

# PACIFIC ELECTRIC

# Magazine

Vol. 19—No. 5



November 10, 1938



## PACIFIC ELECTRIC Magazine

Volume 19, No. 5 Nov. 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

### LAST APPEAL FOR THE CHEST

WITHIN a few days the 18,000 volunteer solicitors for the Community Chest must bring matters to a close, and it will be definitely known whether or not the most economical and efficient plan known for caring for those who cannot care for themselves is maintained; or, whether this city must return to the old days when from 100 to 150 separate drives were made for the various institutions, and of the money obtained in such drives nearly one-half was consumed in expenses before it reached the institution for which it was intended.

It is certain that employes of the Pacific Electric do not desire a return to the methods of other days. It is equally certain that they will help to the greatest extent of their circumstances. Many however refrain from giving because of false information they have been given as to the use these funds are put to; others have assumed that all the relief needed may be obtained from Federal, State or Municipal sources.

None of the institutions composing the Chest may derive relief from any of these sources. What they receive must come from private, individual sources. None of the persons cared for by the Agencies of the Chest are eligible for relief from any governmental funds.

More money is needed—must be had.

Do the very best you can to support this worthy cause.

### RETURN FROM CONVENTION

Since the last issue of the Magazine, the annual meeting of the American Transit Association has been held at Toronto, Canada, this Company being represented by President O. A. Smith and Vice-President and Chief Counsel Frank Karr. They returned on October 12th and report a very interesting and instructive meeting.

### FACTS RELATIVE TO CAMPAIGN GOAL

The 1938-39 Chest campaign goal of \$3,206,409 was established as an irreducible minimum necessary to provide for next year's operation of the 88 member-agencies. The amount is an increase of \$534,190 over the \$2,675,000 raised last year—an increase of approximately 20 percent in amount of subscriptions required. The total expenditures of the agencies this past year were approximately \$5,300,000, of which the Chest furnished about one-half. The remainder came from earnings, endowments, fees from part-pay beneficiaries, etc. Thus the increase of \$534,190 will provide only a ten percent increase in total agency expenditures.

Since 1926 the Chest area population has increased 41 percent. This past year the Chest raised \$27,000 less than the amount raised twelve years ago, despite a 56 percent increase in the number of subscribers. Demands upon the agencies have grown with the population—the money available has not. The increase needed to make this year's goal is a reasonable amount. The answer to meeting the very evident increased gifts.

### RETIRED RAILROADERS' ASSOCIATION

Organization of the first Los Angeles unit of the Association of Retired Railroad Employes of America was completed at a picnic held in Griffith Park on Sunday, October 16th.

B. A. Thomas of 1658 1/4 Echo Park Avenue was elected president and C. N. Johnston of 403 North Larchmont Blvd., vice president of the organization.

More than 200 retired railroad men and their families were present at the gathering. Oldtimers recounted the early history of railroading in this country. Among those in attendance were 14 men who had served 50 or more years on railroads.

### ANNUAL MASONIC CLUB DINNER

The annual re-union and banquet of the Pacific Electric Masonic Club will be held on the evening of Saturday, November 12th at the Cafe de Paree, 2312 West 7th Street (opposite Westlake Park).

A very attractive and enjoyable floor show is being prepared by the Cafe management for the occasion, and a great time is anticipated by the members.

Then there's the sad case of the man who spent the summer in a trailer and came home and got lost in the living room.

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 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.

It is much easier to list qualities which make for a poor personality that it is to outline the requirements of a pleasing manner which tends to make friends and influence people.

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.

MORE money is needed by Chest agencies for the coming year, BECAUSE: 18,048 school children needed medical attention last year and were unable to secure it; an average of 230 adult patients are on waiting lists daily for medical attention in Chest-supported hospitals; 3,000 patients were rejected by Chest clinics last year due to lack of facilities; 228 needy applicants were turned away from Family Welfare agencies on one day (September 14, 1938); one Family Welfare agency alone was forced to refuse 1,220 cases, representing 4,270 needy persons during the first eight months of 1938 because of lack of funds, BUT in that period this agency served 5,719 more persons than it did during similar period last year, an increase of over 142 percent!

Teddy—Let him alone, Jimmy. He said he's sorry.

Jimmy (pounding with both fists)—I'm going to make sure of it.

# Going Back A Hundred Years Within an Hour

## THAT IS A TRIP YOU CAN MENTALLY TAKE IN A VISIT TO THE NOVEL PONY EXPRESS MUSEUM AT ARCADIA

Some time ago the Editor of the Magazine decided to go out to the Pony Express Museum, owned and operated by one of the long time citizens of California, who is, at the same time one of its most unique as well as substantial characters in this great Commonwealth, Mr. W. Parker Lyon, one time Mayor of Fresno, where he most determinedly ruled that city's affairs with a "big stick"—a la Teddy Roosevelt, and "got away with it" to such an extent, that the people of California almost persuaded him to stand for Governor.

Mr. Lyon is one of those positive characters who knows exactly where he is going, and what he is going to do when he gets there. When he sets his mind on accomplishing anything, it is said you might just as well attempt to turn the proverbial mule. He's sot in his ways, but in the case of his going in for a Museum, it's a good thing he is sot, or there would not be such a collection of objects of ancient days in California in existence.

One does not need possess a very great imagination when visiting his Museum to go back almost a century in mind and visualize life as it was then. We have an idea that many things in our present day are crude, that our advantages are limited, that life is somewhat hum-drum. Get it all out of your mind by going out to the Museum. Over 100,000 articles are there on display, the most of which date back to 1849 or earlier, and there is a variety beyond anything you could conjecture. Most of the collection has played a part in the lives of the people of California.

Mr. Lyon began the exercise of his hobby of collecting antiques and oddities at an early age; although, at an early age, he is the authority for the statement that he and his family did some hard scratching to survive in the game of living. Later along in life, by the use of that same hard-headedness and good business acumen, he arrived at a condition of opulence when he could indulge his hobby to his heart's content. Far and wide he travelled, picking up an object here, a curio there. He filled up nooks and crannies of his Fresno home; when he came to Los Angeles, he trucked them here. When he got here and established his home in the swanky Oak Knoll section of Pasadena, something happened; and from here on, we will let Mr. Lyon tell his story in the interview that follows:

"I went for the Pony Express Mu-

seum idea in a big way after my wife threatened to burn down our home unless I got rid of Indian arrowheads, frontier spittoons and other relics which were clogging up the dresser drawers, the clothes closet and all available empty space in the garage."

Old-time residents of Fresno will tell you that Parker is well qualified to be a Pony Express era authority. He has a Wild West complex all his own.

Stories by the hundreds have been penned about the Pony Express Museum, but none can ever do the "history with a laugh" palace true justice. Only a genuine, personal visit to the Arcadia institution can bring one the picture others have endeavored to describe.

"I like to laugh. You like to laugh. I like to see others laugh. The whole world enjoys a good laugh," Lyon believes, and he has woven a million chuckles into the exhibit of more than a 100,000 authentic relics of early California, Spanish and Mexican periods in the Great Southwest.

Lyon's museum contains "gadgets" no one ever dreamed existed. His valuable collection does not scratch the surface of California history. It plows a furrow straight down the middle of the state and lays it open for Mr. and Mrs. John Public and Master and Mistress School Student to "see with a laugh".



One of Many Interesting Groups of Relics



A Collection of Petrified Wood

the entire museum is the battle-scarred bar-room in the west wing. In this room, which a visitor enters through a mirrored swinging door, Lyon has reproduced a frontier saloon so life-like that motion picture companies are constantly seeking the equipment for epic screen productions, most recent of which was "Wells Fargo".

Bullet holes grace the bar and may be found in supporting posts of the big room as well as the roof and floor; memoirs, no doubt, of menacing gun play in some frontier town. Gambling games of all sorts have been gathered together in this section as well as music machines which still squeak out 1850 swing tunes at a nique a number.

Tourists from corners of the globe have signed the register at the Pony Express Museum . . . and they have all expressed appreciation of the work Lyon is carrying on in keeping California's history alive—and alive with a laugh.

Here's a tip if you are planning a visit to the Pony Express Museum. Plan your inspection tour of the grounds so that you can have a few minutes to chat with W. Parker Lyon himself. His ready wit has been compared favorably to that of the late Will Rogers and Lyon's close friend, Irvin S. Cobb.

It's "history with a laugh" at the Pony Express Museum in Arcadia . . . it's a "laugh at history" if W. Parker Lyon, owner, manager and collector, is the guide!

America's leading home furnishing manufacturers are sponsoring an outstanding exhibit of 33 model rooms in the Fair's Homes and Gardens Building. Displays will include a museum of fine furnishings, and an assembly of furnished rooms for the modern home.

#### "OLD TIMER" HEARD FROM

There are a lot of us who remember Howard Knapp, long time Dispatcher on the Western District, and who retired some time ago after almost thirty years service. We heard from him last week. He wrote the Magazine a letter that we were glad to receive; and we will be more than pleased to hear from many of the "old timers" at any time they have the urge to write.

Where is he now? Well read this and you will know, and between the lines you may read some other things. Better drop off one of the "big red cars" and see him some time.

"Am more than pleased with the little Magazine and as I said before read every word of it as soon as received. You will remember me as one of the 'Old Timers' having been in active service for almost thirty years, almost ten years in the dispatchers office for the Western district; have been retired for four and a half years account of total disability; am now living on a little ranch near Baldwin Park and would be more than pleased to have any of the boys stop in and see us if they should happen out this way.

"We are within five minutes walk of the San Bernardino line and it sure makes things less lonesome to hear the 'Big Red Cars' go by."

Soon after Irv Watcher's little baby was born, Irv put the family finances on the budget plan. At the end of each month he and his wife would go over the accounts together. Every once in a while Irv would find an item, "L.O.K. \$3.00," and a little farther on, "L.O.K. \$6.00."

Finally, he said, "My dear, what is this—'L.O.K.'?"

"'Lord Only Knows,'" she replied.

Thrills of exploration await Fair visitors as plans for a great Mayan temple, buried in a Guatemalan jungle setting, will lead to a spectacular exhibit of ancient Mayan art treasures in the Pacific nations art exhibit.

## CELEBRATE THEIR GOLDEN ANNIVERSARY

Hundreds of Friends Honor One of Our Most Respected Retired Employees and His Wife

During the course of many years of service with the Pacific Electric William Simkins, Valuation Engineer, who retired in 1932, won many warm friends among his fellows, and when he left the service he left a vacancy in the ranks that has not and will never be filled for he is one of that rare type of men whose personality is not in duplicate. Naturally, the ranks closed up, and the position was filled; but, William Simkins was not there in person, though the spirit with which he pervaded the place is present, and will always be.

Recently, he and his companion of years reached an anniversary of which there are few of the kind observed—their Golden Wedding Anniversary—and here we will let the Los Angeles Herald tell the story, after, on behalf of their hundreds of friends, we extend congratulations and sincere best wishes.

"They met in their teens on the tennis courts of Birmingham, England. They became engaged. He came to Los Angeles and got a job in the city engineering department. She followed him here the next year.

"Just 50 years ago today William Simkins and Mary Jessie Taylor, then both 22, were married in St. Vibiana's Cathedral, the same building that still stands on Main street.

"They moved into a house in the orange grove district at Twenty-fourth and what is now Hill street, reached by horse cars meandering through grassy meadows.

"Today there was a golden wedding celebration of the half-century-old marriage in the home where the Simkinses have lived for the last 15 years, at 233 Seventh street, Manhattan Beach.

"Present were the seven children, 10 grandchildren and one great-grandchild.

