

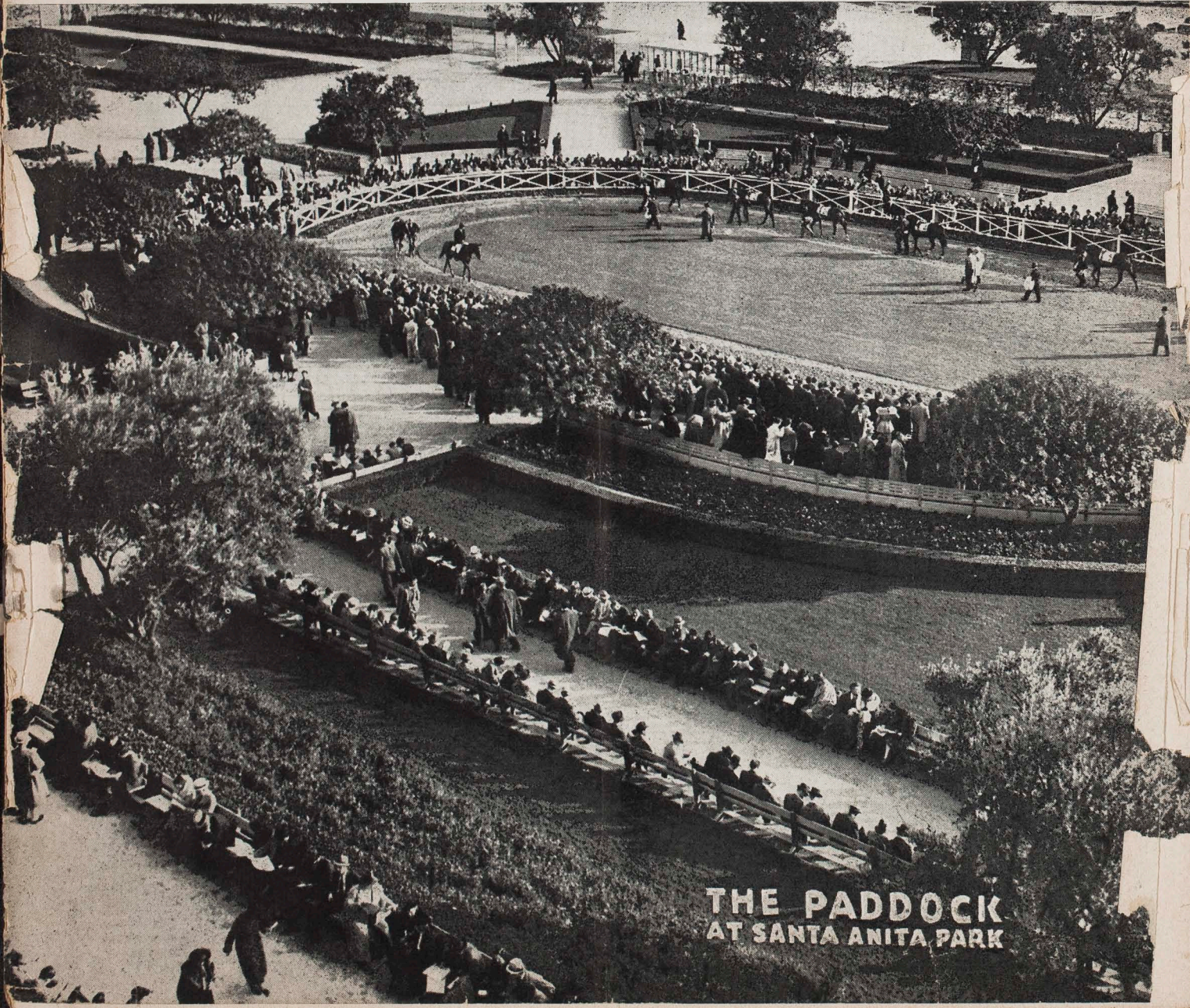
PACIFIC ELECTRIC

Magazine

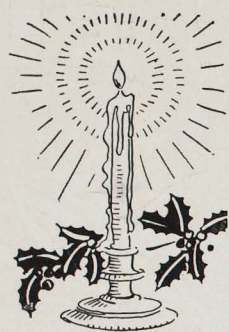
Vol. 19—No. 6



December 10, 1938



THE PADDOCK
AT SANTA ANITA PARK



Merry Christmas and Happy New Year

I extend heartiest Christmas greetings to each and every one in every branch of Pacific Electric and Motor Transit service. Especially to those who have illness in their families I wish personally to extend my sympathetic best wishes.

May we all strive to carry the Christmas spirit of Peace and Good Will through the coming year.

PACIFIC ELECTRIC Magazine

Volume 19, No. 6 Dec. 10, 1938

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

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

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

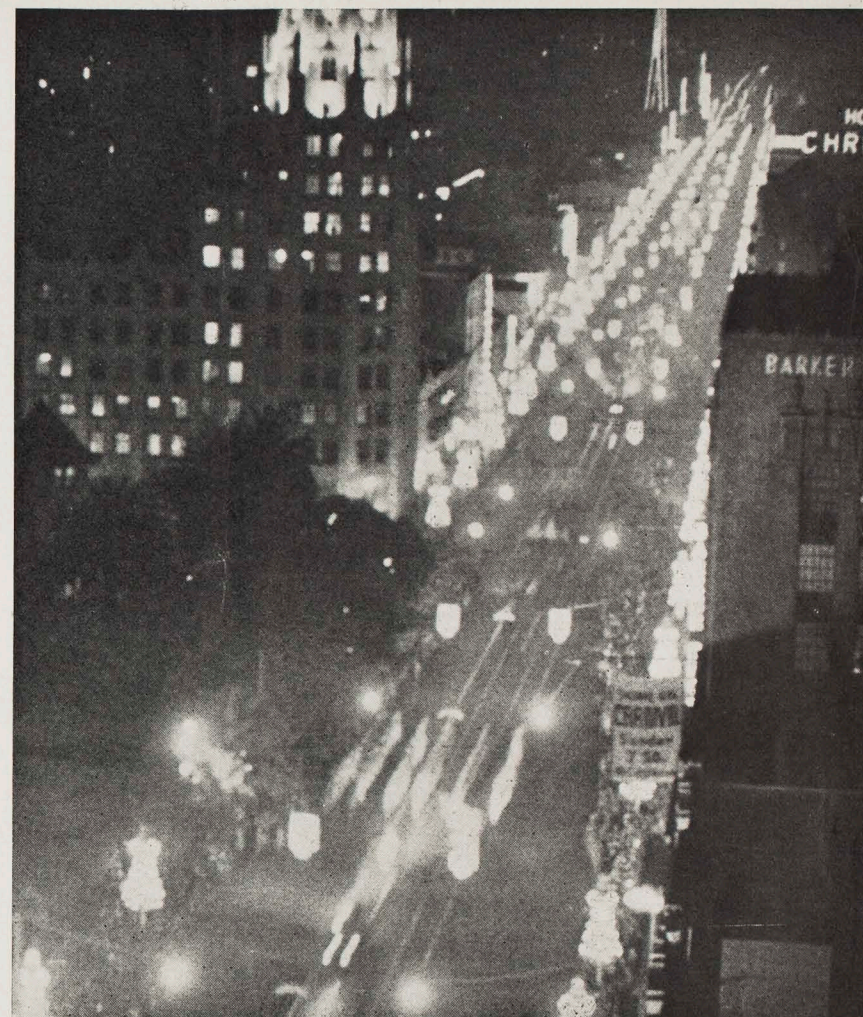
E. C. THOMAS.....EDITOR

A SUPPOSED friend of the Editor suggested that as a matter of interest in the Magazine we go back into the personnel files, secure the portraits of employes of twenty years ago and in parallel columns show the then and now appearance of some of them. The suggestion is declined without thanks. We desire to preserve the continuity of our life line, worthless though it may be.

TWO MONTHS ago a "business production" campaign was begun and we all got "steamed up" to go out for new business. We needed it then and we need it now; but, where is all the steam gone. Getting business is a continuous process. Spurt speed never gets one anywhere. We should convert the formula of the famous Frenchman to one of our own, to the effect: "I'll get business each day, in some durn way, to insure my job being cinched."

FOR THE past several months it has been our practice to feature some point of interest on lines of this company or its affiliates. Possibly some of our readers have been curious as to the reason for this practice. It was done and will continue as opportunity may afford, as a matter of information and of benefit to all employes. Information, that it may be passed on to their friends and to such visitors as they may come in contact with; and it will be to their benefit, for in the information given lies opportunity to develop business for the Company. Look back over the last several copies of your Magazine, fasten in your memory the points of interest described, and use them as places of interest to which transportation may be sold.

Tom: "When's your birthday?"
Fair One: "When would it be most convenient for you?"

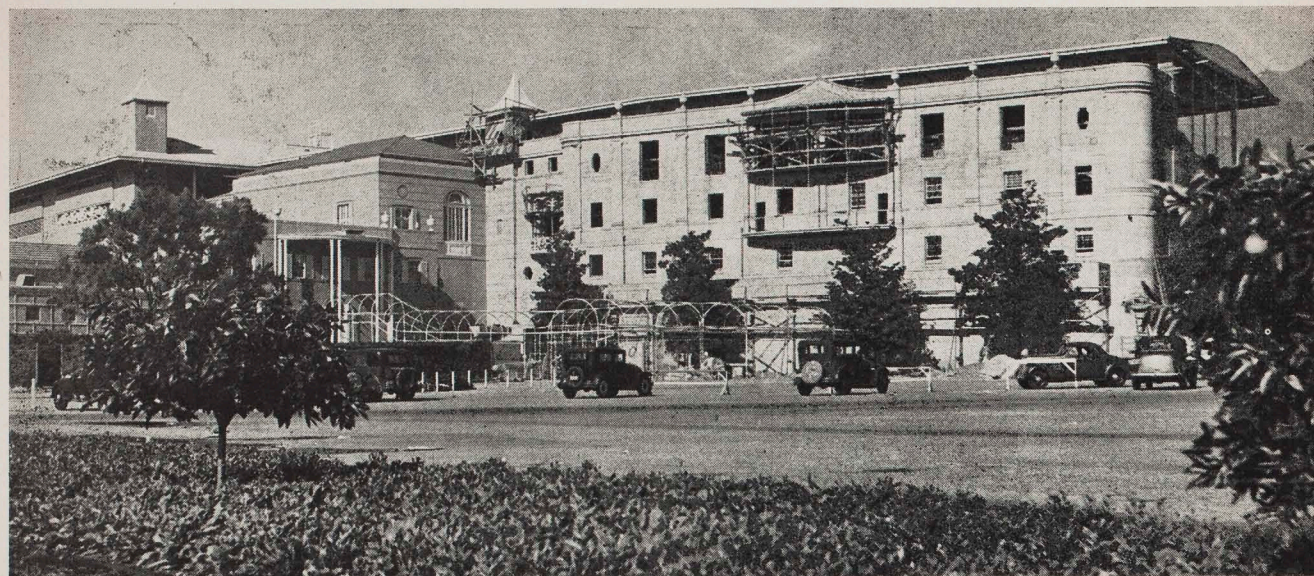


Hollywood's Famous Santa Claus Lane

MILLIONS in value gone up in smoke. Hundreds rendered homeless. Threats of disastrous floods created. Thousands of the beautiful wild creatures of the hills burned to death. Desolation and destruction where once was beauty. All because of the carelessness of one man throwing ashes from his cabin door into bone-dry grass and brush—too lazy and shiftless to properly take care of them. In another instance, the explosion of an oil stove was responsible for the great disaster that befell the San Bernardino area; and that was most probably caused by the stove being of an obsolete type, out of order or in a condition reflecting also human carelessness, as in 50 per cent of the cases mountain cabin furnishings are cast-off things relegated from homes in the valley to cabins in the mountains. What a poor response to Creation's God for the blessing of beauty he gave us in our mountains and hills and His creatures that inhabited them.

WE HAVE not done so well this year by the Community Chest as we should have done, for notwithstanding the well-known greater needs than in former years, we have so far given less than last year. While it is true that many have worked on somewhat shorter time than last year, and that some of the cities outside Los Angeles where employes reside have also had welfare drives, our per capita contributions have shrunk to a considerable degree since last year. There is yet time for you to contribute if you desire. Call on your department chairman. He will gladly receive your gift.

Teacher (explaining): "Yes, quite a number of plants and flowers have the prefix 'dog.' For instance, the dog rose and the dog violet are very well known. Can you name another?"
There was silence, then a happy look illuminated the face of a boy at the end of the class.
Boy (proud of his knowledge): "Please, miss, collie-flowers."



