compares favorably with any in the city.

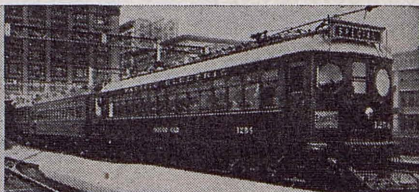
We suggest getting up a departmental group, or Club members may bring in as their guests a party of friends. A special night will be set aside for any departmental or company activity group.



*You will be agreeably pleased and delighted with the music of Flo Kendrick and her swing Orchestra which holds sway at the monthly P. E. Club dances. Hereafter these dances will be held on Friday evenings. Next dance, Oct. 22nd. Why not a departmental group; or bring some friends.*



# SAFETY NEWS



## Costly Trainmen Accidents You Can Avoid

A Few Hints on Where and When They Occur and Reminders of How You Can Avoid Pain and Costly Time Loss

**D**URING the first eight months of 1937 there were recorded 52 accidents, of varying severity, to train-service employees while on duty, compared with 53 during similar period of the year previous. Thirty-nine of these accidents in 1937 involved passenger train-service employees and thirteen employees in freight train-service.

Analysis of the various accidents to employees reveals that at least 85 per cent of such mishaps have been due to carelessness, or thoughtlessness, on the part of the employees involved and should have been avoided. In many cases an apparent undue haste has been the cause of accidents. Rules do not insist on speeds that jeopardize a Trainman's safety in the performance of his duties.

The following comments are made in the interest of employees and their welfare, in the hope that it will aid in reducing avoidable mishaps, which are costly, painful and unnecessary for the most part.

### Reasons Why

During the above period there were seven cases of injuries to employees on duty account stepping on small rocks, or in holes, in the vicinity of train, resulting in sprained ankles, pulled tendons or other painful injuries. The slogan of "watch your step" had it been observed, might have avoided all of these accidents.

There were four cases of employees involved in "step" accidents, boarding or alighting. Unnecessarily these brought pain and loss of time that could have been avoided. In one case an employee stepped from a train which had stopped on a trestle when the trolley left the wire, into space for a depth of twenty-five feet below. Dame Fortune smiled on him

as he fell in soft sand and came up with only minor bruises, but—he was certainly not watching his step in this case and the mishap might have proved quite serious.

Three accidents occurred when Trainmen tripped over rails. There is little the Company can do other than to call your attention to the fact that such accidents do happen, to remind you of them and admonish to "watch your step."

There were three accidents recorded when switch covers slipped from the hands of employees or were allowed to fall, catching the employees foot or hand. This suggests you may be next, and when handling switch covers, be sure that hands and feet are in the clear in case switch cover should fall.

Then there were three employees injured when adjusting couplers, and in each case extra care would have avoided the mishap. In adjusting couplers to permit coupling, be certain that coupler will move, even if slowly, before attempting to give it a severe thrust.

### When Least Expected

Four cases of injuries there were that happened when in the process of handling fenders. Chains securing fenders, or aprons, will not slip if properly adjusted. Perhaps there is a kink in the chain, which, if not noticed before strain is put on the apron, will not permit proper fastening.

A Freight Brakeman was thrown from the top of a car when train started while he was handling brake. Indications were that employee in this case failed to safeguard himself. Had he kept hold of brake wheel while train was in the act of start-

## ACCIDENTS WE COULD AVOID

Following are some of the accident causes which we should strive to eliminate from our railroad in our efforts to reduce accidents to the lowest possible minimum.

A Yard Brakeman, having given a stop signal, went between two cars for a legitimate purpose. The Conductor, without knowing whereabouts of the Brakeman, gave a back up signal. The Brakeman was knocked down, run over and lost a leg.

A car of coal was being pulled over the pit with a cable. A mechanical inspector was seen by his foreman to step over the cable. The foreman instructed him never to do it again.

Within half an hour he disobeyed those instructions just at a time when under strain the hook on the cable, which had not been properly secured, gave way. The Inspector was caught by the released cable and thrown twenty feet in the air, landing with his head on a rail and instantly killed.

Of course the "Wrong Method" of fastening the cable was primarily the cause of the cable giving way, but the direct cause of the Inspector's death was his own disobedience of his foreman's instructions.

An employee, facing forward, was dragging a heavy timber a distance of 25 feet, where it was to be used.

A second employee, thinking to ing, this accident would have been avoided.

Rough handling of windows when in the act of raising, or lowering them, caused three accidents and injuries to employees. Carelessly pushing against the front door when it was slow to respond in opening, caused a broken glass and severe lacerations to the employee's hand.

Another employee was injured when a switch handle re-bounded, striking him. Had the switch handle been properly secured, this accident would not have happened.

help, took hold of the trailing end without notifying the man in the lead. When he started to lift it from the ground he jerked it out of the grasp of the leading man. When the front end struck the ground, the trailing end fell from the grasp of the "helper" and broke two of his toes.

This injury would not have occurred if the second employee had said, "Hold on, John, I'll help you," and known that he was understood, before interfering with the movements of the man who was all set to do the job as he had planned.

**ACCIDENTS HAZARDS CITED**

We are continually confronted with numerous accidents with automobiles, primarily caused by the ever-increasing number of automobiles and trucks moving through the streets and highways, resulting in an almost continuous heavy volume of traffic moving at any hour of day or night.

Lack of proper response to traffic regulations by the motorists is also a large factor in constantly increasing accidents.

This is the situation we have to face, and in order to combat this lack of care upon the part of the motorists, Motormen must be ever on the alert in the operation of their trains, by:

1. Keeping a **safe** distance back of the vehicle ahead.
2. Being **sure** of clearance when passing vehicles.
3. In knowing every congested area is a **hazard**.
4. Always **sacrifice** speed for safety.
5. In applying **brakes** earlier when traffic is heavy.
6. In knowing that any automobile driver may do the **unexpected**.
7. In taking no **chances**; the automobile driver will do that.
8. A more frequent use of **gong** or **whistle**, but never unnecessarily, being particular to comply with State laws requiring adequate warning be sounded before reaching a highway crossing and continuously sounded until it is passed; it being contributory negligence not to do so.

With the approach of the rainy season Motormen are urged to use greater vigilance in the handling of their trains account possibility of slick rail and wheels locking. Motorists are liable to conditions indefinitely worse, thus Motormen should be prepared to stop at first indication of automobile being out of control and

**Classification of August, 1937 Accidents**

TRAIN SERVICE ACCIDENTS DURING AUGUST, 1937  
COMPARED WITH AUGUST, 1936

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1936		
<b>Collisions:</b>				
1. With Pedestrians.....	4	4	Same	.....
2. At Railroad Crossings (Other than Company's)....	0	0	Same	.....
3. Between Cars of Company.....	3	3	Same	.....
4. With Vehicles and Animals.....	139	121	18 Inc.	14.9%
5. Derailments.....	5	2	3 Inc.	150.0%
6. Equipment.....	0	0	Same	.....
7. Boarding Cars.....	6	8	2 Dec.	25.0%
8. Injuries on Cars (Not in Collision).....	13	12	1 Inc.	8.3%
9. Alighting from Cars.....	10	22	12 Dec.	25.0%
10. Falling from Cars (Not purposely Alighting).....	0	0	Same	.....
11. Doors, Gates and Guard Rails.....	6	8	2 Dec.	25.0%
12. Ejectments and Disturbances.....	3	1	2 Inc.	200.0%
13. Miscellaneous.....	1	1	Same	.....
14. Total.....	190	182	8 Inc.	4.4%
15. Employees.....	14	8	6 Inc.	75.0%
16. Total Car Accidents.....	204	190	14 Inc.	7.4%
17. Motor Coach Accidents.....	13	36	23 Dec.	63.9%
18. Total Passenger Accidents.....	217	226	9 Dec.	4.0%
19. Freight Accidents.....	12	16	4 Dec.	25.0%
20. Total All Accidents.....	229	242	13 Dec.	5.4%
		13 Dec.		
		5.4%		

beginning to skid.