"This morning there was a special mass in the couple's honor at the Church of the American Martyrs in Manhattan Beach. This afternoon a reception for 250 relatives and old-time friends was held at the Neptunian Club in the same community.

"As chief draftsman and office engineer in the City Engineering Department, Simkins drew plans for the Owens Valley aqueduct, the Third street and Broadway tunnels among many other jobs.

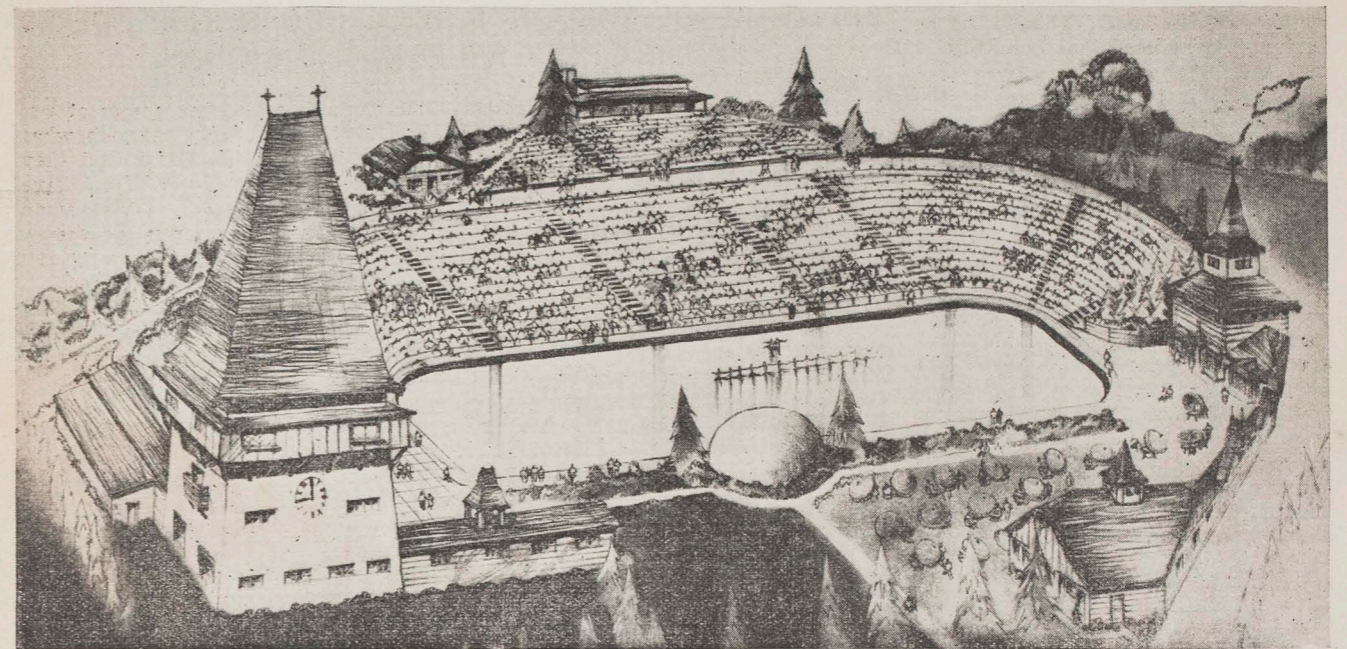
"In 1902 he became a valuation engineer for the Pacific Electric. He retired in 1932.

"The couple's children are Mrs. R. W. Jamison, San Francisco; Mrs. A. J. Dingeman, Oxnard; Mrs. Frank F. Fichthaler, Manhattan Beach; George Simkins, El Segundo; James E. Simkins, Hermosa Beach; William Simkins, Jr., Manhattan Beach, and Miss Mary Simkins of Los Angeles."

#### CORRECTION

In the October issue of the Magazine, listed among the retired honored employes was Mr. William A. Peters. His years of service were given as 17, whereas the number should have been 31; and the designation of his employment should have been Conductor instead of Motorman. The error was caused by a break in service which was overlooked. Mr. Peters has our apologies.

## Two New Places of Interest and Amusement Completed



### NOVEL ATTRACTIONS FOR OURSELVES AND FOR OUR RAILWAY AND L. A. MOTOR COACH PATRONS SCHEDULED FOR NOVEMBER OPENING

This month two new enterprises will open to the public for their entertainment and amusement. One of them, "Tropical Ice Gardens" is located at Westwood Village, reached by the Wilshire-University Line, of the Los Angeles Motor Coach; the other, "Monkey Island", located at 3300 Cahuenga Boulevard, on the San Fernando Valley Line of this railway, between Barham Boulevard and Lankershim Boulevard.

Tropical Ice Gardens promises to be one of the biggest Sports and Amusement enterprises established in the Los Angeles area in many years. It will seat 10,000 persons and provide skating facilities for 2,000.

While skating will be a primary promotion of Tropical Ice Gardens, it is planned to bring the world's greatest ice performers here, as well as the National and American League hockey clubs at the conclusion of their season back East.

Made possible by a new refrigeration process, patented by two local engineering authorities, George Humiston, president of the Associated Piping and Engineering Co., Ltd. and Hermand Vetter, the Ruppenthal enterprise represents an investment of \$225,000.

Nestling in the hill below the clubhouse of Bruin Post, American Legion, just north of Wilshire Boulevard, Tropical Ice Gardens will, in winter, depict a village in Switzerland, with the towering Alps in the

surface will remain as clear and smooth as if zero weather were maintained.

The seating arrangement of Tropical Ice Gardens, with its natural amphitheatre, is modeled in part, after the internationally famous home of the St. Louis Municipal Opera in St. Louis.

Because the rink is outdoors, many novel features will be staged which would not be practical on an enclosed ice floor. Many unusual lighting effects will be possible.

Tropical Ice Gardens is constructed so that overnight it could be turned into an immense outdoor theatre or dance pavilion. It has 43,000 feet of floor space, all of steel construction.

A. Frank Ruppenthal, who for three years owned the St. Louis Flyers, three times winners of the American Hockey Association championship, and holders of the world record of nineteen consecutive victories,



Six Hundred Monkeys to Call This Home

came to California two years ago with the intention of bringing big league hockey to Los Angeles but found no rink large enough to accommodate the sport. This spring he returned, convinced that Los Angeles was the ideal spot for all-year ice sports. He met the patentees of the new freezing process and from that meeting grew Tropical Ice Gardens.

"Monkey Island", modeled somewhat on the plan of the famous island in one of the Chicago parks, will undoubtedly be a lure for many people who find amusement in the antics of the little animals. The builder, Mr. Weis, is authority for the statement that when in complete operation, the island will have 600 monkeys "on the loose". Such a monkey business. Can you imagine how the price of peanuts is going to advance in that territory. Possibly he may not feed them on a strictly peanut diet, but what's a monkey without a peanut. Anyway there should be lots of fun and laughter around "Monkey Island".

**PHENOMENAL BUILDING RECORD**

From the statistical bureau of the Los Angeles Chamber of Commerce comes some startling figures as to building activities in Los Angeles County; and, we presume, were the facts known, similar startling records were made by other communities. Here are the comments of the Bulletin:

"One of the best indexes of current business ought to be found in building operations here in the Southwest, and if building in June, 1938, is over 600 per cent better in Torrance than it was a year ago, it would seem to follow that business generally, in Torrance should be good. Lynwood and Claremont had an increase of over 300 per cent; San Gabriel, Compton, and Culver City, over 100 per cent increase. Certainly the progressive business man is trying to keep in touch with things while they move. The figures below show what communities in Los Angeles County lead the procession last month:

City	% Plus	June, 1937	June, 1938
La Verne	7,372.0	\$ 125	\$ 9,340
Torrance	620.0	16,585	119,415
Lynwood	351.5	19,690	68,900
Claremont	300.5	37,400	112,406
San Gabriel	159.3	90,285	234,160
Compton	107.3	39,604	82,137
Culver City	107.0	26,845	55,590
Montebello	87.5	48,020	90,050
Covina	76.4	4,950	8,735
Burbank	60.7	278,845	447,090
Long Beach	53.2	663,220	1,016,670
Whittier	49.9	67,694	101,490
Monteey Park	48.3	37,724	55,951
South Gate	46.8	56,552	83,037
Manhattan B.	46.1	76,425	111,721
Alhambra	46.0	174,036	254,234
Monrovia	44.2	54,764	79,008
Gardena	38.4	6,403	8,866
Sierra Madre	28.4	14,571	18,721
Maywood	14.6	26,084	29,902
Unincorp. Area	14.0	1,823,982	2,080,785

—Motor Transportation.

**Ten More Employees on Honor Roll**  
**210 YEARS OF VALIANT SERVICE HAS BEEN RENDERED BY THE GROUP RETIRING THIS MONTH.**

To the record of employees retired this month is added the names of ten of our fellows who join the ranks of the fellows gone before them to what we sincerely hope will be many years of recreation and happiness that they have earned in service to the public as well as to this railway. They have been valiant men, all of them. They have earned the period of recreation that is now theirs and we hope a large measure of enjoyment may be theirs.

They will have the further thanks of their friends if they will call frequently in the days to come.

Name	Department	Occupation	Years of Service	Retired
Fritz H. Miller	Transportation	Motorman (South)	35	9-30-38
Mary B. Greiner	Equipment	Car Cleaner	19	10-1-38
Orson W. Stewart	Equipment	Car Repairer	18	10-1-38
Wm. J. Brown	Equipment	Machinist	15	10-14-38
Blas Babich	Building	Janitor	15	10-8-38
John H. McLeod	Engineering	B. & B. Carpenter	27	10-14-38
Newton D. High	Engineering	General Foreman	27	11-1-38
Frank F. Keene	Engineering	B. & B. Carpenter	30	11-1-38
Cesario Medoza	Engineering	Track Laborer	12	11-1-38
Alberto Garcia	Engineering	Track Laborer	11	11-1-38

From the foregoing it is very evident that money is moving; materials are moving; people are moving—and we should be moving to get some of that new business. Fill more freight cars; fill more passenger cars, and more jobs will be kept filled.

"It can be done" if each will try. Are you trying?

**So, What About It!**

If you don't think it is "up to you" to hustle for business in protection of your company and of your own job, read this:

More motor trucks are operating on the highways today than in any period since the beginning of the industry. There are 4,241,000 trucks in the service of farmers, industrial shippers, common and contract carriers, railroads and steamship lines.

Wholesale value of production last year amounted to \$545,000,000 or 13 per cent higher than the former record year of 1936.

More than 3,100,000 drivers now are employed in moving commodities over the highways in commercial vehicles. This represents an increase of 5 per cent over the number of persons employed in this capacity during 1936.

**EDUCATIONAL OPPORTUNITY**

Here is an announcement that will interest every one of the Pacific Electric employees. Mr. Frederick Arnold Young, who conducted two very successful classes in correct English for us last year, has just published his own textbook, the "Young" Way to Correct English. Mr. Young's practical experience in teaching adults for fifteen years has made it possible for him to design this new and decidedly different course, which is truly a short-cut to correct English. Through special arrangements with Mr. Young, our company is offering these textbooks to our employees only, at the very special rate of \$1.85, plus 6c sales tax, provided we dispose of 100 or more. The textbook, which is loose-leaf and attractively bound in blue with gold lettering, is conveniently indexed and contains 40 appropriate exercises with the correct answers.

The course may be inspected at the desk in the Pacific Electric Club.

**HE HAD HIM THERE**

Tommy was listening to some of his sailor uncle's adventures:

"You see, sonny, I always believe in fighting the enemy with his own weapons," said the uncle.