All Ready for the Races

December 31st Set for Premiere, and the "Bang-tails" Will Frolic Until March 11th

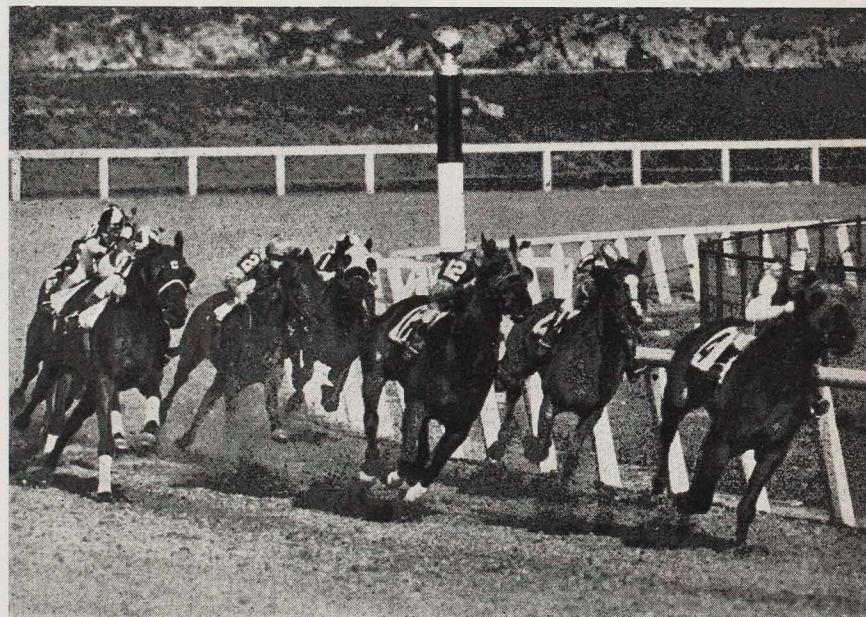
Santa Anita Park, California, world's winter racing center, is in readiness for its fifth annual season, which opens December 31 and runs 52 days until March 11.

The substantial increase in stakes and purses—recording the richest turf events ever offered—and the extensive improvements and beautification of the park,—carrying out the predesigned plan to develop a magnificent and complete racing plant,—promise an outstanding, internationally-important racing meeting that will draw a record influx of visitors to Southern California.

The \$100,000 added Santa Anita Derby on February 22 are again programmed to bring together the leading thoroughbreds of all ages and three-year-olds in training respectively. The San Juan Capistrano Handicap is raised to \$25,000 in added money and 1 1/2 miles in distance and all other stakes have been increased to \$10,000 each. The daily purse offering will consist of one race of \$2,000 or more, with no purse less than \$1,500. Stable reservations, now being made, assure representation by the leading stables for the available stall space.

Santa Anita Stakes to be run at the 1938-39 winter meeting in fourteen special events will aggregate \$285,000.

Reinforced concrete and steel additions to the Club House in the space adjoining the grandstand and extending East to the first turn with an extending roof over the terraces will



materially add to the seating arrangements, appointments and conveniences for both the Club House patrons and the members of the Los Angeles Turf Club in their domain on the second floor.

Another major permanent improvement is a covered saddling paddock fronting the full length of the walking ring, with ample facilities to the public to view the pre-race activities. A central fountain will decorate and enlarge the entire paddock gardens and promenade grounds.

New, covered ticket booths, entrances and exits, together with the additional landscaping throughout Santa Anita Park, further develop one of Southern California's most alluring show places. Santa Anita Recreation Center, Los Angeles County's new and beautiful play-

grounds, adjoins Santa Anita Park and offers complete facilities for golf, tennis, swimming, bowling on the green, baseball, picnic grounds and many other forms of outdoor sports.

The original group of outstanding California sportsmen and business men, who organized the Los Angeles Turf Club in 1933 to revive racing in Southern California on the highest possible plane, will sponsor the forthcoming meeting. Hal E. Roach is president; Leigh M. Battson, vice-president; Charles H. Strub, executive vice-president and general manager; Gwynn Wilson, treasurer and assistant general manager; Hugh Blue, secretary and Robert E. King, controller. Henry S. MacKay Jr. fills the vacancy on the board of directors caused by the death of Kenneth R. Kingsbury.



Kindergartners Now Know About Cars

TRAIN MODELS ASSIST SMALL STUDENTS OF SAN MARINO SCHOOL

Recently the Editor was honored by a visit of a most charming young lady, who, as a teacher represented the Kindergarten Department of the San Marino Schools; her mission being to secure photos of our inter-urban trains as seen passing the school by the young students of the Kindergarten.

We were advised that the children had under construction what to their conception were a car and a motor coach, their viewpoint being from the age of approximately five years, and their vantage point located several feet below track level they had only had what might be designated as "a worms-eye" view.

As a matter of fact, only a few of nearly one hundred youngsters had ever ridden upon a train, and only a few had even viewed one except from a distance.

The result of the interview was that all members of the Passenger Traffic Department became interested in what those children knew, or did not know, about Cars and Motor Coaches; and, under the the command of Passenger Traffic Manager Marler things began to move. Photographs were produced; scale models of both passenger and freight trains were sent out to the school and installed for the inspection of the children, a representative accompanying the model to explain everything to the classes.

Interest grew from the beginning and very soon the Transportation Department wanted to do its bit—and

did. The children, their teachers and assistants took a ride on a real train while our representatives answered more questions (or tried to) than the New Deal has ever brought up.

Here is a letter that comes to the Editor's desk from Miss Wawona Bell and The Kindergarten, together with a photo showing some of the students constructing the Car and Coach:

Dear Mr. Marler:

In behalf of the Henry E. Huntington School Kindergarten, I would like to express my appreciation to you for your gracious hospitality. The contact we have made with you will long be remembered. The excursion on the Pacific Electric Car was the most interesting and exciting experience we could ever hope to have in the kindergarten. Four model cars and representatives all helped to make our activity more interesting, too.

The picture you see shows the children actually constructing a "red car" and a bus. It would make us very happy if at some time you could stop in and see us working and see the things we have made.

The children were well prepared to make the Pacific Electric trip as they had previously learned of the "cow catcher", the trolley, ventilators, springs, motorman, etc. The trip gave us much more information, and gave us much to discuss for a long time. We hope that you can visit us, and we thank you again.

HONOR ROLL GAINS THREE

Three more employees of the Pacific Electric joined the Honor Legion of Retired Railroaders during the month of November. One of them was from the Purchasing Department, and two from the Engineering Department. They were:

LeRoy Confer, deliveryman of the Purchasing Department, whose service terminating Nov. 1, 1938 was for 25 years.

James A. Johnson, Section Fore-

man of the Engineering Department, service terminating Dec. 1, with 24 years to his credit. Mr. Johnson began service about 1908, but two breaks in service brought his retirement credits down to the 24 year mark.

John W. Black, Sub-Station Operator of the Engineering Department, retired on Dec. 1 with 19 years to his credit.

May the remaining years of their lives be spent in pleasant surroundings, and may all the desired comforts of life be theirs. It is hoped that they will keep in close relationship with their former fellow workers, and that they will visit their former associates in the company at frequent intervals.

A MINIATURE ROSE PAGEANT

Preceding the annual Tournament of Roses Parade, Pasadena will have this year for the first time a Miniature Tournament of Roses Parade participated in only by youngsters of 13 years or under, riding in floats that they or their family and friends have been planning or preparing for the past several weeks.

The theme of the parade will be "Golden Childhood Memories". Rules of the juvenile parade will follow those of the major parade, including the time-honored custom and tradition that no artificial flowers shall be used in the decorations.

The Parade will start promptly at 10 A. M. from the formation area on Delacey Street, and with bands playing move East on Colorado Street to the disbanding area on Mentor Street.

HAS SERVED 32 YEARS

If you do not think an employe of the Pacific Electric going on retirement is jealous of his years of service, just sit in the Editor's chair and report the retirement with the wrong figures.

Recently we reported the retirement of Orson W. Stewart as 18 years of service, and Mr. Stewart was good enough to write us with reference to the error, which came about through taking his seniority record as his railway age.

During his railway career, Mr. Stewart was in the employ of the Los Angeles Interurban, Los Angeles-Pacific and the Pacific Electric for a total period of 32 years and six months, and we know that he is as proud of his service record as this company was of the excellent service he rendered.

History teacher: Where was Caesar killed?

Student: On page 94.

PASADENA ROSE TOURNAMENT FEATURE ATTRACTION OF YEAR — January 2nd

NEW YEAR DAY FALLING ON SUNDAY, THE WORLD FAMED PAGEANT WILL BE GIVEN ON MONDAY

The time-honored Calendar, by which men shape their destiny and activity, played "hob" with the scheme of things this year, and instead of our having the great New Year Day Tournament of Roses Parade on that annual event, we must, perforce, celebrate on the day following (Monday, January 2).

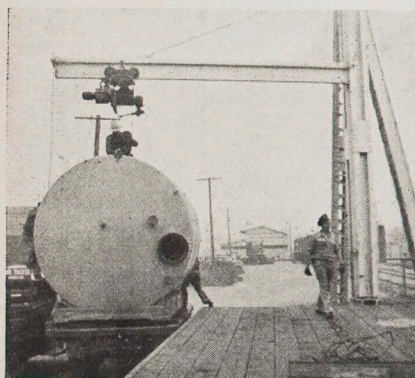
Because of the double holiday, it is indicated that the attendance may surpass that of several previous years, provided the weather conditions be favorable.

The Football Feature of Tournament Day promises to be a particularly good drawing card because of the two prominent teams that are to appear, University of Southern California Trojans being selected to defend the title of the West against Duke, of South Carolina.

As has been the custom in the past several years, grand-stand tickets for the Parade will be on sale at all principal Pacific Electric Agencies, and tickets may be ordered by any Pacific Electric Agent. Seats will be sold at \$2.20 including tax. Our reviewing stand is well and centrally located on line of march of the pageant in Pasadena, and convenient to our Pasadena rail lines.

CRANE HANDLES A BIG ONE

G. P. Barkhurst, our Agent at Wingfoot, near which are located some of the largest industries in this area, sends the Magazine a picture showing the performance of our big crane there in handling a somewhat heavy piece of machinery recently routed over our lines by Universal Car Loading and Distributing Co., and consigned to the Pepsi Cola Company, at Wingfoot, our company being favored because of the facilities for handling.



The object being unloaded with great care is a 6000 gallon, glass lined syrup concentrate mixing tank; measuring 18 feet long and 12 feet, 6 inches in diameter. It weighed 10,380 pounds. The heaviest weight previously handled by this crane was 7,400 pounds.

Customer: Could I try on that suit in the window?

Clerk: Well-er, we'd much rather you'd use the dressing room.—The Breeze.

THE HONORABLE LEE BASHORE

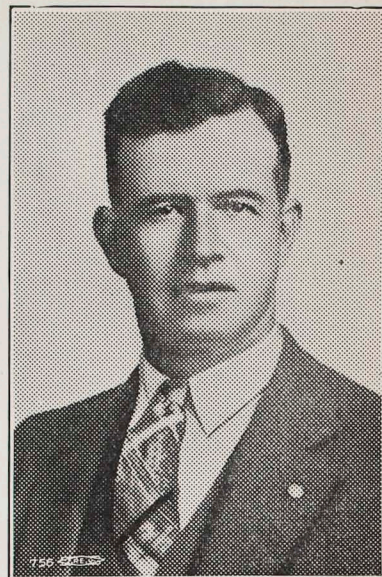
Political honors have come to one of our most proficient and well-liked employes in the election of Lee Bashore to the office of Assemblyman for his district. Lee for many years has been a member of the Transportation forces, has many friends and has been always most highly regarded for his sterling integrity.

The Covina Argus, one of the leading newspapers of his district, in a recent issue had the following to say of Lee. After comments on the many activities and accomplishments of members of his family, the article goes on to say: "And then there is Lee T. Bashore, who came out of the world war service overseas with war injuries, but with the old Bashore determination to forge ahead, and for the greater portion of the last twenty years he has been a street-car conductor and motorman for the Pacific Electric railway, running on the Los Angeles-Pomona line, and later on the Glendora line. * * *"

About ten years ago he got the idea he would like to sit on the city council in Glendora, and has served several terms, and this probably led him to file for the state assembly this year. He won the Republican nomination and faced the old-timer, Frank L. Baynham, Democrat, of Pomona, a very likely man with a long record in politics, during which he had built up strong friendships and affiliations.

And now Lee Bashore is state assemblyman from the forty-ninth district, or will be in January. The territory he will represent surrounds Covina on the north, the east and the west.

We heard many scoff at the idea



that Lee Bashore could be elected to the assembly. But he is a Bashore, and as we have intimated, the Bashores seem to get what they go after. He will probably be found right in the thick of every argument at the assembly sessions in Sacramento. He should be a valuable man for the agricultural interests, as he is an orange grower himself, and a supervisor of large acreages for others in the Glendora area. Some of us have known Lee since his childhood days, and we know that whatever he attempts he will fight to win his point.

With Bashore and Kepple representing the citrus district, we should be hearing a lot about our state business this coming year."

WM. H. PITTENGER PASSES

Moose services for William H. Pittenger, 45, retired Pacific Electric railway motorman, who died Saturday, Nov. 5th at his home, 239 South Grand avenue, were conducted at the Little Church of the Flowers under the direction of Pierce Brothers. Interment was in Forest Lawn. He was born in Owaneco, Ill., and leaves his wife, Mrs. Zora Pittenger; a daughter, Mrs. Fern Sloan, and two sons, Stanley and Raymond.

Sincere sympathy is extended the bereaved relatives.