The foregoing stresses the responsibility of Motormen only. However, another serious problem in accidents is the reduction of step accidents, which are still happening quite frequently and is a situation upon which too much cannot be said.

The cooperation of one-man Operators and Conductors by being exceedingly careful in the closing of exit doors and assisting the type of passengers who need help in boarding or alighting from cars, should be a big factor in reducing accidents of this type.

**TRY IT YOURSELF**

A man with an uncanny mania for juggling with figures placed a pad of paper and a pencil in his friend's hands, and said:

Put down the number of your living brothers. Multiply it by two. Add the number of living sisters. Multiply the result by ten. Add the number

of dead brothers and sisters. Subtract 150 from the result.

The friend did as directed.

"Now," said the other with a cunning smile, "the right figure will be the number of deaths, the middle figure the number of living sisters, and the left-hand figure the number of living brothers."

**CLUB CHARTING BALL GAMES**

As in years past radio broadcasts and board charting of the progress of the world series baseball games was enjoyed by a large group each day in the Club's main lobby as the Magazine went to press.

Particularly during the noon hour the lobby's capacity was being taxed each day and the crowds were thoroughly enjoying the contests in comfortable and pleasant surroundings. Chas. P. Hill was again in charge of registering the plays on the big board.

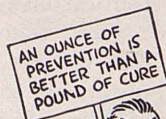
**DUMB ANIMALS?**

Geese fly in a "V" formation for safety with scouts sent out to investigate any apparent source of danger spotted.

Crows place sentinels on all sides of their feeding grounds.

Woodchucks have three or more holes to their burrows for the sake of quick and unobserved exit in case of danger.

A wren will build its nest only in



**IF YOU KNOW OF AN ACCIDENT HAZARD REPORT IT AT ONCE!**

**YOUR FORESIGHT MAY PREVENT A SERIOUS INJURY**

a bird house with a door too small to admit other birds.

Many a horse has been known to refuse, even after whipping, to cross a rickety bridge that he sensed as being unsafe.

After all, these animals are not so dumb. They take proper safety precautions.

Let us likewise keep safety ever uppermost in our minds.—Exchange.

#### SAFETY ADVISORY COMMITTEE APPOINTED FOR OCTOBER

The next meeting of the Trainmen's Safety Advisory Committee will be held Oct. 29th, 1937, in the Pacific Electric Club rooms, commencing at 10:00 A. M.

Following are the members selected to serve on this committee for the month of Oct. 1937.

<b>Northern District</b>	<b>Terminal</b>
R. T. Harmer	Macy
R. L. Ellison	Pasadena
B. McCumsey	San Bernardino
<b>Southern District</b>	<b>Terminal</b>
R. L. Marden	Los Angeles
E. C. Sievers	Long Beach
J. Wamsley	Butte St.
<b>Western District</b>	<b>Terminal</b>
R. E. Ickes	W. Hollywood
W. E. Sames	Subway
A. J. Jackman	Ocean Park
T. L. Halverson	Glendale

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

#### RAILROAD SURGEONS LEAVE

Some one hundred and fifty members of the Pacific Coast Railway Surgeons' Association left early this month in a special train en route to Guadalajara, Mexico, the scene of this year's annual convention. Our Chief Surgeon, Dr. Wm L. Weber, was among the large group of railway medical chiefs to make the journey.

Combining vacations and business the association arranges a comprehensive program designed that all mutually profit by the experience and advancements of the profession. Himself a spine specialist of national repute, Dr. Weber was scheduled to deliver an address on the diagnosis and treatment of compression fractures of the dorso-lumbar spine.

## Electrical Branch Veteran Tells Early Experiences

NOTED among the retired employees during the month of September is Francis I. Page, Substation Operator at North Pomona.

Mr. Page has the distinction of not only 37 years of worthy service with our own and merged railways, but can point with pride to the fact that for five years he was the Operator of the world's first plant engaged in long distance and high voltage transmission, a Southern California distinction.



Francis I. Page

This power house was located in San Antonio Canyon, near the base of Old Baldy, and began operations in the summer of 1892. A child's toy, compared with to-day's herculean units, it nevertheless demonstrated the possibilities and pointed the way to the astounding developments that have followed down the years.

Electrically-minded employees will be interested in Mr. Page's reminiscences of the "Ark" power plant:

"There were two 1000 volt 120 kilowatt single phase dynamos and two 15 kilowatt exciters in the old San Antonio plant. The 120 kilowatt dynamos were direct connected to 200 H. P. Pelton water wheels and the exciters were direct connected to 20 H. P. wheels. A bank of 18-6 kilowatt transformers were connected to a circuit to Pomona, and another bank of 20-6 kilowatt transformers connected to a circuit to San Bernardino. These transformers were made for two reasons. If one burned out it could be cut out of bank transformers without supplementing service to the town, and the other reason that the San Antonio Light & Power Co. had difficulty to get the electrical manufacturers to build a larger transformer.

"These "step up" transformers had a ratio of 2 to 1, stepping voltage from 1000 down to 500, which was not according to any books, and I had difficulty getting data straightened out so there would be 10,000 volts on the transmission line. The 1,000 volt sides were all connected in parallel and the

500 volt sides all connected in series. To prove there was 10,000 volts on the line, 100 hundred volt lamps were connected in series and were all lit up, thus proving 10,000 volts were on the line.

"After several years operation there came a dry year and the power got very low and a threshing engine was taken up to the power house and belted to one of the machines. That 30 H. P. engine was considered much help on the peak load.

"The power company representative in Pomona, was simultaneously engineer, fireman, electrician, lineman, house wirer, collector, trouble shooter, repairman, bookkeeper, etc. (any man who worked around that job had to be a good all-round man.

"In 1899 the Pacific Light & Power Co. obtained possession of the plant and water-power rights and built a larger plant farther down the canyon, which is now operating as a semi-automatic power plant.

"The old power plant was dismantled and the dynamos that could not be used went out of existence."

Climaxing 42 years in the electrical industry, on his last day on the job Mr. Page was most pleasantly surprised. Along about noon a co-worker and his wife arrived with a bulging lunch basket. Followed another, and another, and another. Came Messrs. Julian Adams, L. H. Appel and N. D. High, chiefs of the company's electrical branch. Resulted a repast fit for several kings with a host of his friends over the years.

Mr. Page may have experienced happier days in his life than his last one on the job, but we'll just bet he can't remember when.

#### GIFT TO "BOB" MAISON

Among one of the many items which we regret we were unable to include in the August issue of the P. E. Magazine was the presentation of a beautiful Philco Radio to Mr. R. S. Maison, Asst. Supt., from the employees of the Freight Train Service upon his recent retirement.

Mr. Maison sincerely appreciates this token of esteem and desires his many friends to know that he is thoroughly enjoying it and feels that at every turn of the dial he is still in touch with his former co-workers.

"What did you shave with this morning?"

"My wife's pencil sharpener."

**HERE THERE EVERYWHERE**



"Is that hair tonic any good?"  
 "Say, I spilled some of it on my comb last week and now it's a brush."

Tom: "My wife talks to herself."  
 Tim: "So does mine, but she doesn't realize it—she thinks I'm listening."