"Really?" gasped Tommy. "How long does it take you to sting a wasp?"

**DADDY'S PROBLEM**

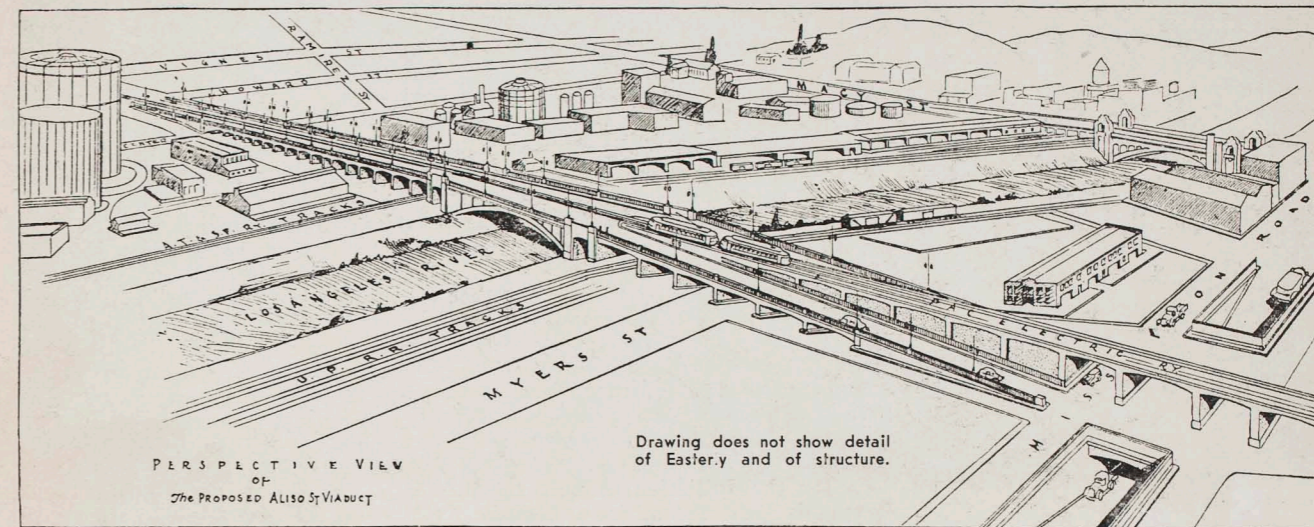
"Mama, do angels fly?"

"Yes, my son."

"Well, Daddy said Annie (the maid) was an angel but I never see her flying."

"No? Well you will tomorrow."

**Aliso Street Viaduct To Help Reduce Traffic Hazards**



**OUR COMPANY HAS STIPULATED ITS AGREEMENT TO THE SEPARATION PLAN PROPOSED**

Construction of the Aliso street viaduct across the Los Angeles River, Santa Fe tracks and a number of streets, from Vignes street to the intersection of Mission Road and Aliso street, for which City Engineer Aldrich is seeking federal funds in Washington, D. C., will be of tremendous value in reducing traffic hazards as well as providing traffic convenience, various authorities declare.

The plans call for the Pacific Electric trains operating overhead across the entire sector of Mission Road and the north roadway of Aliso street to a private right of way, it is pointed out.

Elimination of the grade crossing means that 573 Pacific Electric trains of one or more cars in sixteen hours of each day would no longer be interfered with and a great traffic menace would be removed.

The viaduct passes over Santa Fe and Union Pacific tracks carrying sixty-nine Union Pacific and thirty-six Santa Fe trains daily, some of them lengthy freight trains.

After completion of the new Union Passenger Terminal, Union Pacific train movements will be increased to 138 trains a day and the viaduct will carry traffic freely over them all.

Another advantage of the viaduct pointed out by the proponents is that it eliminates the jams caused by the increase of motor vehicles and trains at the peak traffic hours in the morning and the evening.

The viaduct itself will be 1895 feet long and 105 wide for its entire length. At the west approach, the vehicular roadway will be fifty-six feet in width. Crossing the river the roadway will flare from the west

bank to a width of 105 feet at the east line, because at the point it goes through a divided roadway in order to permit the Pacific Electric line to remain overhead in the center of the structure.

Both east and west approaches to the viaduct will consist of reinforced concrete slab spans with curved soffits. A single span is used to cross the river and will consist of a two-hinged steel arch, clearing the 212½-foot channel planned for the river at that point by United States Army engineers.

In order to further eliminate crossings at grade, a slot is to be provided in the center of Mission Road, permitting through traffic on the road to pass under Aliso street. The bridge will have divided vehicular roadways, each to be twenty-eight feet wide. There will be a six-foot sidewalk for pedestrians on each side of the roadways.

**ALAS, TOO TRUE**

Citizen—So you were fired from your last job merely for making a mistake? That hardly seems fair. What was the mistake?

Tourist—I told my boss that he couldn't get along without me.

A clergyman, who rode to church in an automobile, received an anonymous letter calling his attention to the fact that the Lord never rode to church in a car. The clergyman read from the pulpit and added:

"If the writer of this letter will come next Sunday properly saddled and bridled, I will be glad to follow the Lord's example and come to church as He entered Jerusalem."

**IN MEMORIAM**

**Edward Allain**, member of the Special Agents Department passed to the great beyond at St. Vincent's Hospital on October 8th after an illness extending over a period of several years, though it was only recently that his condition was regarded as of a serious nature.

Mr. Allain was born in Canada, in the city of Quebec, and for a number of years was a member of the Dominion Police of Canada, and for some time was also a Special Agent for the Grand Trunk Railway. He came to the Pacific Electric organization in December 1921 and served with credit in his department until the date of his demise.

The sympathy of all is extended to the bereaved wife, Mrs. Glenna Allain.

**William George Bodkin**, retired Dispatcher, who for many years was located at San Bernardino, passed on October 10th at his home in that city. Aged 64 years.

Mr. Bodkin, a native of England, came to California 50 years ago, settling in San Bernardino.

A member of Phoenix lodge, No. 178, F. & A. M., Mr. Bodkin also was affiliated with Keystone chapter, No. 56, Valley council, No. 27, St. Bernard Commandery, No. 23, and Al Malaikah Shrine. He was a veteran of the Spanish-American war.

Surviving are his widow, Mrs. Emma Louise Bodkin; one daughter, Mrs. W. E. Wells, and three grandchildren, all of San Bernardino.

The bereaved relatives have the most sincere sympathy of many employees who knew and respected Mr. Bodkin most highly.

## Pacific Electric Post 341

### Proceedings Show Much of Interest to Members

By James E. Davis

**October 11**—Tragedy struck the families of two members of our post last week. Comrades Mead and Bone, each lost a brother. Comrade Mead brought his brother, who was also a Legionnaire, to visit us at our last September meeting. Comrade Bone's brother was killed in an auto accident at Long Beach. We sincerely sympathize with our comrades in their bereavement.

Comrade Young's wife, who had been seriously ill, was reported very much better.

Conductor Otis E. Thorson, musician in the U. S. Navy and Signalman Walter E. Stratton, Co. C 10th Ammunition Train, 10th Division, have joined our post.

Commander Parker, of Watts Post, Chaplain of the 23rd District, talked to us. Comrade Parker is a Pacific Electric Employee.

**October 25**—Several of our comrades have visited 1st Vice Commander Broberg at St. Vincent's Hospital. They report he is able to walk around the hospital. We are sure he would be glad to receive more visitors.

Chaplain Nichols again visited Sawtelle Hospital. He gets around there about twice a month.

Visitors at this meeting were Comrade Anderson of Aqueduct Post and Commander Taylor of Leonard Wood Post, who is also District Chairman of the Sons of the Legion. He talked to us about the Youth movement, including the Sons of the Legion. This was a timely topic, as this post is organizing a Sons of the Legion Squadron.

**October 26**—A special meeting will be held November 2nd, one week from tonight. When you read this it will be last week, therefore:

A special meeting was held in the ballroom of the P. E. Club, November 2nd. Applications for membership in the Women's Auxiliary, and the Sons of the Legion Squadron, now being organized by this post were accepted and organization started.

Then Commander C. A. Newman called the Joint Initiation Meeting to order, and instructed the Sergeants-at-arms, of the fourteen posts participating in this Initiation, to advance the colors. The fourteen U. S. flags and the same number of post colors were advanced from the anteroom to their position, near the Commander's station. After the opening ceremonies were completed, Commander Newman turned the gavel over to District Commander O. K. Jones who instructed the Edwin T.

Brown Ritual Drill Team to carry on the Initiation.

Spectators were seated along the sides of the room, facing an open space in the middle of the room. Distinguished Guests, including Post National Commander, John R. Quinn, were seated behind the Commander's station.

At the other end of the open space, facing the Commander's station, was the station of the Junior Past Commander. Facing each other on opposite sides, were the stations of the 1st and 2nd Vice Commanders.

The members being initiated were marched from the anteroom, to the open middle space, where they were halted at each station in turn, while members of the Ritual Team instructed them in the principles of Loyalty, Freedom, Democracy and Justice.

After the Initiation, a uniformed Women's Drill Team, from Leonard Wood Post, put on an exhibition drill.

Here I have told you something of what was supposed to happen. Next month I will try to give more details of what really did happen.

### LEGION BIOGRAPHIES



ROY E. MEAD

Roy E. Mead was working in the Engineering Department, of the Union Pacific Railway, when the United States entered the World War. He enlisted at Fort Douglas, Utah, May 28th 1917 and was sent to Camp Newton D. Baker, near El Paso.

September 10th, 1917, he sailed from New York to France, with the Second Regiment of Engineers, which was assigned to the 22nd Division, at Toul, France. From February, 1918 till May, his outfit was working in, and near, the front line trenches, in the Toul Sector. In May they went to the Chateau Thierry

Sector and spent June in Belleau Woods.

June 20th, with the help of a platoon of infantry, Mead was engaged in the construction of machine gun nests, near the edge of Belleau Woods, when some gas shells put the whole platoon hors de combat. Roy was sent to Base Hospital No. 34 at Nantes. He has never entirely recovered, from the effects of the gas, but he rejoined his outfit, in time to take part in the St. Mihiel Drive.

In September, his Division was assigned, to the French Army, in the Champagne Sector. He did not say how long they remained with this French Army, but November Second, while taking part in his fifth major battle, in the Argonne Forest, he came down with the Flu. He was in a hospital when the Armistice was signed.

Later, he was assigned to the Service of Supply, at Bordeaux. He sailed from Bordeaux, July 5th, 1919, arriving in New York, July 16th, and was discharged at Cheyenne, July 27th, 1919.

Mead went to work in the Signal Department, P. E. Ry., August 16th, 1919. He is now night towerman in the rear tower at 6th and Main.

He has been a member of this Post for more than a year. He is an Executive Committeeman, Chairman of the Unemployment Committee and a very active member of the Membership Committee.

"Gus," said Bill, as he caught up with Gus on the way back to camp, "are all the rest of the boys out of the woods yet?"

"Yes," said Gus.

"All six of them?"

"Yes, all six of them."

"And they're all safe?"

"Yep," answered Gus, "they're all safe."

"Then," said Bill, his chest swelling, "I've shot a deer."

Largest governmental delegation yet to visit the San Francisco Exposition was the Illinois Commission, arriving last month to select a 7,000 square foot building site. Illinois has a legislative appropriation of \$100,000 and a WPA grant of \$60,000 for its building and exhibit.

Some twenty or thirty midshipmen were spending an afternoon, when some bad "hombre" came thundering in, shooting his pistol right and left, and said to the middies, "Every one of you dirty skunks get out of here." Everybody scampered out except one little plebe. The bad man turned to him with his pistol still smoking and said, "Well?" The plebe said, "There sure were a lot of 'em."