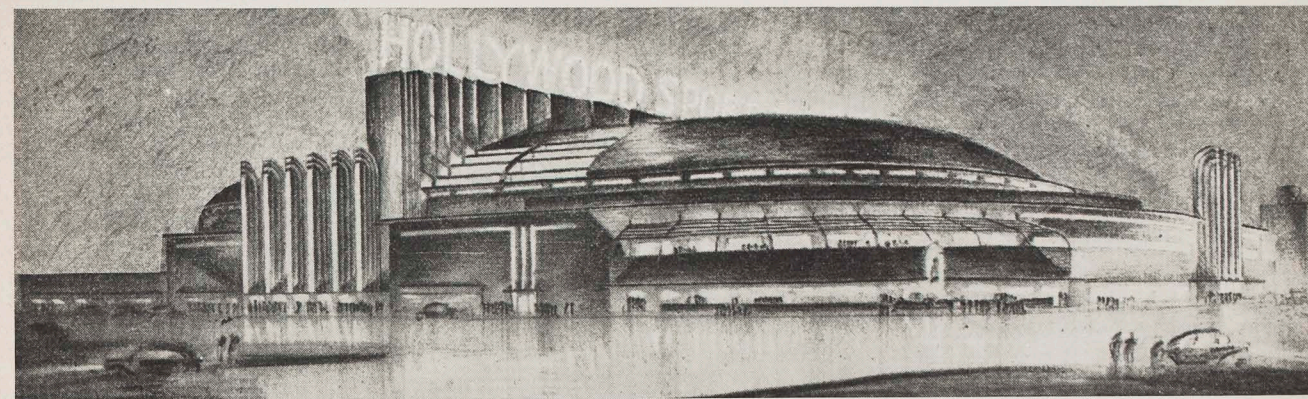
BREAKING IT EASY

It is told on a Brea newlywed that returning to his parental home the other day he said to his father:—"Dad, if a man has two wives to support is he a bigamist?"

"I guess that's right," replied the father.

"Well, you're a bigamist then. I got married yesterday."

Another Great Amusement Palace Proposed For Sports



SPORTS ARENAS IN THE ASCENDENCY IN CATERING TO JOHN PUBLIC'S DESIRE FOR DIVERSION

Last month the Magazine presented an illustrated article on two new places of amusement to be located on lines of this company and its affiliate, the L. A. Motor Coach Co., that were announced to be opened for public patronage during the month of November.

During the last days of November another pretentious Sports enterprise broke out in publicity, that from the Architect's drawing and from statements made promises to be one of the outstanding places of diversion in the city.

It would seem that the Sports are, at this time, or destined to be in the very near future, the ruling passion of the residents of Los Angeles and the adjacent territory, for at the present time we have the great Coliseum, Wrigley Field, Gilmore Stadium, Pan-Pacific Auditorium, Olympic Auditorium, Hollywood American Legion Stadium, a new Sports Club recently opened on Sunset in the old Motion Picture Studio near Western, The Long Beach Marine Stadium, the new Tropical Ice Gardens at Westwood; and now, the proposed, exclusive, Hollywood Sports Garden.

Equipped for every sport from ice skating and prize fighting to indoor polo and jai alai, the million dollar shrine to recreation will be constructed at Third street and Fairfax ave., it was disclosed recently by a group of stockholders headed by Bing Crosby.

Zack Farmer, former executive of the organizing committee of the 1932 Olympic games, will be general manager of the institution, which will be known as Hollywood Sports Garden.

Plans call for unique construction, with the main floor 20 feet below ground level, similar to the Coliseum,

and a permanent seating capacity of 20,250. For special events such as championship fights the capacity may be enlarged to 27,500.

An exclusive organization to be christened Hollywood Sports Club will have elaborate headquarters within the building, plans calling for one of the finest of clubs in the nation, including dining rooms, cocktail bars, gymnasiums, steam baths and numerous other features.

The building will be designed so that within the space of two or three hours it may feature boxing, professional ice hockey, roller and ice skating, ice carnivals and ballets, tennis tournaments, bicycle races, college and professional basketball, indoor track meets, rodeos, circuses, horse shows or conventions. A 43 line bowling alley will be a permanent adjunct.

The list of founder members include fifty or sixty of the leading directors, actors and producers of Movieland, many leading men of business, as well as quite a few professional men of note.

It has not been stated just when the work of construction will be begun.

FREIGHT TRAFFIC NOTES

By J. E. Blackburn

Did you ever take a vigorous swing at a little white ball, expecting to see it sail beautifully down the fairway for two or three hundred yards, only to get just about half as much of the ball as you intended, thereby topping it to see it roll off the tee and go trickling down the fairway for about forty to fifty feet? Perhaps some of us have never played golf but we have experienced the same feeling in other forms of com-

petitive sports so we can readily appreciate the disappointment felt by Lon Norrbom the other day when he accomplished the above-described shot in company with C. C. Dickson, Miss Carol Dickson, and the inimitable J. C. Stockberger. And all Lon could say to ease his chagrin was "POOH." Marvelous control!

Other interesting news from the greensward reveals the fact that one ardent golfer in this office who has worked hard endeavoring to improve his game since he started golfing a few months ago recently made a hole in THIRTEEN. Such rapid progress is nothing short of phenomenal. Maybe it was a lucky hole though at that.

The list of eligible bachelors in this office was reduced by one more during the past month it is rumored. There are still a couple of prizes though girls so don't lose heart yet. George Koltz, who has a little ranch out in the San Fernando Valley with almost everything imaginable to appeal to the feminine fancy, is still available. Why any home-loving little woman would be proud to be mistress of George's little estate out there among the movie stars. Then there is Leroy Edward Swanson who, while he doesn't possess the material inducement, certainly has an abundance of "IT" to offer.

George Meyers is doing double duty these days. After working all day in the office he goes home and draws pictures in order to build up a stock to have available for the Christmas rush. (Suggest the Editor assess commercial rates for this publicity). George is still trying to tell us the pastels are a hobby.

Garage Mechanic: "What's the trouble, lady?"

Mrs. Newdriver: "They say I have a short circuit. Will you lengthen it, while I wait."

Notes from American Legion Post 321

BIOGRAPHY OF POST CHAPLAIN NICHOLS SHOWS VARIED AND INTERESTING CAREER

November 2nd—Forty-five new members were initiated in the ballroom of the P. E. Club, by the Edwin T. Brown Ritual Team. About half of them were members of our post. The rest of them were from the following posts: Edwin T. Brown, Florence, Watts, Leonard Wood, South Los Angeles, Greayer Clover, Southgate and Angeles Mesa.

Speakers of the evening included: Past National Commander John R. Quinn; 23rd District Commander O. K. Jones; National President 31st Engineers, Roy Repke; and the following Committee Chairmen from the 23rd District: Conservation, Watters; Sons of the Legion, John D. Taylor; and Americanization, Dr. John R. Lechner.

The Women's Auxiliary was organized during the meeting. The 23rd District, Sons of the Legion Band, furnished music before the meeting and during the opening Ceremonies.

The Leonard Wood, uniformed Women's Drill Team, furnished a fitting finale to the meeting with a splendid Drill. In my account of what I thought would happen, I had all Post Colors paraded, but this was not done. Stands were provided behind the seats reserved for distinguished guests, where each visiting post's colors were placed when they arrived. The only colors paraded were our post colors and the 23rd District Colors.

November 6th—Chaplain Frederick W. Nichols arranged for an outdoor show at Sawtelle Hospital. M. C. Griffin, Southern District Motorman and World War Veteran, was assisted by Mrs. Vera North and her two daughters, one 9 years old the other

12 years old. They had four horses that were well trained and wonderfully handled. This show was put on three times, once North, once South and once east of the Hospital buildings, so as many inmates as possible could see it from the windows. This show was very much appreciated by the inmates of the Hospital and a crowd of about 500 from the Soldiers' Home, who saw it from the outside.

Chaplain Nichols plans to arrange several trained animal shows at Sawtelle, this winter.

November 8th—Comrade Getz appointed by Commander C. A. Newman to assist Adjutant Sames. Two new members voted into our post. Motorman James E. Lewis, Co. L., 19th Infantry, and Motorman Floyd P. Lee, Co. C., 58th Infantry, 4th Division.

Our post has already exceeded its membership quota for 1939, and we hope to more than double it.

November 22nd: Terminal Foreman Loral I. Mosier, who served in Co. G, 31st Infantry was welcomed into this post.

Comrades, be sure and attend our next meeting, December 13th, and help decide some matters of great importance to this post.

American Legion Auxiliary, organized November 2nd, has elected the following officers: President, Alice Dale Newman; First Vice-President, Ellen Mary Bryant; Second Vice-President, Florence H. Salisbury; Sergeant-at-Arms, Anna S. Tucker; Secretary, Myra Belle Clemons; Chaplain, Lily M. Malmberg; Treasurer, Phyllis Withee; Three Executive Committee Women—Cora Blanche Newhouse, Bessie M. Packler and Pearl H. Stratman.



Leonard Wood Post Woman's Drill Team

Chaplain Frederick W. Nichols

Chaplain Nichols has served in the National Guard of four States: Missouri, Michigan, Colorado and California. When the California National Guard was called into Federal Service, to help guard the Mexican Border, his company was stationed at Nogales, Arizona, from June until November, 1916.

He had started working for the P. E. Ry., August 18, 1914, as a motorman on the Northern Division. During his service on the border, and also during his World War service, he was on leave of absence, retaining his seniority.

August 15, 1917, he was commis-



sioned a Second Lieutenant in the Infantry, and assigned to the National Army. Between March 1917 and September 1919, he served in three Divisions: the 35th, the 40th and the 91st. Also in the Air Service. He was stationed at Camps Doniphan, Kearney and Lewis. He was discharged at Camp Lewis, September 25th, 1919, and came back to his old job.

He was promoted to Supervisor on the North in 1920. He is now an Assistant Trainmaster on the South.

Chaplain Nichols was a Charter member of P. E. Ry Post 321, American Legion. He has been an active member of the School Awards Committee, from its beginning. He is Chairman of two Committees and a member of two others, besides serving on special committees. He visits Ward 3, Sawtelle Veterans' Hospital, (sponsored by this post) about twice a month. He has arranged 2 shows at the Hospital and is planning others.

Pleased Patrons Express Appreciation

PLEASANTLY RENDERED SERVICE ALWAYS BRINGS RECOGNITION

From a gentleman who is connected with one of this city's most prominent business firms comes a letter highly commending Mrs. Emma Hammond, one of our employes at the Subway Terminal Cafe. Here is the bouquet of appreciation with many flowers in it:

"As I believe that an organization of your kind likes to hear of the conduct of their employes, either good or bad, I am writing to you in connection with a young lady who is employed as night waitress in your restaurant in the Pacific Electric Subway Terminal Building. I believe her name is Mrs. Hammond.

For the past several years, it has been necessary that I take Pacific Electric cars to and from my place of business, out of the subway terminal.

Quite often I have stopped at your restaurant for something to eat or drink, and from observation and the service I have always received from this Mrs. Hammond, I would consider her an employee of the utmost value. She is always prompt in serving me and I have also had several people remark as to the courteous treatment this waitress always gives them and the jovial manner in which she takes care of her job. To a man who is forced to take most of his meals in a restaurant it is a pleasure to meet an employee who makes one feel at home.

I am sure Mrs. Hammond will not object to my writing to you as above, and assure you that as long as this young lady and the other employes in this particular branch of your organization give me the service as well as the excellent food that I have been getting in the past, that I shall continue to patronize the Pacific Electric Restaurant for some years to come."

A kindly act was bestowed on a lady passenger recently by Conductor G. R. Stevens, of the Western District. In response to his courtesy, we have the following:

"Recently my wife boarded a Hollywood Boulevard car, Conductor 2900 (G. R. Stevens). To her embarrassment, she found that she had only a \$10 bill which he could not change. The Conductor was very courteous about the matter and went out of his way to make her comfortable even to the extent of paying her fare, stating that he had no opportunity to stop and change the bill. I am enclosing 10c which I would appreciate his receiving together with my thanks for his kindness."

Operator C. N. VanSickle, of the Pasadena Local Lines is the recipient of praise by a passenger who observed his alert and effective actions in averting a tragedy when a woman ran across the street in front of his car on November 19th. The observer says "she would almost certainly been killed or badly maimed but for his rare presence of mind and action."

From Tarzana comes a compliment for Conductor P. Z Perry, of the Hollywood Line for his outstanding courtesy to patrons.

A woman patron on the Echo Park Line voices a tribute to Operator D. Keeley, of the Western District, and for such acts we all doff our hats: "Wish to call your attention to Operator D. Keeley on the Echo Park Emergency Bus Line. He showed unusual courtesy to a tottering old man, and we appreciate such courtesies shown to elderly people. May we have more such drivers."

This speaks for itself and speaks loudly. "I wish to tell you of the very courteous and kindly act of Conductor 2360 (Ray Hixon), Gardner Junction car on Hollywood Boulevard line, this morning around 11:15. As I stepped on the car, bound west, an unfortunate foreign woman had dropped all her groceries on the car floor. You should know the effort of a "mere man" to scramble around and help that woman off at Bronson and Hollywood Boulevard with all that load of stuff. In closing I wish to say the Conductor's conduct certainly reflected great credit to your company."

L. L. Lundholm, of the Western District has the most sincere thanks of a recent arrival from New York, for his patience and for complete information given whereby she reached her destination in comfort and by the nearest route. She also compared New York and Los Angeles railway courtesy favorably to us. That's going some for a New Yorker.

A compliment is received destined particularly for a certain motorman on the Burbank-Glendale Line, but generously the writer permits all of us to bask in his appreciation. Doesn't this make you feel better for that kindly deed? And, the letter was received by our President:

"Each morning—from Monday to Friday inclusive—I board the 7:09 A.M. Limited from Burbank to Los Angeles at Pacific and Glenoaks, Glendale, and each morning as the train pulls to a stop, the motorman nods to me with a friendly smile, which I in turn acknowledge. I have never met him nor do I know his name yet there is an unspoken friendship between us.