"John, dear I am to be in an amateur theatrical. What would folks say if I were to wear tights?"  
 "They would probably say that I married you for your money."

Jones: You never returned that umbrella I loaned you a week ago.  
 Smith: Couldn't spare it, old man. It's been raining every day since.

Once I heard a mother utter:  
 "Daughter, go shut the shutter."  
 "Shutter's shut," the daughter uttered; "I can't shut it any shutter."

"She thinks no man is good enough for her."  
 "She may be right."  
 "Yes, and she may be left."

"We were slowly starving to death," said the great explorer, at the boarding-house table, "but we cut up our boots and made soup of them."

"Sh-h-h! Not so loud," exclaimed a fellow-boarder. "The landlady might hear you."

Uncle Henpeck: "You boys of today want too much money. Do you know what I was getting when I married your aunt?"

Nephew: "No; and I'll bet you didn't either."

Macpherson had invited his friend McTavish to have a drink.

"Say when," he said, hopefully, and poured a wee drop into the glass. McTavish was silent.

Cautiously Macpherson poured another drop; McTavish still silent.

"Did you hear about the fire at George's?" said Macpherson suddenly.

"When?" asked Sandy innocently. Macpherson put the bottle down with a sigh of relief.

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

With Violet cuddling in his arms, He drove his Ford—poor silly. Where once he held his Violet, There now is clasped a lily.

"Eat your spinach, child. Don't you know it puts firm, white teeth in your mouth?"  
 "Then feed it to grandpa."

Mr.: "Dear, I've been thinking it over and I've decided to agree with you."  
 Mrs.: "It won't do you any good. I've changed my mind!"

She: "And you won't be one of those husbands who raise objections every time their wives want anything?"

He: "Certainly not; I'll let you want anything you like."

Mrs. Withers had been to the talking pictures for the first time.

"How did yer like it, Nell?" asked her friend.

"All right enough, but to tell yer the truth, I'd rather 'ave been to one of the old unspeakable ones."

"Should evening dresses ever be worn to bridge parties?"

"No. In playing cards it is only necessary to show your hand."

Dumb Dora (reading sign over box office): "Oh, John, it says 'Entire Balcony 35c.' Let's get it so we'll be all alone."

"What have you there?"  
 "Some insect powder."  
 "Good heavens! You aren't going to commit suicide?"

Father: "Every time you are bad I get another gray hair."  
 Son: "Well, you have been a corker. Look at grandpa."

Prof.—"Why don't you answer me?"

Fresh.—"I did, Professor. I shook my head."

Prof.—"But you don't expect me to hear it rattle away up here, do you?"

**Only Himself**

A colored boy was reading the inscriptions on the tombstones, "Not dead, but sleeping."

Scratching his head, the negro remarked: "He sho' ain't foolin' nobody but hisself."

"Offisher, you'd better lock me up. Just hit my wife over the head with a club."

"Did you kill her?"  
 "Don't shink so. Thash why I want to be locked up."



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BY OUR  
CORRESPONDENTS

OF THE  
PACIFIC ELECTRIC  
AND MOTOR TRANSIT  
FAMILY



ENGINEERING DEPARTMENT

By V. P. Labbe

You may remember an article a few issues back describing the consummate ease with which one L. W. Perry defeated that marvelous golf wizard, John Montague in an eighteen hole match, but the story did not tell how he managed to perfect such uncanny skill. After months of research we bring you the following momentous chapters dealing with his golfing life—a story that practically amounts to the history of the game in America. It is our proud boast that no other magazine has ever published a scoop of equal magnitude.

Going afar into the past records of the sport, we learn that Perry took up golf in 1898, when he claims to have introduced the game to America. He used two clubs (a "Whacker" and a "Smasher", he called them) he had whittled from a model he saw in a Scotch magazine. Of course he incorporated certain ideas of his own. The ball was made of feathers wrapped tightly with string. His costume was of overalls, and a homespun sweater. He played bare-footed.

The golf course was a large cow pasture, presenting many hazards, what with the cows, their hoof prints, etc. It consisted of six holes, the longest being 150 yards. Even at that early date he invariably shot this hole in either a two or a three. His average for the course was twelve. After playing his first round, he added another club which he called a "Splasher," because of certain hazards peculiar to the course.

About this time, Perry began wearing shoes, which hurt his feet so much that he gave up the game. Soon he moved to Boston where, for ten years or more, he had to forsake the game.

By 1910, however, the sport became so popular that he became interested and entered the Atlantic Seaboard Open Tournament.

He decided to use his old clubs rather than change to the "new fangled" ones; but he did add a fourth club (his now famous hockey stick) to his set, and played through the entire tournament with them. While the golf courses of that day were inferior to those of today, they were immensely superior to the old cow pasture course. He now found little use for his "Splasher", except occasionally when he got into a sand trap, where it served him well enough.

His raiment improved, for he now wore knickerbockers, a cap, a yellow

sweater, tie, and stockings. This gorgeous costume did not affect his game, however, for without a day's practice in over ten years he won the tournament in 18 strokes under par.

We regretfully announce this story must be continued next month. You can readily understand why it is essential an article so costly and highly important must be spread out in several issues.

Now that the fall season is here again and everyone is donning their dark clothes, "Yogi" Boyle is becoming more and more cheerful knowing that he is getting back in style again.

Ronald Podlech has certainly a great deal to be proud of—beautiful wife—beautiful baby boy and a beautiful home. Lots of luck, Ronald.

Betty Lee, daughter of Jessie Eaton, has returned to Los Angeles after a vacation in Wyoming.

Kenneth Coats is to be congratulated for his dazzling display of Dahlias at the Highland Park Library, Wednesday evening, Sept. 15.

Congratulations to C. E. Hunt and Harold Miller on being advanced to better positions.

Wonder what Ed Hasenyager will have for an alibi this year at close of the bowling season?

Do not tempt Fred Lenne by offering him steaks, etc., because Lenne can eat regularly again. New molars arrived Sept. 15.

Gus Guercio is certainly doing some explaining about Gladys Howell.

McRae, the noted Scotchman, was

seen spending a nickle at the soda fountain. The reason for this spree is that Mac found a dime while on the street car and felt he could afford to let loose of half.

Sam Florence is an optimist. He uses only one trouser support on the rear.

Geo. Brown has fully recovered from a severe case of sunburn. Never go to sleep in the sun, George.

Arthur Hildebrandt has taken a tip and smokes good cigars now. Makes everyone in room 694 happy—especially Nancy Kelly.

Jessie Eaton was wearing the latest in zipper dresses, the other day—3 zippers and three balls.

Ferver in the Structural Dept. is a sort of Yogi. He can tell your fortune by looking at your feet. The boys all say he hasn't failed yet.

Grey Oliver asked Ruth Batsch for a dance at the picnic but was turned down. It seems Ruth was attired in shorts and did not come prepared to dance.

Hope to announce the House Warming at Russell Schaeffle's new home before long.

Jean Fogarty's sister was in room 694 the other day and oh! boy—some gal.

Did E. "Rollo" Hayward do some blushing. It seems he was telling a story to the boys and in walked our queen stenographer.

Emma Smith has certainly been going to town these days getting all the new pass requests in order and it's a big job, but very well taken care of.

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Everyone had grapes galore—Thanks to Ed. Hasenyager.

Sarah Shipman is the little gal that really works hard for everybody in the Eng. Dept.

George Malcolm paid us all a visit soon after his retirement. Come in and see us often George, as we all miss you.

Paul Byrne spent 30 days in Kansas. No letters, no word—was it solitary—ask Byrne.

Chas. Thompson, Jr., certainly has his nose to the grindstone these days. No more bowling, no more ping-pong—no more anything.