## Allan Hancock Ensemble Entertains

### Famous Musician and Explorer Favors Our Employes with Outstanding Program.

A very rare treat was bestowed upon our employes on the evening of October 7th by Mr. Allan Hancock and his ensemble of talented musicians at the Pacific Electric Club Auditorium which was filled to its capacity; and for that evening of great pleasure and intellectual profit Mr. Hancock and his artists have the most sincere thanks of all who were fortunate enough to be present.

Not only was a most comprehensive program of music rendered, but the musical offering was followed by motion pictures of life in strange lands and tropical waters visited by Mr. Hancock on some of his numerous scientific expeditions.

Twelve selections were rendered by the Ensemble and soloists as follows:

#### Ensemble—

Danse des bouffons from  
"Snegourotchka" — Rimsky-Korsakow  
Une tabatiere a musique .....Liadow  
Le vol du bourdon from

"Tsar Saltan" ....Rimsky-Korsakow  
Chorale "Jesus bleibet meine

Freude" .....Bach

Le reve .....Golterman

Leyenda .....Albeniz

Bruyeres .....Debussy

Le jardin feerique .....Ravel

Le coucou .....Arensky

Violin Solo—

Danse Espagnole .....de Falla

Harp Solo—

La source .....Zabel

Marguerite doloureuse au rouet, Zabel

The Allan Hancock Ensemble is an outgrowth of long years of devotion to classical music on the part of the

founder. The Ensemble has played before audiences totaling more than 400,000 persons in some 500 appearances in cities scattered from Northern California to the Andes of Ecuador. In past seasons the Ensemble has presented weekly concerts over nation-wide radio networks including as many as seventy-five stations. Through the Foundation the Ensemble has become an added cultural asset of the University of Southern California.

The picture presented was entitled "In Tropic Seas", and was an educational motion picture depicting life in strange lands and tropical waters with an accompanying explanatory lecture. Photography by W. Chas. Swett. People of the Galapagos Islands. Capture of gigantic sea elephants at Guadalupe Island. Weird reptiles descended from prehistoric types. Intimate scenes of wild bird life on volcanic island shores. Ludicrous courting dance of Galapagos Albatross. Our coastal neighbors of Mexico, Panama, Colombia, Peru and Ecuador. Doubtful pleasures of travel on storm-tossed seas. Dredging marine depths for rare species. Activities of scientists afield. Laboratory studies of new and odd creatures. Pleistocene fossil finds on Rancho La Brea.

#### KNEW HER KNITTING

A spinster answering her doorbell encountered a snappily dressed young man with a worldly look and a sample case.

"I represent the Soandso Wool Company," he began. "Would you be interested in coarse yarns?"

"Of course," breathed the maid. "Tell me a few."



The Captain Jinks-Horse Marine Boys

#### RIVALS IN AGRICULTURE

Down at Willowbrook live two trainmen who are not only railway rivals, but rivals in agriculture as well — however, their tastes as to vegetables vary considerable. One of them likes to produce corn-on-the-cob that soars to high heaven, and the other strives to produce beans that weigh heavy, grow long and cover a lot of ground. So, there you have corn and beans growing next door to each other, each grower proud of his product. The only way to get them together is to combine and make "succotash" if some of the other neighbors will contribute a little salt pork.

J. V. Smith, Conductor Southern District is the grower of the corn which is 14 feet, 5 inches high. E. F. Tipton, Motorman Western District produced the Giant Guinea Bean, which weighs 28 pounds.

## WALTER WATCHALL



Here I am again folks with another Candid Camera Pen shot of well known P. E. people. Lawrence "Little Giant" Antista. Found at a tender age sitting a-top Pikes Peak eating a Popsicle.

Attended school at Rockvale, Colorado, but life was too rocky and he boarded a train for Southern California, and enjoyed the train ride. Worked for paper company as a cutter, tried his hands at boxing and liked to punch. One day an idea hit him he could do all the things he liked, a conductor on a yellow car. He could ride and punch at the same time. Liked the red cars best and became a conductor on the P. E. and now is a trainmaster.

Is active in boy scout work and they say he does his good deed every day. This picture was taken just after the fall round-up before he headed west. Be careful you might be next.

George Perry put on five lbs. September 30th, checking inventory. Exercise is good for you, also an expense account.

Lon McIntyre went to Calabasas to get a load of flagstone for new home and save money. The City Slicker was outlicked by the country boy. The ton weighed 1700 pounds and it was \$7.50 in place of \$4.50.

Who is the girl on the second floor who goes to the mountains and gets up during the night and puts on her kid gloves to keep her hands warm? Do you want to know? It is Helen Semnacher.

Leonard Biehler brought a big bouquet of flowers to Jane in the P. E. Cafe. It looks like free coffee and doughnuts for a couple of weeks for Leonard.

Seabiscuit raced War Admiral, why not a contest between two other champions. How about a cigar smoking contest between Earl Moyer and A. Hildebrandt.

Who is the individual in the Freight Traffic Department who underwent a major operation at 2 P. M. on October 25th? We still think it's Stockberger.

Heard on the second floor. "I see Noble Cates has signed up for Tennis. I wonder if he is any better at tennis than he is at bowling?"

Speaking of bowling, how about a match between Buchard and Norrbom for the Celler Champ of the Bowling League.



## NEWTON D. HIGH RETIRES

After 27 years of service on the Pacific Electric, a number of which were spent in the early construction stages of the road, Newton D. High, well known and most highly regarded by all of his fellows as well as throughout the State at large in which he has many close friends, retired from service on October 31st.

During the past decade Mr. High has been very active in Masonic work. He was one of the founders of the Pacific Electric Masonic Club; had occupied the office of President, and as leader of the Degree Team the Club won an enviable reputation throughout Southern California. He has been a member of the Grand Lodge of California for a number of years and has been honored with the office of Grand Sword Bearer.

Mr. High came to Los Angeles from Seattle, Wash., where he was connected with the Seattle Electric Co., in 1904 and was employed by the Pacific Light & Power Company as construction foreman.

He entered Pacific Electric service in 1906 working as Construction Foreman until 1908. From 1908 until 1910 he was in Arizona as construction foreman for the Arizona Power Company, returning to the Pacific Electric in 1910 and has been continuously with this company since that time, being promoted in 1911 to the position of General Foreman of Sub-Station Operation and Maintenance.

In honor of Mr. High as gentleman and friend a dinner was given in his honor at the Pacific Electric Club on the evening of the 31st at which approximately 100 of his friends and associate gathered to pay him tribute.

His many friends and admirers wish him a very long and happy vacation.

## NEWS FROM THE CAMP

By H. E. DeNyse

Autumn is here in a big way at the P. E. Camps, with its colorful splendor, balmy days for rest and recreation and nights cool and crispy, providing nature's wonderful restorer, restful sleep.

We have been busy bringing in wood and getting things in shape for winter comforts of our guests. Nothing is more conducive to sociability and real comfort than a roaring fire, and our Social Hall with its huge fireplace lends itself to all sorts of family and group affairs.

This is an ideal time for a quiet restful vacation in the mountains, or you may want to invite a group of friends for a "Dutch treat" and make up a party for a week-end at the Camp.

The Camp will be open all winter for the enjoyment of employees and their friends, and I hope you will make use of it in large numbers.

"It won't be long now." Snow time is just around the corner up in the mountains, so dig up your winter equipment and be prepared to enjoy the winter sports in and around the Camp.

May I again remind you that our Camp is an ideal location for group meetings and parties, and we are prepared with equipment, housing, etc., to take care of large or small groups, and a special effort will be made to meet their needs. Your interest in this feature of our Camp service will be appreciated.

During the Fall and Winter seasons there will be no regular dining room service, but we will be glad to serve parties on special arrangements.

Plan now to spend Thanksgiving and New Years at the Camp. We will do our best to make your stay pleasant and enjoyable.

## HOLDING HER OWN

The diner gave his order to the waitress—and waited and waited. At last, when his patience was almost exhausted, the waitress came with his dinner. He looked at her in amazement and asked: "Are you the one I gave my order to?"

"Yes, sir."

"Well, well! Do you know, you don't look a day older!"

The marble tournament was on in full fury. One little boy had missed an easy shot, and let slip a man-sized oath.

"Edward!" called a preacher from the spectator's bench. "What do little boys who swear when they are playing marbles turn into?"

"Golfers," was the laconic reply.

## Expression of Appreciation by Patrons

## COURTESY AND PROPER ATTENTION SHOWN ALWAYS BRINGS APPRECIATION

Here is a letter received from a lady living in Alameda, who as a visitor to this city, met misfortune. Her letter brings to light virtues held by our trainmen en masse viewed from her experience, involving Courtesy, Honesty and actual desire to render a service of value. Particularly it involves Mr. G. O. Wagner, of the Edendale Line, and incidentally bestows tribute to all our Trainmen. She writes:

"On the seventh inst. it was with a great deal of pleasure that I made a trip south. Upon arrival in Los Angeles, I boarded an Edendale car for San Pedro. Being told of mistake, and growing a little confused, my purse slipped off my lap unnoticed as I left the car. I reported the loss at the P. E. station in Los Angeles immediately but realized it was of little use. When the San Pedro car came into the station I spoke of my loss to the conductor. He became interested and did everything possible when he reached San Pedro to help me regain the lost article. Through his kindness and later in the evening through the courtesy of the station man in Pedro, I learned that the purse had been returned to the Los Angeles station. Sunday I returned to that city and identified it. And as I left the south for home that evening it was with deep respect for the men employed on the cars by the Pacific Electric Company.

In conclusion, I wish to thank Mr. G. O. Wagner, conductor of car on Edendale line for his honesty and kindness in turning in the lost article. Also I extend gratitude to the conductor on the San Pedro-Los Angeles car which left San Pedro station 11:25 that particular Saturday morning. And to several other men on the cars who contributed their advice. I deeply appreciate the service and crews of the Pacific Electric Company. The men are all courteous and helpful in directing strangers in a strange city."

To the Information Bureau at Sixth and Main Street Station comes a compliment from a gentleman who is engaged in Transportation and Traffic Analysis. He did not identify which of our most proficient young ladies he meant, so they may all share the compliment:

"I had a very pleasant and informative chat last evening with your information representative at your Sixth and Main Street Station and found, as in the past several years, that you have a very intelligent and courteous personnel in that department, which must be very beneficial to the public, (not a very easy matter in this community by any means), and have been aidful to me occasionally in my field work in Traffic and Transport research."

H. L. Woodford, of the Pasadena Line, is presented with a handsome compliment by an observing patron, who says of Mr. Woodford: "He went far beyond the normal courtesies in attending to the needs of a blind colored man, and I am sure that his example to the passengers on the car made a great impression." True courtliness knows no race, creed or color.

Do not doubt that the men of the service are under observation of patrons at all times by some one of them on the car. Here is an example of what a resident and a patron of our railway observed:

"Criticism is necessary in the development of every man, not only for his faults, but for his correctness in mannerism as well. Therefore, I wish to complement one of your trainmen for his justifiable way in which he handles his job.

I have in mind Conductor number 2338, R. A. Schamber of the North Hollywood-San Fernando line. My attention was attracted by this man in the Subway Terminal, when he called his station points in such a clear manner.

I eyed him as we traveled, his manner to each and every passenger was that of a personal guest.

His uniform was that of a man who took pride in his personal dress, and appearance. I believe that such a man should be brought before the eyes of his superiors, and hope that this letter will help in some way."