How helpful if we all would enable someone else to start the morning in such a manner!

To do my part, I wish to express my gratitude at this Thanksgiving Season to you and your employes for safely conveying me to and from Los Angeles during the past year."

Operator O. T. Peak, of the Western District, is commended most highly by a patron who was unfortunate enough to leave her purse on a motor coach operated by Mr. Peak, and fortunate that he was the finder. She was very grateful for its return.

Here is another case where it is definitely shown that actions are usu-

ally under the observation of someone. A gentleman who is a resident of Los Angeles was coming in from the Beach recently. This is what he saw and says about an incident: "I got on the car at 8th and Hermosa. There was a woman and two small children who left the car at 20th Street. The woman was under the influence of liquor, and it was wonderful to see the way this Conductor (T. A. Marien) helped them off the car, carefully took them to the sidewalk and made sure that they were safe before he came back and gave the signal to go ahead. Such men are a credit to the Pacific Electric and it is with real pleasure that I report this to you, realizing that you get lots of complaints, but very few compliments."

J. C. McPHERSON PASSES

Scores of his former associates in the Pacific Electric will learn with regret of the passing of Mr. McPherson at his home in Piedmont on November 10th. Services and interment were held in Oakland on Nov. 12th.

Mr. McPherson was first identified with this company as a trainman in Pasadena in the late 1890's and advanced through various operating capacities to the Superintendency of the railway; leaving here a number of years ago to become Superintendent of the East Bay Electric Lines of the Southern Pacific at Oakland. A few years ago he retired from active service. During recent years he was active in Safety Work in the Bay region as President of the Safety Council.

Mrs. McPherson, who survives him, has the most sincere sympathy of their many friends throughout the state where he was well and most favorably known.

P. E. CLUB CHRISTMAS PARTY

YES SIR! Old Santa has promised to make a pre-Christmas appearance at the P. E. Club's Annual Christmas Party on FRIDAY, DECEMBER 16th.

There will be lots of fun for young and old alike. Arrangements have been completed for a fine Yule program in the Club Theatre, music, singing, dancing and a surprise act or two that's bound to please you.

Old Santa will greet the youngsters in the Club Ballroom under a sparkling Christmas tree with a gift of sweets for each. Followed by the Annual Christmas Ball to the tunes of Flo Kendricks and her Dance Orchestra.

WALTER WATCHALL

With the Holidays rapidly approaching we bring a Candid Camera pen shot of a man who is always happy and full of joy. Walter "Wizzer" White.



He was found when only about as big as a half pint in the old Quaker city of Philadelphia. It was in late December and he was full of the Christmas spirit and was ringing

the Liberty bell. He cried out "Give Me Liberty or Give Me Philadelphia". He left for the coast that night.

Arriving in Burbank he worked for Spud Murphy sacking potatoes, also played in the band. Kept such good time P. E. made him timekeeper in Mechanical Dept. While timekeeper he knew every man and they knew him pretty well too. Was very exact in work and always stayed up until midnight on last day of month to tear sheet off of calender. Lost his watch so they made him Chief Clerk.

Hobby—Grandchildren. Is president of Grandpa and Grandma Club.

We suggest appropriate Christmas gifts for various P. E. people. Clara Haskins, a good looking banker to take care of her money. Charlie Sein, a package of Spearmint. Nancy Kelly, an electric fan to drive away the smoke. Floyd Gill, a lead pencil. Dorothy Pearson, an oil can. Bill Todd, a junk yard to pick around in. Ernie Stevens, a Joe Miller joke book. Monte Brucker, an incinerator, could make more smoke. Burleigh Manley, a machine gun to go deer hunting with. Norma Comer, a good stamp pad. Florence Davis, a package of paper drinking cups. Grey Oliver, a one way ticket to Compton. Joe Lortie, a boy scout pocketknife with combination compass, cork screw and bottle opener.

The Blanket Club is coming along fine. We expect to start the drawings for the blankets at our Christmas party, Dec. 15, and we would like all Club members to work diligently to get all the new members possible as we must have 60 or more in the club in order to give away one blanket each week. It has been decided to give a blanket as a prize to the one bringing in the most members over 15. Now ladies, get busy as we can make some real money with this Blanket Club if every one will do her part. We are going to send out Christmas baskets under the supervision of the Welfare chairman, Ruth Green, and will be needing all available cash possible to accomplish our purpose.

Bessie Chobotsky sprang a new

angle in bowling a few nights ago. She takes a few steps forward and ends up throwing the ball sitting down. Only a good nurse could do this.

A well known Private Secretary on the sixth floor is married and keeping the news from his friends.

WOMENS CLUB NEWS

By Mrs. W. A. Hasty

On Nov. 10, two new appointments were made on the Board of the Womens Club. Mrs. Daisy Burke, will replace Mrs. Baglin as Recording Secretary and Mrs. Crunk has been made a member of the Board of Directors.

Mrs. Grace Willard, Patriotic Instructor of the Watts Womens Club, brought the Traveling Flag to our last meeting and gave us a most interesting talk on the Flag and its travels throughout the United States and abroad. The talk and motion pictures of "Australia Calling", presented by Mrs. Stock created in all of us the desire to travel abroad and view some of the lovely places.

A letter read by Mrs. Ashcroft from her daughter, Evelyn, returning to China, where she teaches, was enjoyed by all. She told how the Chinese people were trying to rebuild their war-torn country, and how schooling and religion were playing a prominent part in the rebuilding of China.

December the 15th is the date set for the Womens Club Christmas Party. A good program and plenty of amusement has been planned. This party will be the last Club meeting before the New Year.

The beautiful silk made by Mrs. Robert Cunk was won by Mrs. Anna Gets of El Sereno.

Good news for the card players. New cards have been purchased by the Club, so come out and christen them. Mrs. Weatherly is acting as hostess while Mrs. Baglin is indisposed.

The Blanket Club is coming along fine. We expect to start the drawings for the blankets at our Christmas party, Dec. 15, and we would like all Club members to work diligently to get all the new members possible as we must have 60 or more in the club in order to give away one blanket each week. It has been decided to give a blanket as a prize to the one bringing in the most members over 15. Now ladies, get busy as we can make some real money with this Blanket Club if every one will do her part. We are going to send out Christmas baskets under the supervision of the Welfare chairman, Ruth Green, and will be needing all available cash possible to accomplish our purpose.

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN DECEMBER, 1938

Sat., Dec. 10: P. E. Agents Association Monthly Meeting—7:30 p.m.

Mon. & Tues., Dec. 12 & 13: Transportation Engineering Class—7:30 p.m.

Tues., Dec. 13: P. E. American Legion Semi-monthly Meeting—8:00 p.m. P. E. American Legion Auxiliary Semi-monthly Meeting—8:00 p.m.

Wed., Dec. 14: P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m.

Thurs., Dec. 15: P. E. Women's Club Annual Christmas Party—1:30 p.m.

Fri., Dec. 16: P. E. Club Annual Christmas Party—Entertainment in Theatre at 7:30 p.m.—Santa Claus to greet the youngsters in Club Ballroom with sweets for the kiddies. Followed by Christmas Ball to the music of Flo Kendricks Dance Orchestra.

P. E. Club Bowling League Matches—Jensens Recreation Center—6:00 p.m. & 8:15 p.m. Spectators invited.

Mon., & Tues., Dec. 19 & 20: Transportation Engineering Class—7:30 p.m.

Wed., Dec. 21: P. E. Masonic Club—6:30 p.m. Dinner—followed by Regular Monthly Meeting and Election of Officers for coming year.

Fri., Dec. 23: Transportation Safety Advisory Committee Meeting—10:00 a.m.

Tues., Dec. 27: P. E. American Legion Semi-monthly Meeting—8:00 p.m. P. E. American Legion Auxiliary Semi-monthly Meeting—8:00 p.m.

Mon., Jan. 2: Legal Holiday—Club Rooms closed all day.

Thurs., Jan. 5: P. E. Women's Club Afternoon Card Party—1:30 p.m.

Fri., Jan. 6: P. E. Club Bowling League Matches—Jensens Recreation Center—6:00 p.m. & 8:15 p.m. Spectators welcome.

Mon. & Tues., Jan. 9 & 10: Transportation Engineering Class—7:30 p.m.

Tues., Jan. 10: P. E. American Legion Semi-monthly Meeting—8:00 p.m. P. E. American Legion Auxiliary Semi-monthly Meeting—8:00 P.M.

Wed., Jan. 11: P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m.

P. E. Club Gymnasium Available

A Health-building Facility Apparently Unknown To Many

For the past several years a gymnasium has been maintained for the use of Pacific Electric Club members at the Subway Terminal (adjacent to the Terminal Foreman's office) that has been used with benefit by many, but not used by scores of employees who would materially benefit from its use.

Almost since its inception it has been supervised by Wm. A. Gillespie, of the Sub-station Maintenance Division. Recently Mr. Gillespie's hours have been changed, and he has voluntarily assumed directorship on Monday, Wednesday and Friday evenings of each week from 5 to 7 p. m., and if desired, will start beginners with instructions, charts of correct exercises and place with them such knowledge as necessary so that they may take their further work-outs at any time during the day or evening, as the "Gym" is available at all times.

The "gym" is equipped at the present time with bar weights, kettle weights, parallel bars, rings, pulley weights, Roman chair, punching bag and wrestling mat. A shower is available.

It is possible that during the coming month classes in the various exercises will be formed and maintained throughout the winter. If interested, communicate with Mr. Gillespie by addressing him in care of the Electrical Department.

P. E. TENNIS CLUB

By Alfred Beaumont

Due to many requests from members of the Tennis Club the tournament will be divided into Class "A" and Class "B".

If you are a beginner, sign up as a Class "B" entry. Each group will have its own drawing, run off its matches and send its winners to compete in the FINALS, which will be held in Los Angeles.

There will be four trophies—all to be property of the P. E. Club. Each year the winners will have their names engraved upon the base of the trophy corresponding to the class and title won.

Be sure to include your name, class you wish to enter, and whether singles or doubles or both.

Singles matches will be run off first. If you wish, you may pick

your doubles partner at the close of the singles matches.

Pasadena group may give their entry fees to Paul Jacobsmeyer, or R. N. Hosford. Santa Monica group to Dakin Boardman. Los Angeles group to Alfred Beaumont, Central Timekeeping Bureau.

The entry fee will be \$1.00 for singles and \$.50 per person for doubles. Tennis Balls will be furnished out of entry fees, and the remainder will go toward the purchase price of the trophies.

All entries must be in by December 26th.

BOWLING NOTES

By Don Houston

Standing of the clubs in the two groups at the present time are as follows:

Table with 3 columns: Group Name, W, L. Rows include 6:00 P. M. Group (Engineers, South, Frt. Traffic, P. E. Club, Transportation, B & B Department, Amazons, Passenger Traffic) and 8:15 P. M. Group (Claim, North, Subway, Bonding, L. A. Motor Coach, Timekeeping, Signal, Conductors).

Since our last issue the following were winners of the weekly prizes:

High Series: D. W. Yeager, J. D. Henry, C. A. Davis, J. W. Gowanlock. High Game: C. G. Gonzalez, H. Welch, R. J. Perry, P. C. Cross.

If Jay Gowanlock had been shooting them out of a gun he could hardly have bettered his last game on the night of November 25th. All he did was roll up a nifty 266 pins. That put him out in front for high game this season to date.

Unless they make this bird roll with his left hand the Claim Department are really going to be hard to catch. Mattison, Brahm, Pabst and Kissick are also doing their share in keeping the Claim Department at the head of the parade.

In the 6:00 P. M. Group, the Engineers continue to set a brisk pace. Chester Davis has been steadily climbing in the average column and he, Gonzalez, Ed Hasenyager, Ohlinger and Black are a tough aggregation to handle. It seems there is always one of 'em getting hotter than a firecracker.

Last season this bird "Cupid" Swanson was worth the price of admission alone, but when he is backed up by such worthies as "Tight Collar" Jones; Grenke, the mayor of Catalina; and Jack "One-Ball" Worthington, why it turns from mere entertainment into a colossal spectacle. There is never a dull moment from the time these men take the floor until the last pin is down, or up. Gowanlock, Cobb, Latimer, Welch and the others may get the pins, but this bunch get the laughs.

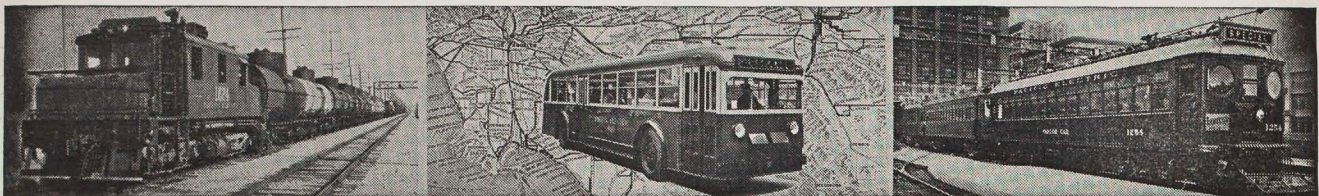
Ask anyone who was present November 25 and get the low down on Jack Worthington attempting to instruct his youngster as to how to bowl. Jack went out and rolled a nifty 110 and the youngster proceeded to go to town with a pair of 155-149 games. I understand the air was very strained in the Worthington car on the way home. Last reports from Operative 13 indicate Jack is contemplating entering a different branch of athletics.