Geo. McClure vacation bound—bet George took in the races at the Pomona Fair.

Maye Bredenstener has a new boy friend. That's what she says.

Donald Lewis back from his vacation and sporting a new sprout on his upper lip. You need a magnifying glass to tell what it is supposed to be.

Russell Schaeffe is getting in Bob Dorner's class now carrying a portfolio instead of a brief case. Same kind of contents—lunch—papers, etc.

A highlight from E. C. Johnson's vacation to the Klamath River. It seems that the boss and Ray Buford took their boat down a mountain side and into the stream, and after cruising around fishing decided to return. Being too heavy to take back up the mountain the thought occurred to get the Indians to take it up stream which was in dangerous water. The Indians refused, whereupon they attempted the daring feat and narrowly escaped disaster.

**PURCHASING DEPARTMENT**  
By Ray Cragin

We are very sorry to report the loss of three members of our department. Moving Store Accounting to the Auditing Department resulted in the transfer of Archie Sharp, Ual Drake and Ruby Brinkley. We wish them luck in their new location.

Miss Evelyn Anderson, a very sweet young lady, was in our midst for a month taking the place of Dorothea Berenak, that globe trotting young feminine.

Have you heard that noise that sounded like the beating of drums? We did, and found that it was the heart beats of the fair sex of the building. Looking for the cause we found Robert Clark Wakefield working the Stationery Store. He is assisting that big little man Floyd Gill.

The smile on Ted Sorenson's face is caused by a very young lady taking up permanent residence at his home. The new-comer arrived on Sept. 20th and both she and her mother are doing nicely.

Miss Ruth "ROSEBUD" Batsch, the young lady who runs our Underwood printing press, went on her vacation and kept the whereabouts a secret. Our efforts to find out have been fruitless, but we know the reason the boy friend would not go along. He did not like the idea of

her giving him the mountain "air".

C. C. Fenimore and Peter Robertson, Dad of our big paint and putty man, Royce of Torrance, made their way into the High Sierras over Labor Day to fish. The gentlemen left in a very optimistic mood, as we understand that their equipment contained, among other things, a 50-foot measuring tape. Upon their return they report lots of fish, but small in size.

Storekeeper W. McCall of Torrance paid us a visit a few days ago. He reports an uproar in his office. It seems that a horse belonging to his stenographer broke away and ate the bale of hay used by the "Not in Stock Clerk" for his archery shooting. It looked like a real feud and Ordway threatened to have "Two Gun Cain" take a shot at the animal, but Mr. McCall suggested the Torrance Mountains for a grazing ground and things turned out all right.

The following news comes from Torrance:

Harold Kirk has turned out to be a Candid Camera Clicker and is said to have laid 75 bucks out for one. Always alert for an opportunity, Fred (Chatterbox) Hopkins had Harold take several shots. Now that Fred is up around the two hundred pound mark he is going in for wrestling and has sent the snap shots to Lou Daro. In the meantime he has challenged "One Fall" Reiber to a bout, loser to be the "Canvas Back Champion of Torrance."

John Hughes has left the Company to attend the U. S. C. College of Dentistry, in other words, from pulling a truck to pulling teeth.

Fred Maisey does not like the idea of being called a kid, as he is the proud father of a 2½-year-old boy. Fred has moved from the metropolis of Torrance to Westeria and can be seen any morning driving his car to work backwards, as he does not want to be seen driving into Torrance.

Bill Bone is now working at West Hollywood. It is not unusual to find a bone in a dog house, but Bill says he is one Bone who did not deserve to be there. A while back the young

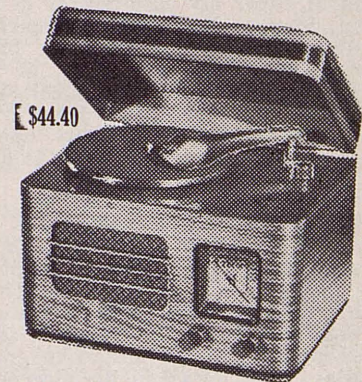
man got a hurry up call out of town and did not have time to bid the fair lady farewell. Not being used to Dog food the young man wired from the middle-west and when he returned home all was well.

Roy Confer was a visitor at Torrance a few days ago and reports an improvement in health and hopes to soon be back at work.

The Store Department boys paid Long Beach a visit a few nights ago. They said that it was to see the animals at the circus, but from what we learn the "Moose" put on the best show.

Berle Peck had plans to go to Ojai the other day when a sudden change

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found him heading for Catalina. The sudden change wore dresses and was said to be very cute.

From West Hollywood:

Cliff Curle, that upright Citizen of West Hollywood during the day (he sleeps at night they say) says from now on when he travels by auto he will take C. W.'s tow car. Here he was on his vacation and the main car went "Kaplungk". There he sat alone in the world with just his wife and his mama and his papa.

### MOTOR TRANSIT COMPANY

By M. J. Creamer

"Thanks a million" for the outside help toward this month's column.

It seems that last month's yarn didn't set so good with a certain few—judging from the daily present being received. Most every morning finds a Fifth Street coachroach nestled in either my cash-box or in the desk drawer. Nice pals, eh, what?

Wilbur Daiker is swinging hammers and "thisa and thata" at the shop. Seems that the mechanical game was his "first love." He's down from the hills—and isn't the city noisy? Our good friend Ellis Dunson is likewise back in Los Angeles.

Operator Blackmore was busy racing through our passenger and express tariffs, absorbing all possible so that he'd be in a position to relieve at the Pomona station during the Fair. Sort of a whirl-wind education!

Harry B. Gross has returned after resigning a short time ago to go to Dallas. Got mixed in his directions and wound up in a jerk-water village in Washington. Slippin' Buddy? Well—welcome back!

Joe Hernandez (express office) made a circuit tour to Lake Arrowhead in his puddle jumper. Got on the Mill Creek Road—hours off schedule—and singing the song "Where Am I?"

Welcome to Frank Martin, new recruit in the Express office. Hope the trunks aren't too heavy! Lawrence Allen returned to school and is only with us on weekends.

Owen Whitaker is sadly moaning that Howard Strong (often seen—more often heard) stepped on his money changer and ruined two barrels.

To top it all, Owen was 50 cents short! The question is who is going to do who for the four-bits plus damages!

Guy Rhinard just returned from a siege of ptomaine poisoning being confined in the California Hospital.

Bennie Kimball returned from his two-weeks' vacation. Drove to Fort Wayne, Indiana in his new whoopee. Covered 5500 miles. One surprise feature out of all that mileage was that he didn't sight a wreck on the highway. Just how fast were you going Bennie?

Operator Radcliffe made a trip east during his vacation. Enjoyed some good fishing along the way.

It was "hi-ho" and a merry load enroute to Ontario recently. Sort of a sight-seeing tour for some of us.

Ewing was master of ceremonies on one schedule enroute and Shaw was the good samaritan returning. No slip-up on the dinner reservations. Mr. Tucker made reservations at three different places—just in case. Probably Mr. Johnson, Agent, Ontario is having to do some explaining to the various restaurant owners.

Operator Shaw celebrates his fifteenth anniversary with the Motor Transit Co. during September. "Jeff" Jeffery—his eleventh.

### This Month's Puzzle

What dispenser of tickets at the Fifth St. Station unknowingly gave out \$10 too much in change—and the next day was surprised by a visit of the lady who knew the story—and who returned the \$10. Said loser was speechless. That's one for Ripley.

### Santa Ana News

Bill Kennedy at Santa Ana takes the controls:

"I thought I was a first class mathematician," said Jack Burgess (Santa Ana) "but since I began to raise rabbits, I notice that they multiply faster than I can add."