Conductor A. W. Wise, of the Vineyard Line, has earned the gratitude of a Los Angeles business man, by finding and returning a book left on his car recently. Not only is credit due Mr. Wise for his act of kindly service, but his action has brought a reflection of credit to all of us. There is no doubt but that the owner of that book has a much higher regard for all the men of the service now than he had before.

## BAZAAR NOTICE

Will all members of the Pacific Electric Woman's Club please do active work on their Bazaar Donations in order that this year's Bazaar may be the best ever held. With so many workers in each group there should be no doubt as to our ability to surpass former years.

## WOMEN'S CLUB NEWS

By Mrs. W. A. Hasty, Press Chm.

The Women's Club, under the leadership of Mrs. Elvah Wade Fuller, President, are well on their journey down "The Friendly Road" of work and play.

On October 27th the Community Welfare Federation sent a speaker, Mr. Ira B. Graham, who gave a very interesting talk on the care of the "Shelter Homes", gave the needy, and in helping to find themselves.

November 10th there will be an especially interesting meeting and program. Mr. Arthur O'Connor, the

Australian Sun Downer will feature the program, his subject being "Australia Calling".

December brings us the Bazaar and Christmas Party, and the New Year will bring many new and interesting surprises. Ladies, all of you join us.

The San Bernardino Auxiliary is having a benefit card party at the Y.W.C.A. November 20.

The Riverside Club have started their meetings for the year and I understand the Torrance ladies are already busy on their project for raising their share of the philanthropy fund.

The good wishes of the Club were extended to Mrs. Jackson. The Jacks-sons are making their home at El Monte in the future. Mrs. Fuller sang Mrs. Jackson's favorite song, "Oh, Sweet Mystery of Life".

The date for a night card party will be announced soon by Mrs. Baglin, card party hostess. She is hoping all who like to play cards will be present.

Our good wishes go with Mr. and Mrs. Cliff Curle who are on a vacation in the northwest.

The Bazaar will be held on Thursday and Friday, December 8th and 9th, and a card party will be held on Friday night, Admission 25 cents. The following Group Chairmen will each have a booth at the Bazaar.

Mrs. Dunham.....	Cake and Candy Booth
Mrs. Tucker.....	Fishing Pond
Mrs. Weatherly.....	Jelly & Jam Booth
Mrs. Rand.....	Fancy Work Booth
Torrance Club.....	Apron Booth
San Bernardino Club.....	
.....	White Elephant Booth

Mrs. Weatherly will have charge of the card party on December 9th assisted by Mrs. Smart.

Cora E. King, Bazaar Chairman

## HELP!

Jones was sitting with his wife behind a palm on a hotel veranda late one night when a young man and a girl came and sat down on a bench near them. The young man began to tell the girl how pretty and good and lovable he thought she was.

Hidden behind the palm, Mrs. Jones whispered to her husband:

"Oh John, he doesn't know we are here and he's going to propose. Whistle to warn him."

"What for?" said Jones, "Nobody whistled to warn me."—Kreolite News.

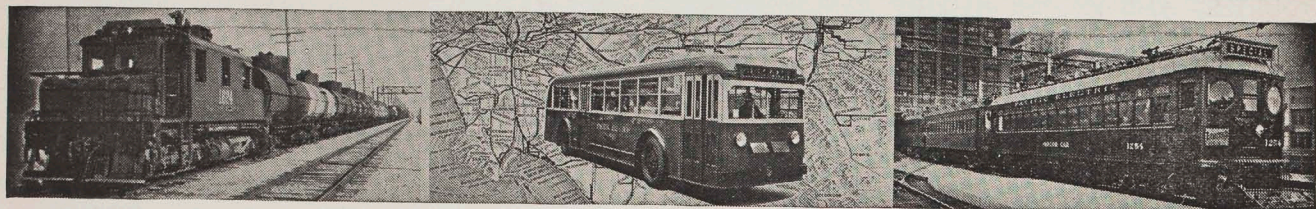
## GRAVE ROBBER

He—How about some old-fashioned loving?

She—All right, I'll call grandma down for you.



# SAFETY NEWS



TRAIN SERVICE ACCIDENTS DURING SEPTEMBER, 1938  
COMPARED WITH SEPTEMBER, 1937

### CLASSIFICATION:

Collisions:	SYSTEM		Increase or Decrease		Percentage
	1937	1938			
1. With Pedestrians .....	2	8	6 Inc.	300.00%	
2. At Railroad Crossings (Other than Company's) .....	0	0			
3. Between Cars of Company .....	4	1	3 Dec.	75.00%	
4. With Vehicles and Animals .....	123	126	3 Inc.	2.44%	
5. Derailments .....	7	12	5 Inc.	71.43%	
6. Equipment .....	3	0	3 Dec.	100.00%	
7. Boarding Cars .....	1	1			
8. Alighting from Cars .....	21	19	2 Dec.	9.52%	
9. Injuries on Cars (Not in collision) .....	21	9	12 Dec.	57.14%	
10. Falling from Cars .....	0	0			
11. Doors, Gates and Guard Rails .....	5	4	1 Dec.	20.00%	
12. Ejectments and Disturbances .....	2	1	1 Dec.	50.00%	
13. Employees .....	5	10	5 Inc.	100.00%	
14. Miscellaneous .....	4	4			
15. Total—All Accidents:					
Passenger Rail .....	176	167	9 Dec.	5.11%	
Motor Coach .....	21	18	3 Dec.	14.29%	
Freight .....	6	15	9 Inc.	150.00%	
Total .....	203	200	3 Dec.	1.48%	

### THOUGHTS SUGGESTED BY THE ACCIDENT CHART

The month of September, just past, is not much to brag about when compared with the same month of 1937, but let us look over the details for what encouragement there may be.

#### Collisions with Pedestrians:

Four times as many this September. That's bad! Let's do something about that right now.

#### Collisions with Vehicles:

Only three more than last year, but how come we had 126 in September and only 111 in July this year, with one more day in July? Watch that time between 4:30 P. M. and 7:00 P. M. That is when we get them.

#### Step Accidents:

A little improvent here, but only two less than last year. Are we doing all we can to assist the aged and infirm to alight safely from our cars?

#### Injuries on Cars (not in collision):

This is the first item to which we can point with pride. We cut their number down by 57 per cent. Can we do it again?

#### Injuries to Employees:

Two times as many this year as last! It would be interesting to know

if any of these were hurt through the carelessness or ignorance of another employe.

#### Total All Accidents:

Three less than last September. Well, that's something, if not very much. However, there is still hope, for in the first nine months of 1938 the total number of all accidents was 308 less than for the same period of 1937.

#### STEP ACCIDENTS

The monthly report classifying and comparing our accident record is now out so we will look over the record to see how we are doing.

The unusual feature about step accidents is how nearly they are the same number each month. In July there were 21, in August 26, and in September, 25.

Of the 25 in September, 5 involved men and 20 women. In practically every case the man was boarding a car after it had gotten under way, or stepped off before it stopped. Women usually fall from a standing car. All such items of information are of interest to those who are making a study of the subject with a view to accident prevention.

The motor coach drivers have an-

other good record, having but five accidents, all told. Of these, none occurred on either the Northern or Southern District. The same was true last month. This record is commendable and appreciated by all concerned.

#### SAFETY ON THE HIGHWAY

We so often hear the bus and truck abused for reckless operation that it is particularly interesting to come across some accurate information on the subject.

A recent issue of Transportation Topics published the results of a survey covering the past ten years, during which a very fine showing in accident has been made by trucks and buses.

While the registrations of motor trucks increased 38.07 per cent, the fatal accidents, in which they were involved, decreased 15 per cent. These figures carry more weight when it is noted that during this same period passenger car registrations increased by only 19.67 per cent, while fatal accidents in which they figured increased 47 per cent. Passenger accidents figured in more than three-quarters of the fatal mishaps that occurred in 1937. The other one-quarter was divided among trucks and buses.

Professional bus and truck drivers must be cautious. Their bread and butter depends upon it. The companies for which they work are financially responsible for their mistakes and cannot retain a man in their employ who costs too much in accidents.

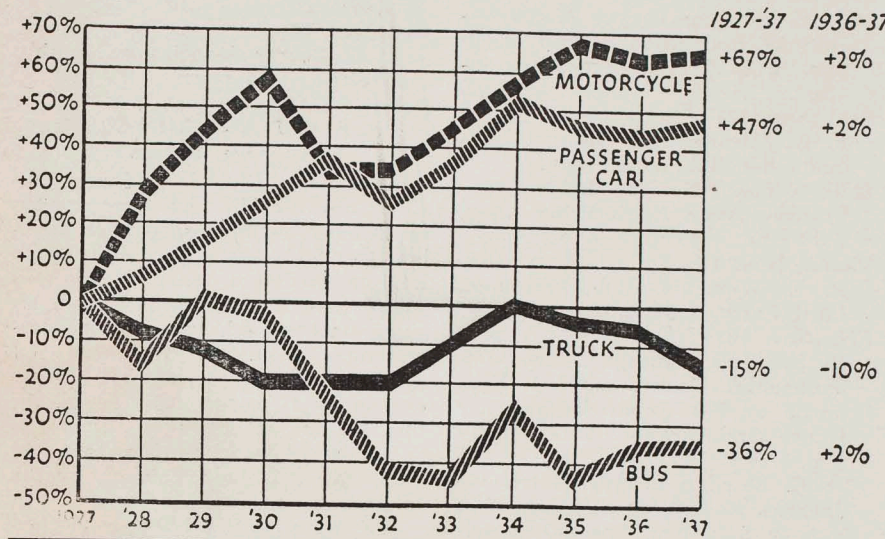
If or when the stern discipline and rigidly enforced rules under which these men work can be copied and made to cover the drivers of other vehicles, the day of accident prevention on a big scale will be at hand.

See the chart on following page for comparison.

Wife—Getting mighty scared of burglars, aren't you? First you buy a watchdog, then you put bolts on all the doors.

Husband—I don't want any one pinching that dog. He's a thoroughbred.

## Truck-Bus Accidents in Big Decline While Passenger Car Mishaps Increase



#### COURTESY AND CLAIM PREVENTION

Last month we considered the matter of Courtesy and Accident Prevention. Now let us consider courtesy in connection with the prevention of claims arising from accidents.

Let us clearly understand, in the first place, that this company has always recognized its obligations to assume payment of just claims arising from accidents for which its equipment or employes are responsible. However, on numerous occasion, it is necessary to pay claims in connection with accidents for which we are not responsible, simply because we cannot prove the absence of responsibility on our part.

In order to show, to the satisfaction of judge and jury, that the responsibility for an accident rests with the plaintiff, it is important and necessary that we produce witnesses whose testimony will definitely establish that responsibility, and we are able to produce such witnesses only through the efforts of trainmen in securing the names and addresses of people who were present at the time of the accident.

The average man or woman does not usually desire to become involved as a witness and drawn into a court case, because such disrupts their normal activities, and it is only their desire to see justice done that causes them to give their names when accidents occur. Also, the average citizen is prone to consider the matter as between the train crew and the other party involved in the accident, not looking at the accident from the standpoint of how it effects the Com-

pany, so the matter of securing witnesses is usually a matter between the trainman and his passengers.

If you have developed a reputation among your regular passengers as being courteous and attentive to the comfort and convenience of those who ride your train, you will find that, in spite of the natural aversion to becoming involved, your passengers will want to help you when you have an accident, and you will have little trouble securing the names of witnesses. In other words, it's a personal matter between you and your passenger, and he gives you his name because he likes you and wants to help you. In this manner, courtesy helps prevent the payment of claims by enabling you to secure names of witnesses, whose testimony, in turn, enables us to properly defend ourselves against unwarranted claims.