The bowler who really puts on a graceful pirouette is this "shrimp" Bobby Weir. He is a second Anna Pavlowa and some day he is going to tie himself up in the shape of a pretzel and it will take three men and a boy to untie him. Jackson is another case of poetry in motion on his approach to the foul line. That hook ball of his could go around a building without any trouble.

We all have to hand it to the Amazons, who bowl in the 6:00 P. M. Group, when it comes to sportsmanship. They are always in there trying and indications are that they get as much enjoyment out of the games as the balance of the "bowlers" put together. Eunice Fischer, Bessie Chobotsky, Dorothy Beranek, Evelyn Welch, Grace Christensen and Ruth Bushard all have the makings of very fine bowlers. We look forward to more entries from the fair sex in future tournaments.

The rooting section, headed by that silent coach of the Passenger Traffic Department, Deacon Glancy, is increasing nightly and heaven help the performer who gets the ire of the gallery on his neck. Some of our rooters, including Marion Lutes, Mrs. Ohlinger, the boss of our domicile, Mrs. Grenke, are practicing nightly and they have made some intimations that unless the men show a vast improvement they would take over the duties of upholding the family honor. If that ever happens we can always retire to the P. E. Club and stage a snooker tournament, where we will have but one critic, Neal Vickrey, and there will be enough of us to take care of him.

SAFETY NEWS



CLASSIFICATION OF OCTOBER, 1938, ACCIDENTS Train Service Accidents During October 1938 Compared With October 1937

	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
1. With Pedestrians	8	9	1 Inc.	12.50%
2. At R.R. Cross. (Other than Co's)	0	0	-----	-----
3. Between Cars of Company	5	3	2 Dec.	40.00%
4. With Vehicles and Animals	162	136	26 Dec.	16.05%
5. Derailments	9	9	-----	-----
6. Equipment	2	2	-----	-----
7. Boarding Cars	9	11	2 Inc.	22.22%
8. Alighting from Cars	24	19	5 Dec.	20.83%
9. Injuries on Cars (Not in collision)	26	24	2 Dec.	7.69%
10. Falling from Cars	44	0	1 Inc.	100.00%
11. Doors, Gates and Guard Rails	7	6	1 Dec.	14.29%
12. Ejectments and Disturbances	3	2	1 Dec.	33.33%
13. Employees	7	6	1 Dec.	14.29%
14. Miscellaneous	2	3	1 Inc.	50.00%
15. Total—All Accidents:				
Passenger Rail	220	189	31 Dec.	14.09%
Motor Coach	32	29	3 Dec.	9.38%
Freight	12	13	1 Inc.	8.33%
Total	264	231	33 Dec.	12.50%

THOUGHTS SUGGESTED BY THE ACCIDENT CHART

The chart for October, 1938, is here before us, so let us see "how are we doin'".

Let's take the good news first for a change.

Total All Accidents—We had a total of 231 of those unfortunate things, but it was 33 less than in October, 1937. Not so bad, but several which were the result of just plain carelessness could have been prevented and then we have hung up a record to shoot at.

Collisions With Pedestrians—Maybe you could not help it; only you who had them know the answer to that, but we had two less than last year and that helps some.

Collisions With Vehicles—We made such a fine record in July, when we had only 111, that this month, with 136, don't look so good, but it was 26 less than October, 1937. Winter days, with dark coming early, are bad days for this kind of trouble. Be extra alert between 4:30 and 7:00 P. M.

Step Accidents: This seems to be always the bad spot. The rail lines

made a reduction of 10 such accidents over last year, but the motor coaches just about put us back where we were by having 7 more than last October.

Injuries on Cars (not in collision)
These are the hardest accidents to understand and most likely to result in claims which we have little chance to defend. We experienced 24 of this nature in October. Avoidance of rough stops and timely words of caution to passengers may help in reducing this type of accident.

Injuries to Employees—Six of our men suffered pain and loss of income. It will be a blue Christmas Day for some families. Were some of these due to the carelessness, ignorance or indifference of a fellow employee? Let us hope not.

Well? we have a new month and a clean page to start with, so let's try to see how near clean we can keep it.

SERVING THE PUBLIC

In order to make of ourselves good trainmen there is one thing we must always keep before us: We are serv-

ing the Public and the Public has a right to Know.

When we are asked a civil question, particularly if it concerns transportation, the Public expects and has a right to demand a civil answer.

It makes no difference that we have been asked and may have answered that same question more than a thousand times for others until it has become old and stale to us, we must bear in mind that it is **New and Important** to them.

Nothing is more embarrassing than to ask someone a question and have them turn away giving a half answer as if unconcerned or annoyed.

Have we not been here long enough to realize that what is good for the Company is good for us? That more passengers mean more hours of work for more men?

The employee who has no interest in his employer's business except his pay check is unworthy of his name on the pay roll.

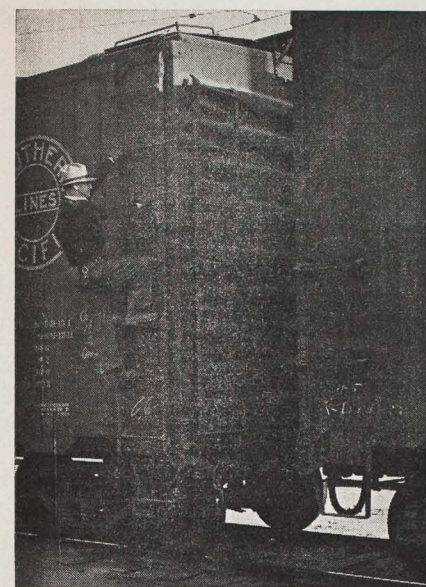
Recently two elderly ladies were observed on their way to Redondo Beach and, being strangers in our station, were uncertain as to the right gate and right car so they approached a trainman in uniform and asked for this information.

It is true that they could have gone to the Information Desk (if they knew where it was) or to the uniformed Passenger Director (if they had known there was such a person) and if they had known how their questions were going to be received, no doubt but that they would have made some such effort for the trainman's answer was curt and incomplete. How could this trainman know but that within a few minutes he might be asking these same ladies or others just like them to sign witness cards and that these names would be the turning point in a \$50,000 law suit?

Think of this next time you are trying to secure witness cards.

It is really easier and makes life more worthwhile to be pleasant and agreeable rather than a "grouch".

It is usually a person with a small and petty nature who is a chronic "grouch".



RIGHT
The Better Way to Safety

STEP ACCIDENTS

October was a bad month for us from the "step accident" point of view, with an increase of 20 per cent over September.

Some of these reports clearly indicate that with a little more thoughtfulness, carefulness, alertness on the part of some trainman they could have been prevented. In one case, all that would have been required was for the conductor to have taken the lady's handbag and handed it down to her after she was on the ground. Just ordinary good manners if he did not care about "accident prevention".

For the last few months before October, the motor coaches have had a good record for this class of accident, but they fell down hard this month, having had ten or half as many as on all the rail service.

Of these ten accidents, one was on the Northern District, one on the Southern District and eight on the Western District. With approximately five times as many passengers carried on cars as on motor coaches, why should there have been ten accidents to passengers on coaches and but twenty on cars?

These passengers have placed themselves in our car; the responsibility for their safety is with us and no amount of care and effort is too great for us to put out in fulfilling our obligation. You appreciate it when anyone shows consideration and courtesy to a member of your family, so just add the Golden Rule to the other rules by which you are governed and your rule book will be complete.

Trying is good fun whether you make it or not.

*WORK THE SAFE WAY

Often work is safe or dangerous not in the job itself but in the way it is done.

Many men have reached a ripe old age in a dangerous job without the loss of a hand, foot, or eye just because they used their brains to size up the job and see where the hazards of accident were and then took the "safe way".

Last year FORTY-ONE employees of railroads throughout the nation were killed and NINETEEN HUNDRED TWELVE injured while getting on or off engines or cars.

No doubt some of these could accurately be said to be "unavoidable", but many were from lack of care.

A man who, in the course of his duties, must frequently mount the footboard of an engine or climb the ladder of a box car must wear proper shoes and keep them in condition for the work. If he wears gloves, they must fit properly and not be too stiff to afford a safe hold. Having such equipment in the proper condition is as important as keeping up his life insurance.

Note the two illustrations accompanying this article. Observe the man on the ladder between the cars. If the cars are in motion, a fall means DEATH, or worse, maybe he will only lose both legs. If the train is standing and he falls, due to defective shoe soles or a poor grip on the ladder, he will strike the rail and, if unconscious, be out of sight when the train moves.

Now, note the man in the other illustration using the ladder on the side of the car. If he should fall, there is every chance that he will fall away from the train and be only bruised or skinned up.

With the thoughts in mind brought up by these illustrations and this article, can you advance an argument in favor of climbing the ladder between the cars that is as good an argument as those against it?

Of such small but important items is "Accident Prevention" composed.

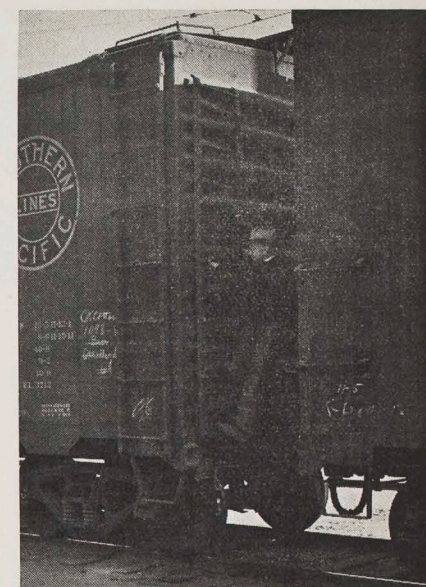
Yours for the "Safe Way",

THE SAFETY SUPERVISOR

*This is the first of a series of short items on the "Right" and "Wrong" way to work. Watch for them.

DECEMBER SAFETY ADVISORY COMMITTEE APPOINTED

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, December 30th, 1938, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10:00 A. M.



WRONG
A Fall From the End Ladder Means DEATH

PERSONALITY

All that which makes a man what he is and not someone else is called Personality. It is the sum total of his qualities; a thing largely inborn, but including such externals as dress, manner and appearance. It is either a tremendous asset or a terrible liability, so important that certain schools which purport to teach success in business declare that it is "everything", which is as extreme and untrue as to say that it is "nothing".

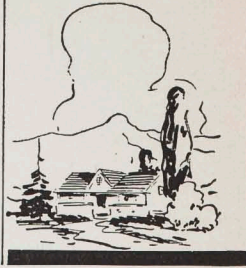
Personality is difficult to analyze, and harder still to acquire. The usual advice given to one who is trying to cultivate a pleasing manner and address is "Be natural", but this should not be taken too literally. Many of us find it perfectly natural to be cross and disagreeable under trying circumstances.

Another equally useless piece of advice frequently given is, "Be perfectly frank and sincere", but this also has its limits. Some people pride themselves on saying exactly what they think. Usually they are brutal, insensitive, wholly incapable of sympathetic understanding of anyone else, and cursed beside with a colossal vanity.

Probably the surest way to improve one's personality is to cultivate the habit of observing others and making a sincere effort to adopt and cultivate those qualities we admire. In doing this we will recognize in ourselves certain mannerisms which we criticize in others and with the elimination of these objectionable qualities we will approach the ideal we have set for ourselves.

NEWS OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY

BY OUR CORRESPONDENTS



TORRANCE SHOP NOTES

By W. M. Brooks

Tom Kendricks, Blacksmith Shop Foreman, we are sorry to relate has had a set back, and is again confined to his bed.

Ellsworth Barkdull, Air-brake machinist, who you will remember, had an argument with a Sante Fe freight train, has been released from the hospital and is convalescing at home.

Ovila Chicoine and Mrs. Chicoine spent Thanksgiving with Mrs. Chicoine's parents in San Jacinto.

S. H. Anderson, retired Superintendent of Power and Equipment was a welcome visitor at the shops during the month.

Albert I. Parker, retired helper in the Paint Shop died November 7th, after a short illness. Mr. Parker spent 51 of his 71 years in railroad service. Thirty-three years with the Delaware and Hudson and 18 years with Pacific Electric. Our most sincere sympathy is expressed for his surviving family.

Ruth Barnard, who is keeping house for her brother in Yuma, Arizona, came home to spend Thanksgiving with her parents.

Augustus J. Fitzgerald (I love that name) is having rosy dreams that are mightily likely to come true. His home and property is on the border line between Torrance and Lomita in the big producing oil field. Three wells are producing within a block of his home and one right across the street. This is also true of Mark Francis, (Retired) and Jake Grosskopf. Here's hoping you get in the money fellows. Don't forget our address when you do.

The death of the father-in-law of O. A. Anderson, of the Air Electric Shop is reported to us. We have no particulars, but understand he was buried last Monday, the 28th. Our sympathy to you Andy and your family. We understand he lived with you for many years prior to his death.

The boys in the Shops have organized a penochle club meeting once a month at the various members' homes. It is reported they last met at the home of Bud Edwards, with 12 members present.

A. A. Kelley of the Air Electric Shop is a temporary bachelor, Mrs. Kelley being on a visit east (Advertisement).

Hercules Henry Hogan, who is famous for using car wheels as juggling balls was seen wending his way through the shops the other day munching a large lucious yam. The yam we are informed came from his pet garden and measured some 3 feet in length by 10 inches in diameter. Henry by the way got buck fever when he discovered a rabbit in the tall grass in the rear of the shops. After exhausting his ammunition, the shots covering all points of the compass, the rabbit stood with ears perked up in an inquiring attitude, until George Lallich came to the rescue and slew the beastie. Just what tale Henry told Mrs. Hogan that night when he came home with the rabbit, we do not know, but the neighbors all understand (from her) that Henry brought down the bacon.