"Somebody around Al Henson's farm is a worker judging from the patches of tomatoes, corn and yams from which yields come many an extra "dime" along with good eats and exercise out in the open. His sun-tan is a "Natural" not developed by lolling around on the beaches . . . all of which reminds us that a sneak into E. E. (Shorty) Mason's persimmon grove some dark night might

yield something to roast along with some of those yams.

Speaking of farming — Eugene Wickham on the San Bernardino and Long Beach "Satchel Limited" seems to be able to gather enough fresh eggs to keep H. F. Dostal and L. W. "Pop" Reynolds supplied on all occasions including Easter. No, it's no use fellows, we've found out that "Wick" has seven padlocks on his house and carries the keys on a string around his neck—so it's still ham-burgers for us.

Neil Seyforth, who worked out at Santa Ana for a couple of weeks, refers to the office as the "Santa Ana race track," and that limp he has is from bunions. He hasn't seen anything yet . . . we now have 30-minute service.

Can't dig up any scandal about Dick Butler, Herb McCollum and some of the gang which leads us to suspect that they may be decent citizens after all.

Believe that our old "pal" Cooper of Long Beach, has found out that there are other connections besides those made on the telephones—and is his face red?

C. H. (Cedric) Reeves out of Long Beach observes that "I thought trunks were something people wore when they went in bathing until I started pulling through Santa Ana."

Everyone seems to believe Van Sandt's fish stories (those are the only ones he can tell) and we suspect that "Van's" two hundred odd pounds of "brawn" adds a great deal of weight to his statements.

## THANK YOU!

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John Bailey doesn't have a great deal to say, but we imagine he could give one a lot of good advice on elections and such.

"I didn't mind moving" said Bill Kennedy (in-coming Agent at Santa Ana) but it just broke my heart to see my missus having to carry a piano and stove on her back."

E. T. Battey, over on the P. E. Ry. side of the fence (Santa Ana) has served for thirty years or more as Agent in Santa Ana and is now a candidate for retirement. He has several distinctions to his credit besides a perfect record, which are: he resembles Governor Merriam; he is the youngest man for his age in Orange County, and he is a great help over on our side when we get swamped.

Tuning in on RIVERSIDE brings: Operator Goff returned to work all rested up after his vacation. However, his daughter who is on the radio every Saturday certainly "spilled the beans" when she told Uncle John over the radio that her Daddy drove 3500 miles on his vacation. Fancy that for a bus driver!

Lee Knief, Clerk, Riverside, complaining of not sleeping nights. The cause has been sifted down to over-eating before retiring. As a mid-night snack, one pumpkin pie smothered in whipped cream and—after counting all the sheep in Riverside county, the pie still held forth.

Agent Dostal reports the old Motor Transit spirit showed up at Ontario when Agents from near and far gathered at their evening meal (picked out and apart by Agent Tucker). It all goes to prove that when old Friends get together, even store teeth does not put a damper on a good time. Please come out again—all of you. Thanks!

The hot weather brought on a visit from Auditor Evans. Mr. Evans was spending his time between 105 and 108 degrees and it is estimated that he consumed gallons of ice water and orange juice trying to re-figure our figures or something. (And, when everyone from a section hand to a cost-accountant places figures in different places, it really takes a figurer—figuratively speaking.)

Our good friend "J. D." Puffer, at San Bernardino states:

"Nothing ever happens in San Bernardino!" (Strange as it seems.)

The weather is much cooler, in fact, it is almost nice here now. Even "Pat" is wearing a coat.

Walt Randig and Ted Cook are on a trip to Oregon. Deer hunting. Had a card from them a few days ago. "Ted" said that he almost shot "Walt". Saw him coming out of the underbrush and thought he was a "bull moose".

**6TH & MAIN TERMINAL**  
Leo E. Goodman

Congratulations to one more of our ranks who joins the retired list. Robert Gemmill, Flagman at night at the foot of the Viaduct, retired on Oct. 1. Johnson T. French went to San

Diego, dove hunting, where he bagged a limit.

Kenneth E. Leonard and wife, with a party of friends, went deer hunting in the Tehachapi Mountains. No results reported.

Dispatcher Hraback spent his vacation with a short stay at Catalina, and then resting (?) at home.

Ben Hammack and wife are on a pleasure trip to Chicago, and Forrest L. Newton also made a journey to the Windy City, stopping over at his old home in Iowa.

Wm. Ford was away about 90 days on a visit to Pittsburg.

Harvey D. Bramen looked over San Francisco's new bridges, and reports he will make no structural changes. Was away ten days.

James Antista and A. Tauchen, two of our Trainmen who are convalescing, visited the L. A. St. Terminal, Sept. 24th. Both will soon be back.

Dave Barnett is in the hospital with appendicitis as this was written. Improving nicely.

G. C. Holcomb was bitten by a mad dog at his home and is taking the Pasteur treatment, with complete success, we hope.

Thomas Croteau was confined in the hospital two weeks last month after a serious operation, which we hope will restore him to robust health.

E. E. Stearns was called to Oakland to see his brother-in-law, who was ill and who later passed on.

**SUBWAY TERMINAL NOTES**  
By W. F. Servranckx

After 34 years of service without a demerit, our good friend, Charley Gaskin, retired last month. He was given a surprise dinner at the Ideal Tea Room in Glendale on the evening of August 31st, which was attended

by over 125 people. Charley was given a Gladstone Bag, as a token of esteem by his comrades. Short talks were made by Chief of Police Brown, Mr. S. E. Wilson, former Asst. Supt. (retired), and Mr. Pearson, S. P. Agent of Glendale.

After several renditions by Mr. Habura, Mr. Nelson and the P. E. Quartette, and sleight of hand tricks by C. C. Carney, all went home happy to know that Charley had received so sincere a leave taking. A more worthy friend and employee would be difficult to find.

Mrs. J. E. Tolbert was operated on at Windsor Hospital on September 1st and is reported as getting along nicely.

Mr. Beckman was going to work with a great big ledger under his arm. Some of the boys thought he was just taking his account book, but he told us very confidentially that it was his new trip sheet holder. A smart boy.

On Aug. 25th, Condr. E. A. Adams became the proud father of a 9½ lb. baby girl; mother and baby are reported well. Congratulations from all of us and thanks a lot for the cigars.

We were sorry to hear of the sudden death of William Jenkins on Monday, Sept. 13th. Our sincere sympathy to the bereaved family.

The chief wants to thank his many friends for the vote of confidence at the recent Club Committee Election. Cigars are on the way, if arrangements can be made by our good friend "smiling" A. C. Tanner.

Most of us remember that a famous crew by the name of Motorman Short and Conductor Sweet were working on the Van Nuys Line. We now have Conductors Hand and Foot. Wonders never cease at the Subway.

Several of our high-talented Trainmen have asked the same question: why does W. E. Sames wear a gold

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bracelet? Willie says: "for rheumatism, you dumb heads, and it is not gold either."

We have often wondered why some of our anemic friends are so full of pep and vigor. After some exclusive interviews most of them have confessed that none other than our old friend, Doc Hamilton, is responsible for the improvements. Doc was graduated about a year ago and he has done wonders for some of our men at the Subway. We all take this opportunity to congratulate and wish him the best of luck.

R. E. Cooke, heavyweight champion of the Subway, was assigned to a Box Motor run the other day and was astonished to find that there were no fenders on the motor. As our good friend is used to heavy lifting, he felt down-hearted all day and to top it all, during the day a certain dispatcher wanted to know of Cook what was the idea running with fenders up, to which R. E. could find no answer. Cheer up, old boy, these things happen in the best of families.