There is another way in which courtesy enters into this question. Many a passenger or vehicle driver has been involved in a minor accident, and has failed to present any claim because the trainmen involved were so courteous. This means a saving of money to the Company, for no matter whether a claim is paid or defeated, it still costs the company money to defend itself against this claim.

On the other hand, claims have been presented because the trainman involved was so discourteous at the time of the accident. A woman slips on the step as she is boarding or alighting, the conductor is courteously attentive, she calls it a mishap and forgets all about it. Another conductor says, "Why don't you watch

where you are going?", or, "That wouldn't have happened if you had been wearing sensible heels" — or just any little remark to endeavor to place the blame on the passenger rather than himself or the condition of the equipment—and the passenger becomes angry and decides to file a claim for fancied injury. A motorman jumps from his car and begins to berate a vehicle driver for slightly interfering with his car, and the driver, who otherwise would have forgotten all about the incident, decides that he will make the Pacific Electric buy him a new automobile. And the motorman, by his discourtesy to the automobile driver, has created such an unfavorable impression among the passengers that he is unable to secure the names of any witnesses for use in defense of the claim when it is presented. Many a claimant has started his tale of woe to the Claim Department with, "I wouldn't have thought any more about it if the conductor (or motorman) hadn't been so nasty about it, but he was so mean that I just made up my mind that I would fight it to a finish." And how they can fight—particularly when we have little testimony in our behalf.

Two things will assist you in helping the company avoid payment of unwarranted claims: First, build up for yourself such a reputation for courtesy and fair dealings that your passengers will want to help you when you are involved in an accident; second, be courteous to those involved in accidents, and under no circumstances endeavor to convince them that they are responsible for the accident. You get the facts and the witnesses, and let the claim department place the responsibility. And Remember, the courteous trainman has little trouble securing the names of witnesses.

#### NOVEMBER SAFETY ADVISORY COMMITTEE APPOINTED

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, November 25th, 1938, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10:00 A. M.

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

- Northern District:**
- J. W. Spiegel ..... Pasadena
- L. A. Sunselia ..... Macy Street
- E. G. Erickson ..... San Bernardino
- Southern District:**
- W. S. Fenwick ..... Los Angeles
- H. H. Wilson ..... Long Beach
- J. C. Logan ..... Butte Street
- Western District:**
- P. G. Steg ..... West Hollywood
- A. A. Malmberg ..... Subway Terminal
- J. B. Yorke ..... Ocean Park
- J. S. Taggart ..... Glendale

**HUMAN FAILURES AND ACCIDENTS**

The word, "Accident" is commonly used to designate any unexpected and unfortunate occurrence.

Accepting this definition of the word, we may divide accidents into two general classes.

Under one class we would group such matters as floods, hurricanes, earthquakes, and other calamities not caused by human instrumentalities. Since over these man has little or no control, we may leave them out of any accident prevention discussion.

Let us concern ourselves with those accidents which are the result of lack of foresight, alertness or mind or careless indifference. There are enough of these to afford us unlimited study.

In all of the vast number of accidents coming under this second group, it is seldom difficult to discover who was lacking in common sense, ordinary caution or mental alertness, and therefore responsible for the accident.

Eternal vigilance is the price of accident prevention, and it may well be called a bargain price when one considers the hardships and suffering inseparably connected with accidents.

Railroads have adopted many types of safety equipment and devices for the protection of the public and employes. These devices fulfill the purposes for which they are intended only when operated or respected and it is here where the weak link in the chain is discovered. That weak link is the human element.

In any large group of human beings there are always some who are undependable. Some who are mentally, physically or temperamentally unfit to assume or realize their responsibilities.

It is true that drastic action may be taken against the careless employe by the employer and, if conditions warrant, by the State also in criminal proceedings after such carelessness has been discovered through a serious accident. This, however, is locking the stable after the horse has been stolen. The damage has been done. The only good accomplished is to more forcefully remind other employes of the consequences following accidents.

As outlined in the beginning of this article, all accidents with which we are concerned have a cause and the majority are caused through human failure.

Only by constant education, close supervision and rigid discipline can safety be assured.

We seem to get along best when we pay strict attention to our own business, but we don't get much excitement out of it.

**PACIFIC ELECTRIC CLUB MONTHLY BULLETIN**  
November 1938

**Thurs., Nov. 10:**  
P. E. Women's Club Afternoon Meeting & Program, 1:30 p.m.

**Fri., Nov. 11:**  
P. E. Bowling League Matches—Jensens Recreation Center. 6:00 p.m. & 8:15 p.m. Spectators invited.

**Sat., Nov. 12:**  
P. E. Masonic Club Annual Banquet. See Special Bulletin.

**Mon. & Tues., Nov. 14 & 15:**  
Transportation Engineering Class, 7:30 p.m.

**Thurs., Nov. 17:**  
P. E. Women's Club Afternoon Card Party, 1:30 p.m.

**Fri., Nov. 18:**  
P. E. Club Monthly Dance—Departmental Groups invited—Fine music by Flo Kendricks and her Dance Orchestra—8:30 to 11:30 p.m.

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

**Mon., & Tues., Nov. 21 & 22:**  
Transportation Engineering Class, 7:30 p.m.

**Tues., Nov. 22:**  
P. E. American Legion Semi-monthly Meeting, 8:00 p.m.

**Thurs., Nov. 24:**  
Thanksgiving Day, Club Rooms closed all day.

**Fri., Nov. 25:**  
Transportation Safety Advisory Committee Meeting, 10:00 a.m.

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

**Mon., & Tues., Nov. 28 & 29:**  
Transportation Engineering Class, 7:30 p.m.

**Thurs., Dec. 1:**  
P. E. Women's Club Afternoon Card Party, 1:30 p.m.

**Fri., Dec. 2:**  
P. E. Bowling League Matches—Jensens Recreation Center, 6:00 p.m. & 8:15 p.m. Spectators welcome.

**Mon., & Tues., Dec. 5 & 6:**  
Transportation Engineering Class—7:30 p.m.

**Thurs., Dec. 8:**  
P. E. Women's Club Afternoon Meeting & Program, 1:30 p.m.

**Fri., Dec. 9:**  
P. E. Bowling League Matches—Jensens Recreation Center, 6:00 p.m. & 8:15 p.m. Spectators invited.

**Sat., Dec. 10:**  
P. E. Agents Association Monthly Meeting, 7:45 p.m.

**P. E. ROD AND GUN CLUB**  
By Arlie Skelton

The Pacific Electric Rod and Gun Club membership list now boasts seven hundred and eighty-seven members, probably the largest club of its kind in the state. Our officials and active members are well known by sportsmen and fish and game conservationists throughout the state and are generally held in the highest esteem by all concerned. For all of this, we are naturally very grateful.

Yet we appreciate the fact, an organization is judged chiefly by the conduct of its officials.

We were not deeply concerned when reports came in of our members going out for pan fish. There were reports of Stephen McNeill, Floyd Benoit, Roger LeMille and Ned Rich taking a troupe of Boy Scouts to some near by lake for pan fish. That was only their good turn toward entertaining the boys and giving them a general idea of what fishing is like.

There were other reports of some of our salt water fishermen branching off into the halibut and mackerel field, and our own Captain Scotty amusing himself by jingling a bucket on his line when fishing was slow.

A few such things are to be expected in a club the size of ours. But the one incident that makes us all bow our heads in shame is the recent conduct of our own smiling, dyed-in-the-wool sportsman, President H. P. Bancroft.

It seems Mr. Bancroft announced his intentions far and wide of going into the High Sierras for the gamest of the wily trout. But word has reached yours truly from very reliable sources that "Banny" ended up on the backside of a well known lake, "Nigger fishing" for catfish from the bank. Don't be surprised if

prizes are offered for catfish in next year's prize list.

Another member of our club that deserves honorable mention for his efforts in bringing about high class entertainment is A. M. Cross. After much time and effort spent, Mr. Cross made the arrangements, assisted by the other officials in bringing about the G. Allan Hancock show of last month. Also expression of thanks to Kenneth Coates of the Electrical Department for the beautiful floral decorations donated for the occasion.

Now that the fishing season is about over (except catfish), and the deer season is closed, get out the old splatter gun and oil it up for the quail season which opens Nov. 15th.

While quails are reported quite plentiful this year, no doubt some of our "sportsmen" will bring in rabbits instead of quail.

**PACIFIC ELECTRIC TENNIS CLUB**

By Alfred Beaumont

The membership committee is very pleased to announce that ten new members from Pasadena and one from Subway Terminal were added to a fast growing roster during the past month.

Due to the rapid growth of the Club, and particularly for the convenience of the members, the committee has deemed it advisable to segregate the membership into three participation groups, namely: Pasadena, Santa Monica and Los Angeles.

A revised list of members according to locality is shown below.

Pasadena: R. N. Hosford, C. J. McAtee, L. Keepey, H. L. Woodford, H. H. Slocum, W. L. Hubbell, G. F. Tate, R. N. Penny, L. P. Riechel, P. D. Wheeler and P. Jacobsmeyer.

Santa Monica: D. Boardman, E. S. Fraser, D. Keeley, R. D. Maris, F. D. McCamy, O. E. Nordberg, R. A. Osborn, A. J. Meyers, L. Stack, A. W. Freas, J. R. Lowell, W. C. Kennedy, J. A. Dainard, B. B. Brinker, and R. French.

Los Angeles: C. P. Hill, W. Pollock, N. Cates, A. A. Frias, B. Lowe, C. Salveson, J. E. Duffy, L. J. Keith and A. P. Beaumont.

To carry out our program it will be necessary to have two members from each group to act as representatives. Through the cooperation of these representatives a definite plan or layout can be drawn up for our coming tournament.

We are endeavoring to so arrange the tournament that all who enter will be assured the opportunity to play at a time most convenient for them. This, we believe, can be accomplished through the representatives of each group. It will be their duty to inform the Organization Com-

mittee the day or days most suitable for the play-off in their locality, also to keep in close contact with their players and inform the Committee of any irregularities in working hours, etc., that might affect said players on the date set for the tournament.

After much consideration, we feel that a volunteer service for this work would be more satisfactory. If we can acquire our representatives in this way, we will feel confident that the work assigned them will be carried out with greater care and accuracy, due to their own interest and desire for a successful tournament.

Please let us have your reaction, as members, to the above plan. Send your replies to A. P. Beaumont in care of Central Timekeeping Bureau, Pacific Electric Building.

We wish to announce that our regular Saturday afternoon reservations at Hollywood Tennis Courts have been discontinued. We are endeavoring to find courts more centrally located for the Los Angeles group.

**BOWLING NOTES**

Things are really getting warm in the two shifts of our Bowling League. On the evening of October 28th, after the fur stopped flying we find the Engineers leading the parade in the 6:00 P. M. group while the Claim Department have undisputed possession of the top rung in the 8:15 group.

E. J. Hasenyager really put forth a stellar effort when he rolled a series of 632 plus 117, a total of 749, on the evening of October 21st, while on the same evening Lutes of the South team rolled a 212 game plus 42, or a total of 254.

The Subway team are certainly staying in the thick of the fight and Dietz, Huber, Hall, Kirkbride and Thomas are very consistent when it comes to flattening the pins.

The P. E. Club team rolled high game for the season to date when they piled up a total of 286 pins in the first game October 28. The victims were the Engineering team, who, although rolling a fine series of three games, were able to take but one game from the Club. Covell, Gilbert and Frank Converse were certainly in fine form and "Lefty" Dubose, just returned from a series of chicken dinners in the south, was also rolling real good.