The Torrance Band, with John T. Watson, of the Winding Shop as Director, will play during the local Christmas celebrations. John expressed a fervent wish for a revival of the old Pacific Electric Band. He would be willing to direct it and is very competent to produce a band equalling anything in Southern California. This should furnish something for someone to think about.

John Berg, Machinist, retired from active service on December 1st with 18 years to his credit.

Arthur D. Phillips also retired December 1st with 19 years to his credit. The boys of the Winding Shop expressed their friendship and best wishes in the form of a very handsome seamless wallet.

Our best wishes to you both for many many years of pleasant living.

We are informed that Pete Groftholdt is confined in a rest home, seriously ill. We are sorry indeed to learn this. Peter Groftholdt is an old and valued friend.

Bert Valentine is preparing his usual Christmas gifts to his fellow workmen in the Winding Shop, a very beautiful religious calendar.

Versal Bates, armature Winder apparently has shifted his leisure moments from the study of meteorology

to photography. He was captured the other day, armed with a candid camera, and accused of shooting a number of his fellow workmen.

Harry Phillips, Electrical Machinist, visited Boulder Dam during the month and then wended his way to Fresno. There he met disaster in the form of a large and lurid traffic officer. It was \$15.00 and costs.

Charles E. Chaplin, after a painful injury to his foot has a temporary assignment in Torrance Shops on the field coil repair bench. Glad you are able again to be about Mr. Chaplin.

Our old friend Benjamin F. Strobe is also on a temporary assignment in the Carpenter Shop at Torrance.

MACY STREET TERMINAL

By L. I. Mosier

This column was very much absent last month due the fact that your column conductor was on vacation. Will try not to let it happen too often. It was my pleasure during this vacation to visit some of the principal cities of the east and south, namely: New York, Philadelphia, Washington, D.C. and south to Mobile, Ala. then New Orleans, Houston, Texas, San Antonio, El Paso and home. But the pay off was while we were walking along Canal St. in New Orleans. Who should we run into but Mr. and Mrs. Booth. They had just had their fill of fresh oysters and were out for a stroll having stopped over for a day on their way to Chicago, where they were to visit relatives and old acquaintances.

Received a letter from Clay Pearce, former flagman at Sierra Vista, requesting that I send him all the back issues of the P. E. Magazine. His request was granted, and each monthly issue will be sent to him in the future. He is getting along nicely and would appreciate a card from any of the boys. How about a Xmas card. His address is Route No. 4, box 742, Tuscon, Arizona.

Conductor R. A. Yost was called East last month, account of the death of his mother. We extend our sympathy.

We also extend sympathy to Motorman E. F. English, whose father passed away early in November.

The Pacific Electric was well represented at a carnival held at the Sierra Vista School on October 28th under the auspices of the P.T.A. Mr. Haskins of the Traffic dept. and Motorman A. A. Johnston were in charge of the model train exhibit. All those who visited the display, claimed it was very interesting.

Conductor E. G. Johnson returned to work November 23rd after being laid up for some time with an injured hand. Glad to see you back, E. G.

Conductor T. V. Hoyle and wife spent the Thanksgiving holiday week with Mr. Hoyles' parents up at Santa Cruz.

VAN NUYS CHATTER

By R. G. Burdsal

Conductor Stewart and family have gone on vacation. Have a good time "Stew". We'll stay home and suffer.

Tiny Miner is sporting a new "Doodle Bug" car. I still can't see how he gets into and out of the thing.

Heard Ticket Agent Kidd making a soap-box speech at 12:30 a.m. about the good qualities of "ham and eggs". Now that the election is over, you'll eat corn flakes like the rest of us, Kidd.

The fair sex are very much pleased with the Coach driver on the San Fernando Valley run; or, is it the modest (bright yellow) sweater, Speak?

C. A. Parr is back at work. It's now rise and shine.

Alfred Meeker, on duty as Car Cleaner at the Van Nuys yard, is the hero of the fire that destroyed the San Fernando Milling Co. plant recently. When the fire broke out, Meeker at once endeavored to get the passenger cars out of the yard and on to the street. After removing one of



Alfred Meeker

the cars he was stopped by an officer who came to the scene and for some unaccountable reason halted the movement of the cars. Meeker then ran into the blazing warehouse and removed three trucks belonging to the Milling Company, following which he returned to the cars and with the aid of Motorman M. D. Swerdfeger and Conductor H. B. Van Sandt the remaining passenger cars were re-

moved to the street, although they were quite badly blistered from heat and much of the glass broken. But for the interference Meeker would probably gotten all of the cars out uninjured.

I was wrong last month about Conductor L. C. Luebbe's Ford Shuttle Service being operated only in the morning. It also makes a night trip. Very late at night.

R. G. Miller has returned to his home from the hospital and would appreciate the boys calling on him. We hope he will soon be able to return to his duties on the road.

Is the new "Monkey Island" on the Van Nuys Line placed so near the tracks for the convenience of the Pacific Electric trainmen? Why?

R. W. Owens has started a new Club known as the "30 Brownies every Thursday Club". For further information, see Owens.

A hint to our Friday Night Station Master (Charlie Hunt). Please set your watch before going to work; and, not so many promiscuous smiles Charles.

Conductor Schambers received the bouquet this month for neatness and personality.

SUBWAY TERMINAL NOTES

By W. F. Servrank

Our Hero—Jack Laing, motor coach operator, felt very uneasy the



Jack Laing

other day and left Glendale Garage just a little previous. Something told him to go, so he did and while driving along Chevy Chase he saw smoke coming from an old house and entering he noticed an elderly lady and

a child just about overcome by smoke, and with the help of some neighbors helped them out into the fresh air, for which they were very grateful, so Jack lost no time to turn in a fire alarm. Our hats are off to you, Jack. What's in a name. Shakespeare said a rose by any other name smells just as sweet. Our good friend, Jack? Balders, Baldus, or as Miner says, Baldoux, tell us old boy, what is correct? Don't blame me—look what the printer does to my name. We noticed that Jack spends quite some time conversing with R. L. De Moss, the guy who knows all about growing hair.

Now we know why "Flash" E. D. McCoy looks so well. Eddie has been

married several months and never let the secret service know about it. Sorry we are late but we wish you both a very long and happy life.

L. Fortner is still on the B. O. list with a broken foot. Hope to see you back soon.

Mr. and Mrs. H. W. Bradbury had for guests over Thanksgiving, Mr. and Mrs. Bradbury, parents of our general foreman. They traveled all the way from Mexico City. May we extend a hearty welcome.

Roy Chaffin and family are touring California, Oregon and Washington, helping his parents celebrate their Golden Wedding Anniversary. Congratulations are in order.

Mr. and Mrs. M. W. Hansen spent Thanksgiving in Omaha, Nebraska, visiting his parents. We miss your congenial smile, Jack.

OCEAN PARK TERMINAL

By Sid Torgan

Thanks, fellows, for your encouraging help in making our space in the Magazine interesting. It's a pleasure to pass the credit of all the swell comments your reporter has received to you.

The stork must have built a nest in the Ocean Park car barn, because as this paper goes to press, two proud fathers report a blessed event—George Tuttle and Jim Lowell are the sires.

Yes sir; a trip sheet holder in constant use since 1885, reports "Geo. Rice", (Believe it or not.)

The writer can't help but believe that the trainman who attaches 25 to 50 signed witness cards to his accident report, is looked on with favor by the chief. Make an honest effort to perform this important duty as it's a sure way to place the responsibility and in doing so, clear yourself.

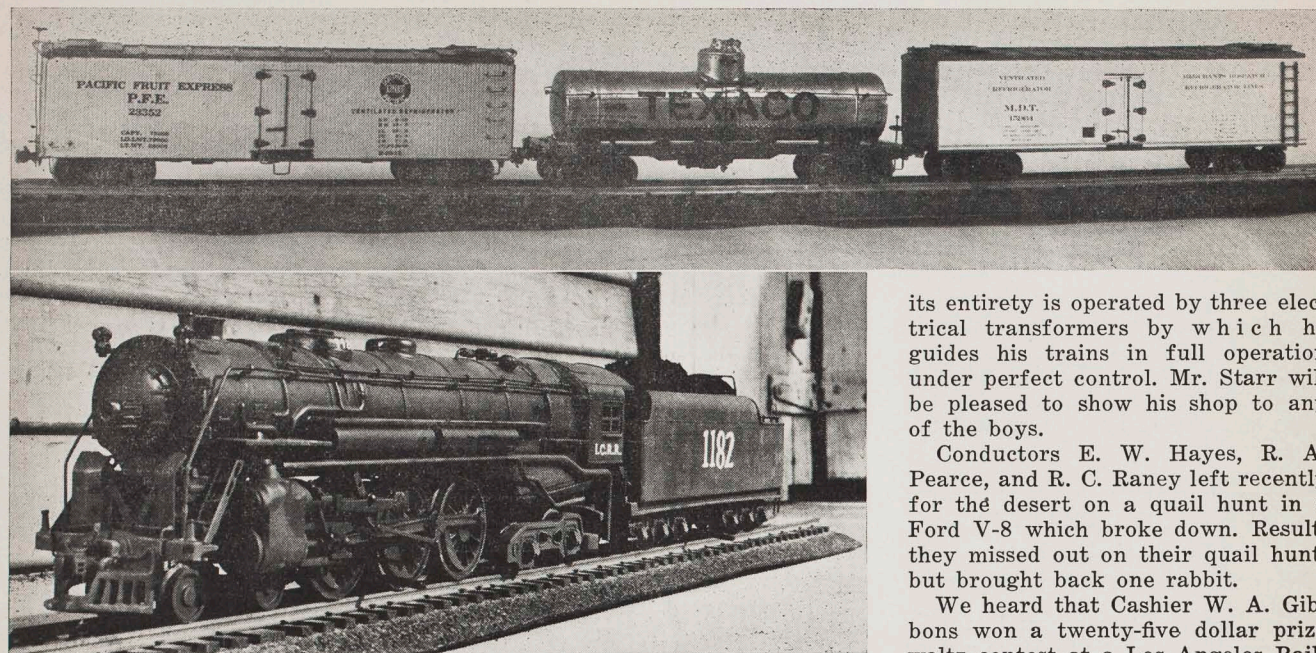
The extra men at Ocean Park have relaxed since Jack Schumes was elected legal adviser in bringing out the technical points in the way the board should be run. This gang appreciates the time he puts in without compensation.

The firm of Hoover and O'Torgan partners in pinochle wish to announce that they are open to take on all of the best.

There are rumors in the air that we are about to lose Pat Garrison, who traded with a Southern man. Good luck, Pat.

We have several new faces at our terminal. The gang bids you welcome. Make yourselves at home, boys.

Holiday Greetings to all my friends and foes.



WEST HOLLYWOOD

By G. R. Stevens

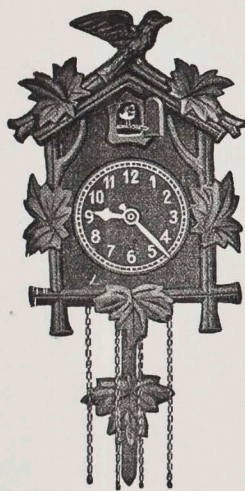
Freight motorman, B. B. Starr of West Hollywood has an interesting and worthwhile hobby. In his spare time he has built a complete operative miniature railroad system which consists of freight, passenger and Electric cars. All trains and locomotives are perfectly assembled in every detail from blueprints. Some of the workmanship is so fine that a magnifying glass is necessary to assemble the parts. All passenger, freight cars, and engines are built on the scale of one-quarter inch to the foot, compared to modern trains. It took B. B. Starr six months to assemble a single miniature locomotive, at weights ranging from thirteen pounds. The entire railroad, known as the Starr Miniature Railway Lines is operated electrically and perfectly controlled by electric power from a third rail. This extraordinary shop has a complete round-house atmosphere, which when the entire railroad is in operation, fairly comes to life enhanced by sound effects played on a phonograph record. Eighteen watts from the third rail passes through the tiny trains lighting up each car. Cars carry classification signals to the smallest detail. Passenger train made up consists of a coach, dinner and baggage cars, and when running averages a scale mile in forty seconds, which is a 110 ft. He has in operation on his railroad twenty freight cars of different designs varying from refrigeration cars to flat cars.

Mr. Starr's miniature railroad in

its entirety is operated by three electrical transformers by which he guides his trains in full operation under perfect control. Mr. Starr will be pleased to show his shop to any of the boys.

Conductors E. W. Hayes, R. A. Pearce, and R. C. Raney left recently for the desert on a quail hunt in a Ford V-8 which broke down. Result, they missed out on their quail hunt, but brought back one rabbit.

We heard that Cashier W. A. Gibbons won a twenty-five dollar prize waltz contest at a Los Angeles Railway Annual dance.



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Motorman G. H. Shoun and wife have returned from a forty-one days leave of absence, having spent their vacation at Camp Tecolote, located in the high Sierra Mountains at Soquel



G. H. Shoun and five point buck he brought in to Camp Tecolote during his vacation.

Meadows, Mariposa County, Calif., where he had to good fortune to kill a big five-point buck.