Tom Croteau has been off several days again with his bad leg, but is back at work again.

A wide awake Conductor is J. R. Hollis. He sits up and takes in all the sights from L. A. to Clifton when dead-heading on run 31 at 3:45 a.m.

We have received information regarding Henry Gerlach. Henry was quoted as follows: He likes the old fashioned "bug" on the rail because there is always a possibility of it being just rubber, or maybe painted on the rail; not so with a split rail, they don't fail. Cheer up Henry, most of us Motormen have tried them and found to our sorrow that they always work.

Just a case of mistaken identity. Willie Kennedy was working run 65 the other night. On arriving at the Hill and Venice famous curve, our young and ambitious friend reached for his lantern and started to swing it in a fashion only one of our Conductors knows how to perform perfectly. He did it so well that a voice from the deep spoke up and said: "Hi there B. V., how goes it?"

#### MACY STREET TERMINAL By Chet Collins

Cigars will be in order soon, as Conductor W. H. Owen joined the ranks of the blissfully married on Sept. 19 in a ceremony taking place in Pasadena. The bride was Miss Elsie Lambert of Pasadena. The couple left for places un-reported to spend their honeymoon and will return early in October. Best wishes are extended to the new couple.

Small donations were being accepted for a beach robe for the future use of Pat Ryan and we are sure the same will be welcome since his last swim. He recently was off a week due to excess toasting in the sun.

A. A. Johnson recently returned from a trip to San Francisco where his family was visiting. He reported

a fine visit and says that the new bridges are astounding.

J. M. McDonald was a visitor at Yellowstone National Park on his recent vacation and was much impressed by the various geysers and steam pools with their many colored sides and formations.

W. E. Booth recently entertained his brother from the East and enjoyed showing him the sights of Los Angeles and vicinity.

B. E. Edwards recently wanted a duck, so R. W. Gergen obliged and told him to go get the duck and wring its neck. Edwards got said duck, but when it came to wringing its neck, couldn't do it, being a man with a soft heart. He got Mrs. Gergen and a hatchet and was going to chop its head off, but still couldn't go through with it. The two finally tied the duck with some clothes line and went for the shot gun, with which instrument the execution was completed. So Edwards did have a duck, a la buck shot.

P. A. Enders recently completed a trade of seniority with E. W. Steinnueller of the Western Division. We wish him every success in his new location and hope to see him occasionally. We hope that Mr. Steinnueller will find us to his liking here and will all help him where ever possible.

Mr. Holyoke is doing a very good job on the afternoon trick in the Dispatcher's office, and that during a very busy period of work when the Pomona Fair was taxing our capacity. Congratulations, Tommy, and we'll cooperate all we can.

Those Indians you see about at times are just Joe Karalis and Joe Bush, who are well browned from exposure to old Sol.

We are pleased to see L. B. Bowers back at work and hope he gets no more tough breaks, such as his recent accident.

S. W. Swanson was recently hurt in an automobile accident while returning home from the Fair. We hope we see him back very soon.

W. M. Jagoe recently returned from a vacation spent in visiting relatives in Kansas and seeing the sights of San Francisco. He reported a fine trip and a good rest.

A. E. Wood spent his vacation in Northern Calif. on a ranch near Petaluma, and also touring the country near Weaverville. He had a good rest and enjoyed the change.

In recent changes at State Street Yards several have returned to Macy, among those being: H. Lytle, Harry Taylor, W. J. Hodge, Roy Garst, and

L. B. Headrick. We welcome them back.

Recently returned from vacations are: R. T. Forsythe, with about 3 weeks spent in New York; E. R. Grinnell, about a month off, but whereabouts undetermined; F. E. Baker, several weeks spent in working on his property in Washington State, and P. H. Riordan about whose vacation I could obtain no information.

We regret to see that T. J. Hardy is off sick and hope that he can be back at work soon. C. G. Jones has not yet returned to work, but we hope he will be with us again soon.

#### LONG BEACH TERMINAL C. L. Cottingham

These items are being written from Camp Pinewood, 6493 feet high in Sequoia National Park as the writer and wife are on vacation visiting Sequoia, Grants National Park and Yosemite.

Mrs. R. E. Withee was in Stockton several days attending the American Legion Auxiliary Convention. Her son, George, accompanied her as far as San Francisco and her daughter to Fresno visiting relatives.

J. W. Aduddell and wife of Shelbyville, Mo., father and mother of Conductor Aduddell, arrived in Long Beach to make their home here permanently.

Conductor P. R. Allison was in Douglas, Ariz., for two weeks visiting his wife's relatives. Mrs. Allison remained for an extended visit.

Conductor W. Bulmar spent his vacation at P. E. Camp and reports a swell time.

Motorman S. E. Matheny, wife and two boys and Conductor Clyde Clary, wife and two children, spent ten days at P. E. Camp. We are proud of Clyde and wife, they each won first prize in the gentlemen's and ladies divisions at the hard time dance sponsored by the management of the Camp.

W. L. Cole, age 76 passed away on Aug. 12th and was laid to rest in Inglewood Cemetery. Mr. Cole was

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the father of our Conductor Cole. We all extend our sympathy.

Our genial Line Foreman, E. D. Ingram and wife motored to Roberts, Montana where they spent a month with Mrs. Ingrams relatives. "Tex" is one fisherman that will not lie, but he tells some fine trout stories as he spent most of his time fishing in Rock Creek, but so far we have been unable to make him acknowledge how many times he fell in the Creek, but I have it from right good authority that he slipped in three times.

Motorman H. W. Jenkins, wife and two daughters, are back in Indiana, the old homestead.

Motorman Frank Vidano and wife are on a 60-day leave and are spending the time in Chicago, New York and Buffalo.

Conductor Charlie Large vacationed in Nebraska for 15 days visiting his mother who has been quite ill for some time.

We are very sorry to hear of the illness of Conductor F. D. Wheeler, who underwent an operation at the California Lutheran Hospital. Last reports were that he was improving nicely.

Miss Martin, daughter of Conductor E. N. Martin, underwent an operation at St. Mary's Hospital. We are glad to see her around again feeling fine.

We note with pleasure the improvement being made in our Long Beach station. The painters have been there several days re-decorating and it sure looks fine.

Motorman A. W. Thomas is away on vacation, but was unable to find out just where he was going.

Conductor J. H. LeClair is on a 30 day leave of absence.

Conductor O. R. Newhouse is back on the job after being on "other business" for several months.

Freight Motorman Cole was off duty for 15 days, during which he made a trip to Flint, Mich.

**WEST HOLLYWOOD**  
By G. R. Stevens

With September comes the Fall Season of the year, the time for real outdoor mountain vacations; with it comes deer season, with trout fishing the favorite pastime, and not a few of the boys are availing themselves of these real pleasures. Boating, hiking, horseback riding, swimming, mountain tennis are but a few outdoor sports enjoyed in the high mountains among the tall trees and big pines.

D. H. Sheets just returned from an enjoyable trip back east. Motorman H. L. Miller and family made a journey to Muskogee, Oklahoma, to visit with his father and sister.

Some of the boys have received cards from Motorman J. G. Lamb, who is making a trip to England, Scotland and other European points.

Motorman Hooper of West Hollywood and J. W. Clay of Hill Street returned from a deer hunt to Fraser

Mountain recently. They reported seeing many does and fawns, but saw no bucks, returning home without their deer.

Motorman G. H. Shoun is on an extended vacation. We understand he is in his mountain cabin, among the tall trees in northern California. Oh boy, won't he tell some whoppers when he comes back in October. (If he gets back that soon).