Some of the newcomers to the league this year, Perry of the Transportation Club. Jack Cross of the Passenger Traffic; Stockberger of the Freight Traffic; George Breininger performing with the Bonding Department; McIntire of the Timekeepers; Ned Rich, Bonding; Ralston of the North; and several of the

Los Angeles Motor Coach team, Epp, Davis, Nelson, Gould, and Welch are increasing their average weekly.

The Claim Department, which team does not change its personnel but slightly from season to season, is going along very well and it will take something in the nature of a major upset to shove them out of first place. Gowanlock, Mattison, Archie Brahm, Pabst and Kissick are all fine bowlers and it takes a real score to win a point from them.

We notice the top ten bowlers include the following of the old guard who seem to get better as they go along: Gowanlock, Covell, Welch, Cobb, Latimer, Gonzalez, Mattison, Barnes, and two newcomers pushing them hard in Kinney and Davis of the Timekeepers and L. A. Motor Coach, respectively.

Close on their heels are Robertson of the South team, Hasenyager, Manley, Maddy, Brahm and Gilbert. Any one of these is capable of dislodging the top select few.

In meandering around the alleys I overheard a few remarks and some will bear repeating: Frank Epp of the L. A. Motor Coach was heard begging Getz of the Bonding Team to slow up his ball for fear of killing the pin boys. It was suggested the only way Getz can slow up his ball would be to have it stop before hitting the pins.

Jack Cross, of the Passenger Traffic, was overheard telling Jones and Marty Brucker that if he had to pack these two that they would make it more comfortable for him if they put a saddle on him (Cross) as it would help him carry the load. With that Jones and Brucker went out and gritted their teeth and turned in—Jones a snappy 106 and Brucker right on his heels with a beautiful 78. Boy how they fear their captain. However the finale of this sad tale is that bad as he is this guy Jones took yours truly for 25c so is my face red.

The South team finally snapped out of their slump by taking three contests from the B & B five. The EAsy Aces, not so easy this season, took all four games from our ladies' team, the Amazons. This boosted the Transportation team into second place.

Our spectators gallery is increasing weekly and among the interested boosters we noticed Mrs. Frank Converse, (Nellie McCabe), Mrs. Robertson, Mrs. Ohlinger, Mrs. Cobb, Mrs. Brahm, Mrs. Lutes, Mrs. Norrbom, Mrs. Birmingham, Coach Glancy of the Passenger Traffic, Mrs. Grenke, Mrs. McIntire, Mrs. Blackburn, Mrs. Turner, Mrs. Pabst, Mrs. Hasenyager, and many other boosters not known by name to this writer.

**REPORT OF VITAL STATISTICS—OCTOBER 1938**

Death Claims				
Name	Occupation	Died	Group Ins.	Mortuary
Edward Allain	Special Agent	10-8-38	\$2,000.00	Yes
William G. Bodkin	Retired Dispatcher	10-10-38	1,750.00	Yes
Antonio Porrás	Track Laborer	10-14-38	800.00	No
Daniel Jenkins	Car Repairer	10-18-38	1,200.00	Yes
Floyd H. Cook	Brakeman (H.B.L.)	10-22-38	No	No
John K. Smith	Retired Painter	10-27-38	500.00	Yes
Wives Death Benefit Fund				
Name	Date	Wife of	Department	
Julia Galbavy	10-19-38	Joseph Galbavy	Equipment	



# NEWS OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY

BY OUR  
CORRESPONDENTS



## TORRANCE SHOP NOTES

By W. M. Brooks

Dirk Mol is on a visit to New Orleans and in Torrance we hear the song: "The Trail of the Lonesome Pine".

Walter Burgess of the Machine Shop, A. A. Kelley and Walter Bloomfield of the Air Electric Shop and George Wheaton of the Plating Shop all spent the week end rabbit hunting in Antelope Valley. The report of their bag starts with 24 rabbits and ends with 45 rabbits.

Kelley did not report for duty the following Monday, which brings up another thought.

We are informed that a certain Store Department Employee also went rabbit hunting in the same locality but failed to find any rabbits.

Ralph Sach is again winding armatures at his old stand. He says he is glad to be back, even if temporarily.

From Claude H. Simmons comes this hard luck story. Claude got a piece of steel in his eye which Dr. Lancaster at Torrance removed. When he got home that night with a sore eye, he learned that Mrs. Simmons had fallen and fractured a bone in her elbow. Later he sent his daughter to the store for some eggs. The young lady slipped, fell, broke the eggs and sprained her ankle. That is hard luck Claude and we sympathize with you. We could, if it is any consolation, quote from the Bible: "They whom the Lord loveth he chasteneth".

Alfred E. James of the Winding Room and wife spent a pleasant week end visiting their son at Santa Barbara and Guadalupe.

Thomas Kendrick, foreman of the Blacksmith Shop, is in the hospital under Dr. Weber's care. He is reported as improving and on his way to good health.

George Bailey of the Machine Shop, is again at work, after a sick leave of several months with a broken arm. Congratulations on your recovery George.

Mr. H. R. Knoff, Master Mechanic of Motor Coaches and H. C. Zarp, foreman of the Glendale Garage were visitors at Torrance Shops during October.

James Boswell, General Foreman of Eastern Division, Mechanical Department, was a visitor at the shops on the 31st.

Mrs. George Evans, wife of our Superintendent of Shops George Evans received word Friday morning of the death of her son at Miami, Florida. He passed on Thursday, October 27th. Death is always a shock to those left behind. There is little one can say to help. The sympathy of all who know Mr. and Mrs. Evans is most sincerely expressed.

Torrance enjoyed two days of Frolic Friday and Saturday, October 28th and 29th. Anyone appearing in down town Torrance in anything other than working clothes were immediately arrested and fined. The money went to good causes however and the entire city turned out for the gala two-day fun.

## PURCHASING DEPARTMENT

By Ray Cragin

Miss Mildred Fowler has returned from a vacation spent at San Francisco and the Redwood Highway.

The natives of Torrance made a run on the Optometrists a couple of weeks ago. They saw Jimmy Livermore in a pair of overalls and could not believe their eyes. Their fears were calmed however when Jimmy informed them he was on his way to the Factory Frolic recently held in Torrance.

How things change. Ruth Bushard was recently seen pulling weeds in the back yard. I never thought she would stoop to that.

It was not that he was bitten but that he got a bite, that started it. All of which adds up to the fact that George Quesenbery went fishing, caught a big halibut and now is a candidate for the Rod and Gun Club.

John Jackson, that retired man about town was in to see us a few days ago, and was fine. We understand that Jack has been taking inventory on September 30th for so many years he had cards on everything on the kitchen shelves and would not take them down until Mrs. Jackson had the man next door come in and say he was the Auditor.

Following news from Torrance.

After 25 years and 5 months service Roy Confer retired on November 1st. Roy said he had no special plans but to just take things easy. How about a little game of horse shoes over at the fire house, Roy?

Mrs. Frank Winterburg and son Franklin are visiting in Milwaukee with relatives and friends. Frank says he hopes she brings home some samples of what the town is famous for.

Fred Dilthey, the Etomologist wants to know what kind of an insect it is that eats its way around the Mulberry bush? Probably a publicity man in the eyes of some Prima Donna, Fred.

Mr. and Mrs. Charles Stock celebrated their silver wedding anniversary on October 15th. They defied superstition by having thirteen at dinner. They received many fine gifts one being twenty-five silver dollars. Our best wishes for seventy five more.

Cliff Ruppel, that young man who is a constant customer at the two handed car lots now has a '36 Plymouth. He is running a regular schedule between Torrance and Banning and she is a brunette and not a blonde.

Harold Kirk, the Candid Camera man and several friends spent two weeks near St. George, Utah hunting deer. They met a herd of thirty-five, all shot, but no deer. Next year Harold is going to take his camera to shoot with, says he is a better shot with it. Frank De Baun was motorman on the electric truck while Harold was away.

Jim Wagley is batching in the absence of his mother who is visiting in Missouri. Jim sneaked out his bow and arrow and with friends went out near Banning and played cupid to several bales of hay.

"Two Gun" Cain is having trouble with one of the "Beeler Boys", better known as Ralph Long. A phone call for Mr. Lock started "Two Gun" out looking for him. After covering all parts of the Store he tried the room of the Receiving Clerk and asked "Red" who happened to be on the phone if he had seen Mr. Lock. Red replied "No I am waiting for him on the phone." Cain is now hunting for a Red Headed Rabbit. Be careful "Two Gun" of that new uniform Red has.

A party attended by forty young folks of Redondo Beach on October 15th brought forth the announcement of the engagement of William Nicolay and Lucille Stock, daughter of Charles Stock. The wedding is to be in the spring.

Will Lock says for his friends to hold themselves in readiness for the Barbecue pit is about complete and he will be sending out invitations any day now. He says he wishes it to be known as Project 77340.

From West Hollywood we learn that Cliff Curle is vacationing in the far North around Vancouver B. C. There is great concern about his safe return as he had only his wife to look after him, leaving his Papa and his Mama at home.

[Alpha R. Barrett, mentioned in last month's notes by both Purchasing and Engineering Dept., writes the Editor as follows:

"Will you please correct a slight error made by your columnist Cragin in the October issue of your Magazine?"

"The vocal number which I dedicated to my publicity man was 'An Ode to a Worm' from the operetta 'Beating Around the Mulberry Bush'.

"And, Mr. Editor, can you tell me, what is a victorplabbe? A kind of phonograph?"

Yes, Miss Barrett, a "victorplabbe" is a kind of phonograph. Occasionally when the needle scratches the record, discordant sounds are emitted. Did you hear them?—Editor.]

## ACCOUNTING DEPARTMENT

Geo. Perry

In giving you a list each month of those on vacation we have more or less considered the list as a matter of course—just the usual thing—but you know, we are beginning to realize a vacation is a mighty handy thing to have around, especially for that tired feeling, as the following will testify:

Betty Gorrell—Sedalia, Illinois, Amarillo, Texas, and St. Louis, Missouri. She of course did not forget to send us back the usual box of candy, which was relished by all concerned—yours truly had a delicious buttery, chewy caramel whose memory has his mouth watering now.

Ellen Sparks—In and around Santa Fe, New Mexico. She gathered some very interesting Indian lore, handmade trinkets, and an appreciation of the old west.

Emelia Grenke—Spent a restful week at home in Long Beach.

Esther Quast—Roughing it on a cattle ranch near Hereford, Arizona. One of the thrills was a lion hunt, the details of which Esther will furnish—with gestures.

We lack details of the following vacations, but know that all enjoyed themselves completely—even as you and I:

Eliaabeth Linsen—Nanaimo, Vancouver Island, B. C.

Elizabeth Reckweg—New York and Havana.

Helen Sawyer—San Francisco and Catalina.

Anna Shofer—New Orleans.

Grace Walkup—Big Bear.

Margaret Hines—Elsinore.

Rufus Handy—San Francisco.

Allan Hanna—at home.

Hallowe'en was a double celebration for a couple of hobgoblins from this office for both had a birthday on that ghostly night of October 31st. Perhaps they were among those masked and costumed door-bell ringers who gave you so much trouble—however, without their false-faces you would have recognized "Cy" Saunders and John Hubbard, both to whom we say "Happy Birthday".