Conductor H. R. Crandel took off thirty days and made a rail trip to New York.

Conductor D. M. Hoover is back from a trip to Pennsylvania. He reports that he enjoyed a good vacation and is glad to be back.

George Ray is our genial relief cashier at West Hollywood.

Conductors Carstens and Cooper spent an enjoyable three weeks vacation at Sequoia National Park, returning with a big buck, three points on one side, and four on the other.

Motorman Homer J. Sherman and wife received a pleasant Thanksgiving Day surprise when they were visited by their two young nephews, Dick and Donald Dutcher from Sanger, California.

On leave of absence during the Thanksgiving holidays were R. F. Hintz, C. S. Brooks, J. N. Stevenson, L. E. Pearson, C. C. Tucker and E. L. Converse.

Reported on the sick list are A. B. Owens, F. Mauk, G. H. Gage, A. R. Klope and J. McGilroy.

New definition of pedestrian—A man who has a wife, a grown son or daughter and only one car.

ACCOUNTING DEPARTMENT

By Geo. Perry

Louis Tighe spent the Thanksgiving Holiday at his old home in Jamaica, Iowa. We understand he also spent some time in the windy city—Chicago, where he lived for many years. Grace Reed must have enjoyed thoroughly her belated vacation as she was so enthusiastic about her delightful motor trip to Death Valley and Boulder Dam. Frank Hardesty was last seen mingling with the idle rich at Del Monte. Jessie Kramer enjoyed a restful vacation at home. Bill Keelin—motored with a party of friends to San Francisco also to Boulder Dam.

Dovie Brown—at home.

Elizabeth Walton—Las Vegas.

Ruth Altpeter—Chicago.

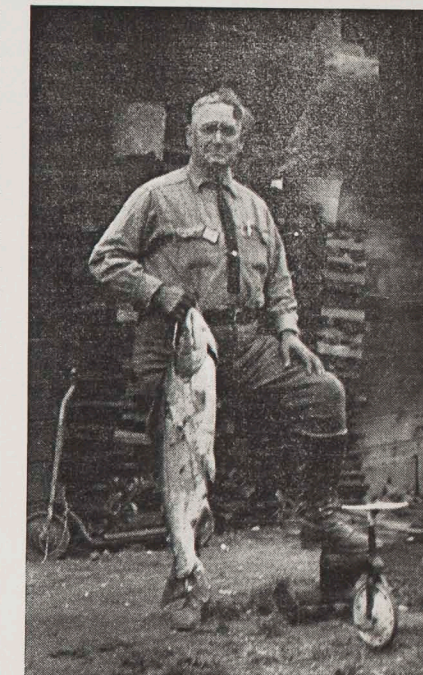
John Hoaglund—trip to Boulder Dam.

Irene Hurlbut—Grand Canyon.

We will have to move the train schedule back about 1 minute on that 7:09 A. M. at Fremont Ave. on the Alhambra Line if we expect to save George Watson that 3 blocks run he has been making the last few mornings or as an alternative a fire gong on the waker might help some. We hope the motorman sees this.

Our bowling team is really improving, having won 11 of the last 16 games played, and just to refresh your memory of the names of the players, here they are: Harry Welch, Lon McIntire, John Kinney, James Owens and Herman Grenke. Let's hope they don't get over confident after reading the foregoing.

We are pleased to report to the friends of Florence Sanders that "Sandy" is back on the job and is almost completely recovered from the



Motorman J. W. Clay holding 33 pound Salmon caught by Mrs. Clay at mouth of Eel River in Northern California recently.

rather severe fall she suffered a short time ago.

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Our prices to P. E. Employees and their dependents always assures them of a better Service for less money than they can obtain elsewhere.

We are told that "Cy" Saunders, "Casanova of the noon hour" is saving for a certain important day a new double breasted blue serge suit with green stripes and peaked lapels. This holding out on the office is discrimination of the worst sort and we stand on our rights and demand a preview of the new sarotrial splendor.—Speaking of Splendor have you noticed Johnny Thatcher lately?

Shorts—We join in extending best wishes to Georgia Hart and Florrie Appel of the Conductors and Car Service Bureau who both left the service during the month of November. . . . We have word of a blessed event in the home of Ethel Merwin Showman, a former employe whom many of you know. The new arrival was a boy and his birthday was Nov. 28th. . . . It has been proposed to your correspondent that we have a Christmas Breakfast in the P. E. Club on Dec. 24th before office hours, so any one in this Dept. or any of our friends in the other Departments who would like to have this get-together in the spirit of good fellowship, please see R. E. Labbe or George Perry for further details.

PURCHASING DEPARTMENT
By Ray Cragin

Miss Dorothea Beranek, Captain of the girls bowling team says she is considering having the bowling balls made egg shaped. She believes they could do better. It looks like the Amazons are going down the River.



George Quesenbery vacationed during Thanksgiving week. He needed three days to prepare for the feast and three days to revocer. We show him here as he landed that 16 lb. Halibut while showing the fisherman of the Pacific how it is done. Either the picture or the story is out of

proportion. I have my idea which is wrong.

Friday, November eighteenth a young housewife arose, took a look at the calendar and with a tear in her eye gave a sigh, said to children, "It was snowing sixteen years ago today and I could not see good." Adelene Livermore then spoke up and said, "Mother, isn't this your 16th wedding anniversary?"

Electric alarm clocks on Red Cars would help some people. Ruth Bushard is one. The other night on the Beverly Hills car she rode way past her stop. Ruth says it is a funny world when you have to ride in opposite directions to get home from work.

"Two Gun" Cain is back as Assis-

tant Stationer after a few months at Torrance. It was rumored that one of the Beeler boys drove him out of the Industrial City but "Two Gun" denies this.

The following news from Torrance:

Fred Hopkins had Corp. Ray Coleman of the Marines as his guest during Thanksgiving week. Mr. Coleman is now stationed at San Diego after two years at Guam and the Phillipine Islands. Fred has many friends among the service men. Wonder if Fred drinks Seven-Up.

Bill Nicolay now signs his name with a M.P. after it. It does not stand for Member of Parliament but Master Painter. The young man was doing some painting a few days ago and slipped and down he went, and

there he sat with black paint all over his face much to the delight of Red Long.

Burt Ordway, the "Big Intake" man, better known as the receiving clerk was vacationing last month. He visited the Griffith Park Planetorium, Gay Lion Farm, Olvera Street and also took in the Torrance Fair.

Professor Fred Dilthey the Entomologist spent his vacation at his country estate at Berros, Calif. He helped harvest the crop and had an order from a Torrance steno for a case of Raspberries to be sent to her publicity man. Fred said it was out of season but she insists Raspberries are never out of season for publicity men.

That man Frank Winterburg now turns up with a new Plymouth. It is hard to tell what he will have next. It is said that his neighbors can tell what time of the year it is by the car he drives and they have all thrown away their calenders. What next, Frank?

And Frank is not the only one at the Torrance Store with a new car. Miss Alpha Barrett has a new Chevy and they tell me it is a streamliner with all the latest improvements. She even has a pair of strong binoculars. Some say she is going to Santa Anita to the races while others say she is looking for that man. The young lady had a birthday on November 26th and was surprised by her friends. She entertained them by singing "Don't Beat Around the Mulberry Bush".

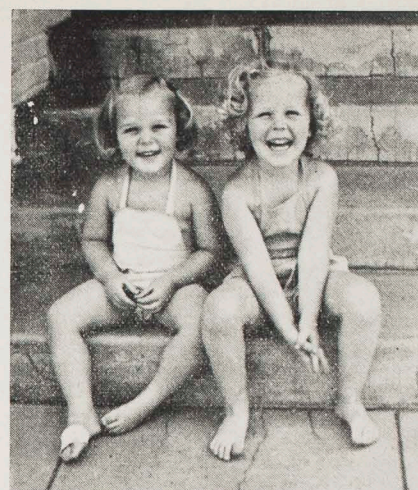
From West Hollywood we learn that Clifford Curle has been summoned for jury duty. When last heard from Cliff was headed for town to talk it over with the judge.

EASTERN DISTRICT
By B. A. Fay

Wednesday morning, November 23rd, a brush fire started in the San Bernardino Mountains near the high-gear road, three miles north and east of the Arrowhead Springs Hotel. The fire swept over the Pacific Electric Arrowhead Line from the Sub-station to the end of the line. The Sub-station and the trestle were saved by the prompt action of the Section Gang under the direction of Foreman Ralph Dayberry.

There were two water cars spotted at the loading platform at Arrowhead and through the efforts of the foreman of the Consolidated Water Company, Tony Martin, who turned the water on them, only one of the cars was slightly burned.

Other damage suffered was about fourteen trolley poles burned, and



Sylvia and Helen—daughters of Conductor and Mrs. Jack Rowe

Shortly after L. J. "Les" Middleton returned from a trip east, your correspondent reported that Les had grown a trifle stout "around the equator". Now wish to report that same has disappeared and that Les is a trifle faster on his feet.

Edgar Cunningham returned from the east with a brand new Plymouth automobile. Edgar says that he had a fine trip and that the new car is swell but so far, said automobile has not shown around the station, so the report is that Edgar says he brought back a new car.

"That Man" has left San Bernardino. Where he has gone we know not, but understand he spent one day fighting fire. "That Man" is none other than the Brakeman extraordinary, that wants a cigar, that makes you laugh. "That Man" is Roy Clary. Farewell Roy, and Welcome H. G. Bracken, hope you like us.

Now we come to the "Friend of Man", George Miller. According to George, all of the troubles of the world are on his shoulders and he gets no help with them. Cheer up George, it could be worse, and remember, you work almost every day.

Mr. H. E. De Nyse has advised that the work on the Corona Line at Arlington is progressing and that within a short time will be completed. The tracks are being lowered to the street level and placed in the center of the street. The dirt that is being removed is being hauled to various places on the Northern District that were washed out in the flood of last March.

He: "Would you marry a man for his money?"

She: "Are you gathering statistics or proposing?"

On Friday, December 9th, a dance will be held at the V. F. W. Hall in San Bernardino and all employees are invited to attend. Chairman Fred Sauerwein promises a lot of surprises and a good time for all.

C. G. "Pop" Broman says that time flies. "Pop" retires December 31st, but promises that he will be around the Station at least once a week and that he will bring eggs as usual. "Pop", as you know, is the "chicken man" for the Terminal.

J. J. Raker, who was injured some-time ago in a fall from one of the water cars, has been around the station several times lately and reports that he is feeling fine.

Conductor Roy Hunsley, he of the Main Line, is back to work. "Uncle Roy" travelled to Canada for a visit and reports that all is well in that section.

THANK YOU!

We appreciate the patronage you are favoring us with and will continue to merit your support, so needed to maintain present quality and prices.

P. E. CLUB CAFE
CHAS. J. KEKICH, Manager

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ENGINEERING DEPARTMENT

By Victor P. Labbe

That sad look in H. H. Copenhaver's eyes is caused by the little movie house across the street being torn down.

E. Hayward and wife took in the Stanford-U.S.C. game and "Rollo" showed up Monday A. M. with a broad grin.

Ardent Ford boosters—A. Hildebrandt and Rollin Podlech.

None other than Ed Hasenyager has taken up golf, not in a big way yet, but he hopes to get a complete set for Christmas.

Understand Fred Linne of Lynwood butchered the pig he was serving for the Holidays and has on hand sausages, hams and bacon. Oh boy when do we eat?

Mr. Karl A. Greenwald has been appointed General Foreman due to the retirement of Newton D. High. Charles Fred Richards promoted to assume Mr. Greenwald's duties.

It was a "Nutty" afternoon for the Engineering Dept. Wednesday, Nov. 2nd. Gus Guercio had gum drops—So What.

Thanks to Mr. Haley for the wonderful grapes, everyone enjoyed them.

Poor Jean Fogarty donates to the winners every Monday morning.

E. C. Johnson and Ray Buford spent their vacation on the Klamath River fishing. From all reports not much fish.

Ed Hasenyager is a proud grandfather, his daughter having given birth to a bouncing baby girl Sunday November 6th at 8:00 A. M.—Wilshire Hospital.

Happy Birthday to you: Walter D. Boyle, Donald R. Lewis, Gustave T. Roberts, Leo J. Bush (Note: Leo J. Bush, December 25th).

At what banquet and who told the story about the Chinese detective but failed to get the Chinaman up on the fire escape before the lucky fellow fell off of it.

Referring to articles in recent issues of this Magazine in which Don "Pussy Willow" Lewis has offered courses of study in nature and its phenomena, we are pleased to announce that a great deal of progress has been made. Don has received many applications and is greatly encouraged by the interest being taken in this fascinating study. Mr. Lewis wishes to make clear that the course is offered free of charge and he will be repaid solely by the anticipated enjoyment received by his students. With this in mind and due to the fact that there are no funds available, it



Left to Right—niece and daughter of Conductor A. L. and Mrs. Price.

is requested that everyone furnish his own pocket comb and subject to be studied. To offer more inducement Don has been probing further into his research and wishes to remind us that there is still a vast field to be explored.

"Cupie" Dornor, Adonis of the Field Department, has caused quite a sensation around the building and

is the subject of many admiring and envious glances. A leader in male haberdashery Robert is quoted as saying that sleeves will be worn longer this year eliminating necessity of wearing gloves or mittens. Also the drape of the coat and trousers will be very loose, allowing greater freedom of movement and room for expansion. The "chic" creation now being modeled by our genial style expert exemplifies these features, and Mr. Dornor in his modest manner states that although he is not trying to set the trend of fashion he will be pleased to demonstrate to all, even unto the second pair of pants.