Our Democratic friend Herb Cox is on a vacation, but did not announce his plans. Wonder if he has met Mayor Shaw yet?

Coach Operator C. J. Geisigh and wife are on a trip to Kansas City and Chicago. Take it easy Carl, cause your Boss is along. Conductor G. V. Banta left on the 2nd for a trip to Kansas and other places. We hear that he had things well planned for a good vacation. Conductor George Baker left recently for a trip to the blue grass region of Kentucky. He can't keep away from those thoroughbreds of Kentucky.

Conductor A. R. Klope is again on the sick list. We hope to see him back soon.

It is reported that J. E. Garner won the prize waltz at the P. E. picnic at Redondo Beach, competing with Dominique Campanelli, our genial section foreman at West Hollywood.

Cashier Gibbons is having trouble feeding his pet kitten, which invariably hangs around the Trainmen's room.

Conductor G. R. Stevens and wife and J. W. Clay and wife of Hill Street, are planning a 9-day automobile trip to northern California, via the Redwood Highway Route, to fish for steel head and silver side salmon in the Klamath and Eel Rivers. Motorman Clay intends to try out his gun on big mule tail deer.

**SOUTHERN DISTRICT FREIGHT**  
By J. E. Neville

The first item that I wish to write this month is my recommendation to all to visit the P. E. Camp. Under the new superintendent, whom we call "Pop," you are assured of a pleasant and enjoyable time. If you want a good week-end, take my tip and make it at the P. E. Camp under this management.

I am glad to quote one of many letters I have received: "Mr. Frank Andrews and family have just returned from a weeks vacation at our

Arrowhead Camp and reported the Camp is in perfect condition and everyone is having a wonderful time. Mr. and Mrs. Barton do everything in their power to find entertainment for the old, as well as the young, regardless of rank. The Wiener bake and community singing held was enjoyed by all. Later in the evening all gathered in the Social Hall where games were played. The potato and bean race made a big hit. Mr. Barton, better known as "Pop," is very popular with the kiddies who are always on the hunt for him."

The result of the election for Executive Committeeman from South Freight gave your humble scribe a close win. Many thanks for your support, boys.

Our congratulations to J. E. Harper just recently married to a very charming lady.

It is with regret that we record the death of our old friend George Shepard, who passed away early last month. Our sympathy to the family.

We regret the information received of the illness of the wives of three fellowmates: Mrs. F. T. Haag has been confined in the hospital for the past three months, but is doing nicely at the present time. Mrs. Chas. Franklin, who has been seriously ill at home and is showing improvement at the present, and Mrs. Lee Guyett, who has been ill for some time, is doing nicely. We wish all three a speedy recovery to health.

Back from vacations are: C. W.

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Ward and family, returned from New York, and Dick Nagle and family, from Indiana.

Congratulations are extended to P. O. Morse and his lovely wife who recently celebrated their 20th wedding anniversary. Mr. Morse and family left on Sept. 26th, for Mineral, Tehama County to celebrate this great occasion. We wish them many more years of happiness and health.

Our brave hunters, Dan Terry, F. Howe and B. F. Manley, have returned from their deer jaunt. They had their share of luck in bringing back four good bucks, but very unfortunate for Dan; on returning he had bad news broken—his garage was destroyed by fire, including his fishing poles and tackles. For Frank Howe was just a little disappointment to learn that Long Beach would have him but two days.

Another hunter: Maybe you know what it means to a fellow; a long tough trail for miles and miles, and miles and come back empty-handed, but now says P. O. Morse: "I'm going again and bring back a buck."

#### SAN BERNARDINO DISTRICT

By R. J. Perry

Motorman E. F. Cunningham has just returned from a business trip to Jamestown, New York, and reports a fine journey. "Edgar, better known as the Yogi of Yucaipa," was forced to purchase another suitcase on the return trip to tote the filthy lucre home, and claims those New Yorkers are just a bunch of suckers when it comes to doing business with a Yucaipan.

Many changes are expected in the freight personnel in this district due to cancellation of freight runs 662 and 657. Under the new set-up service to and from Corona and Los Angeles will be improved and will, no doubt, result in securing new business to our lines.

Motorman D. W. Brown and family have just returned from an extended trip throughout the east, much of their time being spent at Detroit, Mich. On the return trip the Browns visited their son, who is now attending the University of California at Berkeley, and took in the California-St. Marys football game. They report a very pleasant and interesting trip.

The C. O. Gardners have just returned from their former home in Missouri, having spent several weeks visiting relatives and friends. While in the land of "rocks and sassafras bushes" (Chas. please note) they enjoyed extremely fine weather, however, I note on Charlie's letter that he says, "hope to be in sunny California soon."

Brakeman G. Osman and Motorman G. F. Miller will be leaving soon for Cleveland, Ohio, the trip being made for both business and pleasure. While in Cleveland they intend to visit friends and members of the Board of Directors of the Brotherhood of Railroad Trainmen.

Motorman John Roberds, taken seriously ill with pneumonia when about to leave on his annual vacation, is now recuperating at his home at Riverside. We all hope for his complete and speedy recovery.

Motorman J. A. Severance is now working on the Colton San Bernardino line. Jack returned to San Bernardino in the choose-up and through an oversight we forgot to mention his transfer to this district. Our apologies are offered and we hope Jack will remain with us for a long time.

#### OCEAN PARK CAR HOUSE

By W. P. Williams

Vacations are really over and a large number of the boys from Ocean Park with their families enjoyed holidays at the P. E. Camp. I have been told frequently not to let another issue of the Magazine go by without putting in a boost for "Pop" and "Mom" Barton, who so ably take care of visitors at this wonderful vacation spot.

Special attention is given for the amusement and safety of the youngsters and they really have the time of their lives. Noticed among the visitors were Mr. and Mrs. A. W. Day, with their two lovely daughters, Beverly and Donna. These two girls really helped with entertainment in the evenings and their solo dancing was absolutely "tops".

F. R. Sibell and his wife spent a very pleasant holiday there and Bill Williams kiddies absolutely refused to come home. As long as the Camp management keep "Pop" and "Mom" in their present positions the continued success of the P. E. Camp is assured.

I have been informed that Tom Greenly is showing tremendous interest in furniture stores. Spends all his spare time looking over stoves, dining room sets, bedroom furniture and they say it is almost impossible to get him away from the basinettes. As soon as the news breaks it will be in the Magazine.

Dake Boardman, with his wife and the youngster, spent two weeks in the High Sierras where their cabin was located. It was necessary to take the mountain trails on horseback and Dake's wife is so fascinated with this method of transportation that she has persuaded her husband to buy her a horse for Christmas.

Tennis is really going strong at

Ocean Park Car House and several new stars are coming to the front. Ray French scored an upset by badly beating "Gypsy Lee" Osborn. Dake Boardman is still first ranking player, but E. R. Frazer is making a strong bid.

The baseball team is still going good and is now in its ninth consecutive year of all-year-round baseball.

#### PASADENA TERMINAL NOTES

By L. (Tony) Tonopolsky

Jack Elderkin was called to Calgary, Canada, account the death of a member in his family. We express our deepest sympathy to the family.

George Stewart and wife said the sky was the limit when they vacationed at Tioga Pass in the Yosemite National Park.

R. Zieber and wife are visiting friends and relatives in Indiana.

I. W. Holm and family spent three weeks sleeping and eating while visiting his folks about 30 miles in the wilds of Colorado.