Sweet Young Thing: "Have a cigarette?"

Elderly Woman: "What! Smoke a cigarette! Why, I'd rather kiss the first man that comes along!"

"So would I. But have a cigarette while you're waiting."

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New Low Payments

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Own beautiful, modern "snappy" furniture for very little. We freely admit we consider Pacific Electric and Motor Transit Employees the city's safest and best credit "risks." We'll go out of our way to make a "deal." Come in—let us prove it with bargains.

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LONG BEACH TERMINAL

By M. C. Prosper

Conductor Joe Navitil returned to work last week, after spending six weeks in Cleveland, Ohio. Joe has a brother in Cleveland who either owns a brewery or works for one. We wonder if that is the reason Joe makes a trip back there every year.

Mrs. C. L. Cottingham, wife of Conductor C. L. Cottingham, returned home after spending several months in the East. Charlie says he ate so many beans while the Mrs. was gone, that he is now ashamed to look a bean in the face. Anyway since Mrs. Cottingham has been back, Charlie has regained that contented look.

Wouldn't somebody like to have Eddie Giffins darling little bullpup? Such a cute little fellow, so playful and just full of pepper, but just as sweet tempered as he could be. Mel. Prosper thought he would, until Eddie showed up one morning with his trouser leg in ribbons, his left leg bandaged, and the naive explanation that the d-l-b-p had wanted to play "for keeps". I "keeps" in the yard, and you "keeps" out. Mel says he didn't want a dog anyhow; goldfish are so much more trustworthy.

Favorite Expressions

"Rollie" Bowman: "Run in and get me two dollars worth of quarters."

Handsome Harry Hoffman: "Where's Bobbie Singleton?"

Charlie Large: "Tell Van my No. 2 door needs a little oil."

Van: "Tell Charlie I'll run right down to Fairbanks and get him a couple of drops."

Mud-hop Beekman: "I like the Trojans over the Golden Bears ten cents worth."

"K. C." Kemp: "I never bet on a horse race in my life."

Marine: "Where do I get the car for Seal Beach?"

Frank (Bananas) Vidano: "Do you see that car right over there? Well now, that's not it."

Miss-outs

Little old lady to Red-Cap: "When does the next train leave for Los Angeles?"

Red-Cap: "Twenty-five after three, lady."

To Ticket Agent: "How soon does my train leave?"

Ticket Agent: "Ten minutes."

To Mud-hop: "When does the L.A. train leave?"

Mud-hop: "Three twenty-five, lady."

To Trainmaster: "I've asked three different men when the next train



E. L. Jones (right) and his Compton Drill Team.

goes to Los Angeles and got three different answers. Don't anybody around here know anything?"

Now that Armistice day is over for another year, and we read and hear of a lot of experiences in the world war. I would like for all of you to get acquainted with a brother of the Mechanical Department, who resides at Willowbrook. He takes a very active part in the American Legion, and Veterans of Foreign Wars Posts at Compton. This man is none other than E. L. Jones of Long Beach.

In 1915 he was in the U. S. Army, and says that he chased Villa so far into Mexico that his feet gave out on him and the U. S. Government gave him an honorable discharge on account of flat wheels. He still had more fight in him so he joined the Canadian Army, and went over to

England in a mule boat. He got tired of the place with the Canadian Army, so he transferred to the English Army. He took part in some of the largest battles such as, The Lille, Bethune, The Marne, The Hill Sixty, The Passiondall, The Epres and The Don.

After the war was over he married an English girl, and remained two years in England. Finally thought he would like to come back to the good old U.S.A. So here he is after 20 years with his wife and children.

He has a limp in his old legs, but claims he is not washed up yet, and I do not think the old boy is either, when you see him on the 11th of November of each year.

The snapshot shows E. J. Jones on the right with his drill team of Compton.

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MOTOR TRANSIT COMPANY

By M. J. Creamer

For local news production this month, the sack is quite empty but here we go again!

One of the "highlights" of the past month was the barbeque party given by Mr. and Mrs. Tucker at their Alhambra home. It was an afternoon and evening affair and though this yarn-producer wasn't on hand, judging from the excellent comments passed along by those attending it was a splendid success. Those present of the Motor Transit family were Geo. Jehl and wife, Ivan Erhardt and wife, "Slim" Seifried and wife, Howard Strong and wife. From the Greyhound family came John Workman and wife, Joe Hackford, wife and son, Ed Perry, wife and their two daughters. From the local Union came Bill Roundtree and wife, Bob Ratchford, wife and son. Then there were friends known to most all of us, being Paul Burke and wife, Polly Parrott, (Bob Sluder and Ted Sluder and wives). The barbeque was held in Tucker's recently completed patio and the sizzling steaks and hot buns and all must have been tempting. Aren't getting hungry are you?

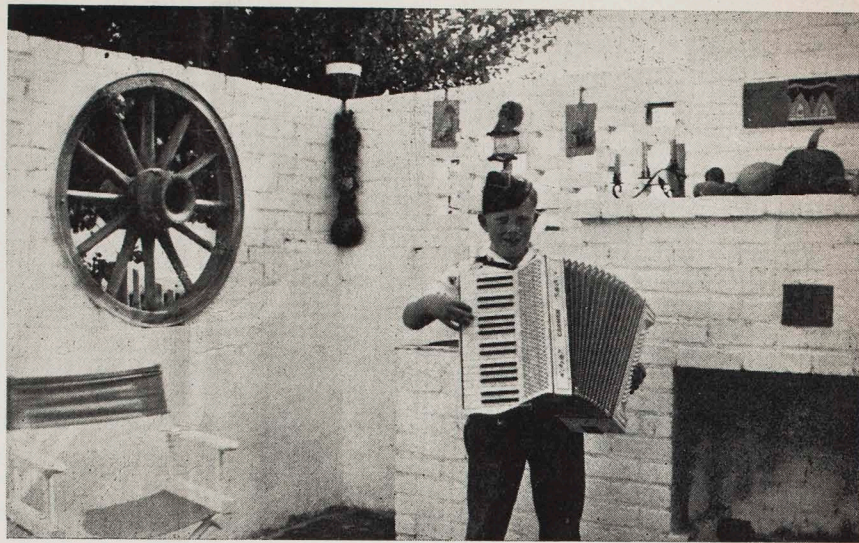
Some weeks ago Operator McDonald returned a pair of golf knickers that he borrowed from Operator Shively some many moons ago for use during a glee-club performance. I didn't find out whether they were moth-eaten or not but they were a long time being returned. Did you spend the summer on the golf links with them, Mac?

"Tommy" Henderson says "No eggs for sale". Says that his chickens are walking around shivering and have lost most of their fine feathers so the folks that depend upon Tommy to supply them with fresh eggs will have to wait until the feathers start bouncing out again.

Operator Johnnie Hill, we understand plays clarinet (some say it's a piccolo) and his oldest girl plays violin while the wife accompanies them on the piano and we also learn that Hill plans to buy a cello for another member of the family shortly. Van Sandt plays the sax as we learn his hobbies are music and woodworking.

Manuel Rankin raises ducks, chickens, turkeys, rabbits and also breeds homing pigeons for the market. All this is sort of a hobby with him he says "Just to have something to do"—but then we know he likes his eats too.

Operator E. C. Hicks complaining of soreness—says he feels like 90 after a recent bowling contest when he



Patio of New Home of Mr. and Mrs. Tucker at Alhambra. Mr. Tucker is Assistant Agent of Motor Transit at Los Angeles, and it is son "Jimmy" with the Accordion.

threw something or other out of kilter!

Lawrence Allen is wondering why he didn't take up Spanish while going to college. After a lengthy conversation with a Spanish fellow without making any headway, he decided that one word in Spanish language would have come in handy and that would be a word to the effect of "scat".

Did any of you notice the recent write-up on Pop Reynolds' son in the December issue of the Cosmopolitan? The article "Opportunity Hot or Cold?" is interesting. To quote "One of the first men you meet in Manila is young Ralph Reynolds, manager of one of Manila's smartest haberdashery and fashion salons. You meet him because you need Saigon linen suits, as everyone wears white the year around. You comment on the air of prosperity that you have noticed since your arrival". Ralph has been in Manila for approximately 13 years. He recently made a round trip to the states on the "China Clipper" and stopped to visit "Pop" for a few days. Will be returning again in the summer on another buying trip. "Pop" has reasons to be proud of his son who has met with such brilliant success. (A humorous incident the regusting in detail happened to "Pop") A lady hurriedly rushed up to the baggage room and asked "Can I check my baggage on this bus?" Pop remarked, "Where are you going, what bus?" She hastily and arrogantly replied "What difference does that make to you—you're not going!" Poor Pop's sails were knocked for a new low for the rest of the afternoon.

Mr. Uetzley enjoyed his recent vacation in the north, covering Oregon

and Washington. He stopped at the Grand Coulee Dam in Eastern Washington which is a massive affair. He remarked that it is estimated that there is enough concrete and stone in the building of this structure to build two twenty-foot paved highways across the entire United States which is really something! He returned via Redwood highway, thence to San Francisco and Oakland. A very enjoyable trip!

Doc Beckett back from his trip to Chicago and vicinity. Glad to be back! The weather was getting plenty "br" back there and heading south-bound for California was a welcome retreat.

Jack Sundstrom relieved for a couple weeks at the Whittier station while Agent Gibson vacationed. Jack recently returned from Phoenix. His wife and two boys are remaining in Phoenix for the holidays. Bob Cruson is now doing the relief work in the L. A. express office. Miss Burrell, Agent at South Alhambra returned from her vacation trip to Geneva, N. Y., where she visited her sister.

Operator Hoffman was observed hammering away in the shop recently. At first I thought he was fixing his watch, but it was something to do with his new car—well, almost new—born back in 1928. Hoffman remarks that "two more payments of \$3.00 each and it's mine". Well?

Wonder what the clerks and agents are going to do with their back pay under the new agreements now in order. The agents of the system are covered by agreement with the "O.R.T." while the clerks come under the Brotherhood of Ry. & S. S. Clks. Under this set-up we all become one of the family of Pacific

Electric. The Long Beach terminal was recently taken over by the Pacific Greyhound Lines and transfer of men (personnel) at that station was likewise taken over by them with a one-year option of employees returning to the Motor Transit (Pacific Electric Payroll) or remaining with the Greyhound organization.

The "Jehls" are expecting to move into a new home in Montrose early in December.

We regret the sudden passing of Operator Sommerville's mother last November 17th. In spite of an emergency operation efforts to save her were without avail. Our condolences are extended.

We are happy to report that Operator Wheeler has been released from the hospital and is convalescing at home. Those who have seen Operator Wheeler remark that he is doing nicely and we hope his return to the Motor Transit force will be soon! Greetings to "Pete" Peters of the Express office and we hope he is improving! Operator Rudd's wife underwent an operation recently and a "rapid recovery" is hoped.

Operators Smithson and Bryant were laid off. (Reduction in forces due to the fact that the older men who have been taking extended vacations have now returned to the fold.)

Operator C. E. Davidson and wife visited Operator Gardner for a couple days. Davidson handles the run between Riverside and Hemet and his coming out of the hills is news! Why not drop into Los Angeles some day to say hello? "Pete" Peterson was a recent visitor in Los Angeles. This month he celebrates his 19th year of Motor Transit service! E. Wickham can also join in the same celebration!

A very interesting letter has been received by Mr. Allen from Mr. Homer M. Williams, a former Motor Transit operator back in the good ol' days. Arthritis forced Mr. Williams to retire from active service some years ago and in these later years "fate" has not been so kind in that Mr. Williams has lost his sight. But in view of such a misfortune he has been valiant and continues in good spirits. The privilege of quoting his letter has been extended by Mr. Allen and it is with the thought in mind, that those who recall Mr. Williams may be instrumental in reviving old ties by corresponding with him.

Dear Mr. Allen:

I want to thank you for sending me the Pacific Electric and Motor Transit magazines. They are very interesting and I enjoy them so very much and suppose I am still a little bit "nuts" about busses. What kind of service and mileage did the types 400, 450, 500, 550, 575 and 800 turn up? Is Motor Transit operating the Mt. Division?

I have lost my sight and radio programs are not very interesting in the day time so the doctor told me to do mental problems. I have brushed up my memory on the mileage rate for four classes of drivers and the tariff and schedules on Redlands, Riverside and Anaheim runs, also the drivers and car numbers on the Eastern Division. From the rates published in the September issue there has been little if any change. From the names that appear in the magazine only ten are familiar.

My wife is bookkeeper in a ladies' ready-to-wear store and describes the illustration and specifications to me and a girl reads some during the day.

With best wishes, yours truly
Homer M. Williams,
422 East 7th St.,
Mitchell, So. Dakota.

We thank you for your letter, Mr.

Williams, and it is a pleasure to forward you our Magazine each month. We are proud of our Magazine and hope that it will furnish some pleasure to you. We sincerely hope too that some of your friends of yesterday will write you!

"What would be the proper thing to say if, in carving the duck, it should skid off the platter and into your neighbor's lap?"

"Be very courteous. Say 'May I trouble you for that duck?'"

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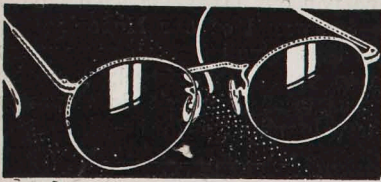
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