J. Spiegel and family were thrilled with the grandeur of Yosemite. John says he finally found God's country.

H. Slocum and wife spent a couple of weeks in the northwest, stopping at Portland and Seattle.

Jim Durkee and wife spent the Labor Day week-end with their daughter, Virginia, who is teaching school in Carlsbad.

J. F. Glines and family spent a pleasant week at the P. E. Camp. The moon and tall trees must have lured them to romance as they stayed out until 2 a.m. Such goings on.

Mrs. C. A. Keller and daughter visited in Portland and were accompanied as far as San Francisco by C. A.

Lawrence Hunt and family spent a week in San Francisco, enjoying most of all, the new bridges.

Harry Sloane and son were disgusted with their trip to San Francisco. The fog was so thick for two days that they couldn't see the bridges. From now on when Harry gets bridge minded he just walks down Colorado Street in Pasadena and looks at a real bridge.

Mrs. Huddleston visited with friends in Truckee for two weeks.

Frank Breen intended to spend only two weeks at the beach, but due to a severe case of sunburn,

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which confined him to his bed for almost a week, the doctors ordered him on the sick list for an additional two weeks. Frank had a hot time on his vacation.

Motorman McCullum is visiting with his son, who recently graduated with the highest of honors of his law class at the University of Tennessee. Our congratulations and best wishes to both.

Trainmaster A. P. Smith chose San Diego for his vacation, or maybe Mrs. Smith did the choosing; at any rate, he reports a very pleasant trip.

Harry French said there will be meat on the table now, then picked up his trusty rifle and a hunting he did go. Yes, we can taste that luscious deer meat already, Harry. Or do we?

### ACCOUNTING DEPARTMENT

Geo. Perry

It is hard to know whether one is happy or not when one of our co-workers reaches the age of 70, which under our present pension plan spells retirement. Of course, we are happy with the knowledge that his labors are over and that he may spend his time henceforth as he chooses, but there is just that little element of personal selfishness, which dislikes to relinquish the right to see, talk and work side by side with him as we have done for so many years.

Such is the case with our friend—Jim Goldsworthy, whose retirement, effective Oct. 1st (after 24 years' service with the Company), came upon us so suddenly. Because the years sit so lightly on Jim we did not realize that he had reached the three score and ten mark. With regret at his departure, but with every wish for his continued good health, good luck and happiness, we bid him every good wish.

Clayton Scholl has taken up the harness where Jim laid it down and will carry on at the same old stand.

We have encouraging news about Esther Craig, who has been very ill in the hospital for the past several weeks. She is now feeling much better and has been granted permission to sit up in bed for certain periods. The best words we can think to send her are—"keep up that old fighting spirit."

Should you happen to be out on La Mirada Ave. be sure to look around for Bob Labbe's place, which you will undoubtedly fail to recognize if you've ever been there before because its face has been lifted (the house, not Bob's.) The front has been completely remodeled and modernized and indeed presents a fine appearance, according to the glowing description of the owner (Bob, not the finance company). Several changes have been made in the interior (the house, not Bob's), which will add to the comfort and pleasantness of an already delightful home.

September brings as usual football, the first snappy weather and the annual inventory. Regarding the former,

see your local newspaper, but for the latter, read on. The crew to visit Torrance under the direction of Earle Moyer were W. L. Brown, U. L. Drake, A. T. Sharp, W. S. H. Weeks and A. D. Hyde. Inventories of stationery, M. & S. P. E. Bldg. and Macy St. Store, were taken by P. M. Still. A few were fortunate to be assigned to the track inventory, which took them to various points on the system as follows: Louis Tighe—City section and El Monte. A. F. Manhart—Torrance, Redondo and El Segundo via gas motor car. J. P. Hoaglund—Pasadena and Sierra Vista. George Perry—Los Angeles to Long Beach.

An amusing incident occurred at Torrance, which is worth repeating. One of the party who had driven his car asked the others at noon if they would care to ride with him from the shops into Torrance for lunch. They all gratefully accepted and into town they went. Immediately after lunch the driver of the car rushed out of the restaurant, jumped into his car and locked the doors. Nonchalantly rolling down one window, he said, "You know I only asked to bring you to Torrance; how would you each like to pay a dime to get back?" With a quick move one of the party standing on the curb took out a pocket knife and innocently asked, "How would you like to change a flat tire?" As if by magic the doors of the car flew open. Tch, tch, boys will be boys.

Effective September 1st the Store Accounting was transferred from the Purchasing Dept. to the Accounting Dept. To handle this work two Clerks and a Comptometer Operator were also transferred; they are Ual L. Drake, Archie T. Sharp and Ruby Binkley. The department is very happy to receive them.

### Shorts

The newest addition to the Stenographic Bureau is Harriet Barnes, who transferred from the Conductors Accounts Bureau.

We have a new Clerk in the record room, A. E. Leckemby, to whom we extend a hearty welcome.

Elizabeth Lowe displays a lovely diamond engagement ring on her left hand; there's that scent of orange blossoms again.

You will no doubt be pleased to know that Edna Abell has left the hospital and is now at home and recovering rapidly.

### Vacations

Joseph Lortie, Topeka, Kansas; Harley Clark, Oklahoma, Kansas City and Chicago; Ruby Sodowsky, San Francisco; Noble Cates, Huntington Lake—hunting, but only a rattle-snake was caught; Betty Gorrell, various cities in the east, will be away for a month; John Clyde Saunders, San Francisco; Irene Falconer, drove east to her old home town—Omaha; John Hubbard, home; Arthur McElhinney, San Francisco; Louis Tighe, San Francisco; Violet Phillips, San Francisco; Fannie Jones, Minnesota; Florence Cox, Missoula, Montana; and Agnes Heckman, home.

### Electricity Comes to Mandalay

Mandalay, where "the dawn comes up like thunder" (according to Kipling), has adopted one of the strange devices of the occident—namely, electric service. In keeping with the importance of the innovation, the electric company rolled up its sleeves and went to work to promote the use of its service.

The following advertisement appeared recently in The Mandalay Spectator:

"You want electric light. Newest invention. All who wish to enjoy luxuries of modern city life at their smiling homes may purchase one. May be used on table or wall. You may light or blow it off lying in bed at any time by using the other end of the string that passes to your pillow. Very pleasing to reading, and glorifies the room or hall with splendid light, as if sun has come down to your smiling house. Burns in strong wind. If placed in public functions, crowds will gather to it."

A little girl who was in the habit of saying, "ain't" for "isn't" was reproved by her mother.

A short time afterward, on hearing her cousin use the same remark, she ran to her mother and exclaimed: "Mother, Doris says: 'It ain't but it isn't 'ain't is it? It's isn't, ain't it?'"

The Young Man: "Say, Pop, how soon will I be old enough to do just as I please?"

The Old Man: "I don't know, Son; nobody has ever lived that long yet."

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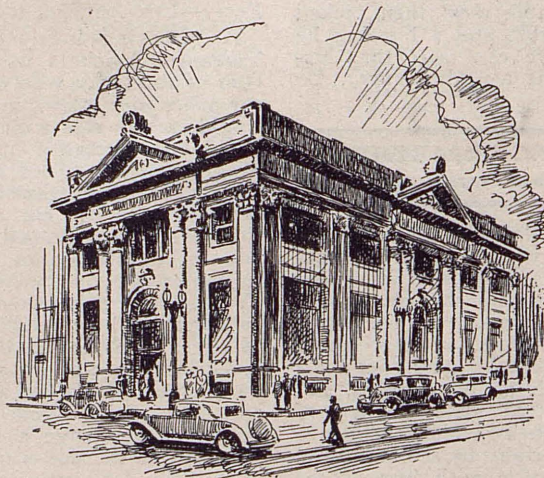
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