## Shorts

We are happy to again see the familiar faces of Marjorie Stringfellow and Donna Fuller, who are assisting temporarily in the Comptometer Bureau. . . . Tommy Hinkle was seen with a new candid type camera; therefore, we appointed him to our staff so hold that smile when you see Tommy coming. . . . We wonder if there is any significance to the fact that a Scotchman is in charge of stationery for this office; we have reliable advice that he is working on a patent to remove ink stains from blotters. . . . "Judge" Hollinger is still on jury duty, which we note has produced a new suit and hat thus far—we understand Mayor Bowron will investigate. . . . Tommy Gentry in new home at 2652 Garth Avenue, Los Angeles. . . . Georgia

Hart, Conductors' Accounts Bureau, left service October 31st. . . . Ralph Odell has returned to service in the Record Room. . . . Winfield Weeks, Clayton School, Dale Hyde, and Louis Tighe were out on Motor Transit Inventory October 31st.

On October 17th, last, "Jimmy" Gould, member of Glendale Post 40, Canadian Legion, was presented with Honorary Officer Medal for meritorious service, from Ottawa, Canada. He has served five years as Finance Officer of the post. It is the first award of its kind ever made to a member in the California State Command of the Canadian Legion.

To the many friends of Fred B. Eggeman who have inquired concerning his daughter, Mary Lois, we are pleased to report that she escaped serious injury, having only some painful bruises as a result of the accident. Mary Lois was a member of the group on the hayrack party involved in the unfortunate collision in Pasadena just before Halloween.

In scanning the Bowling scores we note to our dismay the team representing the Accounting Department is in full and undisputed possession of cellar position. This, we believe, to be due in most part to the lack of an appreciative audience to cheer them on to victory (if possible), so lets get behind them in a big way and attend some of the tournaments for their encouragement and just for the fun of it.

Have YOU a little squeak at your desk? No! Well you should have, so Helen Bettis could make a call in person with her trusty but efficient little oil can, and by careful manipu-

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lation of same she will drown said squeak. The last job handled by the "Bettis Bureau for Banishing Squeaks" was to completely muffle the disturbing noises from chairs of Harry Thomas and Winfield Weeks. Helen Bettis, President and Chief Engineer of the "Bettis Bureau to Banish Squeaks, Inc.", handled these jobs without outside assistance, although it was necessary for her to descend to her knees and delve into intricate mechanism of modern chair engineering. President Bettis says, quote—"When bigger and better squeaks are squelched Bettis will squelch them"—unquote.

**FREIGHT TRAFFIC COMMENTS**  
By J. E. Blackburn

Although this column has pledged itself to the principle of partiality to no one, or discrimination against anyone, it seems as though it will be impossible to write an account of the month's happenings without mentioning Johnny Stockberger. This lad is about the noisiest — correction, I mean newsiest—prospect in the office. The past month found him undergoing an operation which required the attendance of several attractive nurses as well as a staff of competent surgeons. The operation was very well publicized by word of mouth spoken by none other than our well-known mouthpiece, Leroy Swanson, who is highly competent with his silver-tone voice, but I thought it best to mention this choice bit of news so everybody will be well informed of current events.

Johnny had another not so serious mishap. He apparently leans back so much in his chair, he wore out the back and it just dropped off. John maintains the chair had termites in it. Well, no argument there if he'll make it singular.

Mr. Willey's father passed away during the past month and several of the fellows who were able to do so attended the funeral and reported the sermon eulogizing the elder Mr. Wiley as being very interesting as well as educational. Those who were not able to attend, I am sure, were there in spirit.

Dave Gleason has just completed the addition of an extra room to his home out in Inglewood. This must be due to the fact that Mary, Josephine and Thomas have attained the age when each must have his or her private room.

Spring is the usual time for housecleaning, I always have heard, but since our busy chief executive could not spare time for his vacation during the usual housecleaning period, we had to violate tradition and give his office a thorough going over—new

paint, rug cleaned, furniture polished, etc.—while he took time out for a trip to the Oregon country. It looks like a very good job was done and I imagine Mr. Knoche is very well pleased with his spic-and-span surroundings.

Ralph McMichael made good his promise to take us all on his vacation trip. He brought down his projector a couple of weeks ago and showed the moving pictures he made on his vacation trip to Yellowstone National Park. Ralph has spent quite a lot of time on this film and everyone found it very interesting. It is, in fact, the next best thing to actually taking the trip.

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

**PASSING BY — LEM SOMMERVILLE** counting his chicken feed to see if the day balanced. **SAM CARR** "speaking of the weather". **JOHN SMITH** "Just another day". **BENNY KIMBALL** and **HOWARD STRONG** absorbed in a newspaper and **NOT** the society section either! **JEFFERY** "I'm in a hurry, will you take this?" **BARNUM** "Sure been busy". **CHARLIE COOPER** "Everything under control?" **VAN SANDT** "Gimme 5, 10 and 25! (If you don't know what that means, it's five quarters, ten dimes and 25 pennies. Sounds more like a 15c store order tho.)". **FINCH** "Have a cigar!" (Didn't see any tho.) **CLYDE PEARSON** "Why, hello!" **Dispatcher DEAL** "Hello Punk, say listen—don't put anything in that magazine about me, why don't you write yourself up for a change?" **BOB GRIFFITH** "Who's buying who



**OPERATOR RONALD E. SYPE**  
"Here's Looking at You—The "Heart-throb" of El Monte

—what?" (Well, he didn't anyway.) **DUFOUR** "Yeh, you ain't heard the all of it—was a swell party—(strictly society?) one of those after wedding suprise parties!" **BOQUET SPILLSBURY** "Yep, she's another one of my gal frens! (An orchid to you—as I've lost count.) **BARNETT** "Really, my wife likes to sew—makes dresses and things—but look at this shirt all tattered and torn, **WELL?** couple dozen eggs for sale." **BURK** "Gotta letter for me, am expecting one with money in it? (tch tch). **TORBET** "grumble, grumble" (nice

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day isn't it?) **HARPER** and **DOC BECKETT** having a shouting contest at one another sounding more like the finals of a hog-calling title. **ERNIE SCHULTZ** "Yeh, that's right! No more stag parties for me! Changed my way of living! **GUY RHINARD** (2nd Assistant Agent and/or straw-boss) "Well, I've got my longees on. Winter's coming. Please turn off that fan, will ya? (He's still day-dreaming of the days when he'll have Grand-pappy's mode of transportation and a farm. (A horse to youse!) **Rhinard** raffled off an electric razor won by **BUBIER**. **SAM CARR** raffled off an electric razor won by **RHINARD** sooh! **IRBY** descending stairs in garage minus a shirt (sorta striptease) bare-back style, but soon those sights will be a memory with the weather getting more brr. (Got the moths out of your last year's overcoat yet?) **OWEN WHITAKER** taking a stroll in the metropolis "In my solitude." **AXTON** "I'm weary— weary!" **ED MORGAN** "Can you fix me up with a Buffalo?" **STONE** "Sorry, no news for the Magazine. Those who don't know anything don't get into trouble." **LAWRENCE ALLEN** sporting a candid camera and is it a honey! Let him explain the various thingamajigs on it. We'll soon be having some snaps for the Magazine we hope! Have you been shot yet?

Operator Finch is the proud Father of a baby boy born in the middle of October. His name is "Lee". Hearty congratulations!

Among those that had the opportunity to roam around we notice: Operator Blackmore back from his two week vacation. Ted Cook sporting a new Plymouth which he bought at the factory while on his recent vacation. Doc Beckett (Shop) has left on a one month vacation heading toward Illinois. Plans to drive at least to Denver or straight through if the weather will permit after stopping over in Denver. Operator Barnett, the tattooed artist from the Army, is relieving him in the shop.

In last month's issue we had Operator Pilkerton scheduled for a trip East, but you know the plans of "mice and men"—he didn't go account molar trouble. Operator Casteel had a swell time in Chicago—just ask him! (Well, I only heard—so won't print it!) Operator Radcliffe pulled a fast one on us after saying "No vacation this year!" . . . and ups and pulls freight and is away. Not even his best friends will tell! Geo. Jehl and his wife returned from a four-day trip to San Francisco combining both business and pleasure. A nice trip! Charlie Cooper (Dispatcher) made a three-day trip to Oakland and San Francisco starting out at the early hour of 3:15 A. M. one morning and arriving in

Oakland around noon. Charlie says it's "None of my business" what he did in San Francisco and you can put that in your P. E. Magazine! Well, there it is! Fred D'Arcy worked his first Sunday in years during Coop's absence.

Operator Seyforth and Ivan Glavanovic (the latter from the Pacific Greyhound) have been attending in a swell time. A bit envious? Yes!

No, Swanson (Express Agent) does most all the football games and haven't naturally walk that way! He sort of bowled himself over in a recent bowling contest — threw himself down the bowling alley. He's now back to normal after a few treatments for dislocations. Swanson, incidentally is Captain of the Edelbrau Beer Team. The Motor Transit

team is composed of Seyforth, Gardner, Stice, Dunson and Hicks. They are competing for prizes at the end of the season which will total around \$950.00. Bowling is held each Friday night at the Angelus Bowling Academy. Drop around—everyone's welcome!

We are glad to report that Operator Fabun's illness was not as serious as expected. We are also happy to learn that Operator Wheeler is convalescing at the hospital after a serious operation and trust that he'll soon be back with us. A speedy recovery to you!

Dispatcher Deal has moved into a home at Montebello Park. Imagine HIM digging post holes for a fence? Well, it's the truth! Stone is now settled in his new home in Alhambra

**THANK YOU!**

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and at present is nursing a lawn. Sam Porter, Shop Mechanic has broken ground for his new home at Sparr Heights (near Montrose.) Operator Axton is remodeling his home at Sunland. Won't know the little stone house on the hill when it's finished as it'll be completely different inside and much roomier.

Alpha Sands (Statistical clerk) is back in the Superintendent's general offices we notice. Guess we'll have to put your desk on wheels! Where next, Alpha? Understand she had a pleasant trip to Forest Home recently.

"Babe", waitress in Dad's restaurant habited by the M. T. gang and known by all, has retired. Going to pull up a chair and watch the home fires burn! Happy days, Babe, we'll miss you behind the counter.

Operator Gardner's daughter left last month for a trip to Springfield to visit her grandmother. She originally planned to stay until January but the reports are now that she is lonesome and is thinking of Christmas and says "Christmas just won't be Christmas away from home—so she'll be back before then!"

Understand "Slim" Seifred is planning to go to night school to stay awake in the daytime! A lousy pun, but he does plan to take a course in public speaking—so watch out! Jim Tucker recently joined the American Legion. His wife and boy went fishing last month—one of those last minute plans. Tuck's wife had to work far into the night getting a hat made for said fishing trip while Tuck had to rig up a pole for the boy and all the while they luffed and luffed because they knew he had to work the next morning and they were going fishing!

Tucker says "You guys are missing half of your lifetime by not living out in Alhambra and seeing the daily departure of Slim for work and the ardent embraces on the front porch. Just TOO TOO Endearing—but then, not everyone's life is such an open book.

**NEWS from POMONA! Hurrah!**

Joe Hernandez states that when we want news from the Pomona station we should address the Forest Lawn Mausoleum. His youngest customer is one who lived in Pomona for 42 years. The greatest excitement recorded being the "gone but not forgotten" Pomona Fair days. Hilites then were the daily visits of Operator Wilhelm's Frau, taking in the shows on the Midway. Wilhelm losing his pocket book to a purse snatcher at the Hotel. Operator Boogie Evans cleaning up a small fortune and making hay while the sun shined! Agent Turner, showing up one day with hands all scratched as the havine tangled with a tierer. Cross examination, however, revealed

that he got the worst of it in a bout with rose bushes that trimmed him instead. He is an addicted garden fiend, plants posies, sweet peas, petunias, etc. Joe likes Pomona after all, saying it makes one feel like country folk and raises contempt for city slickers. He plans to have a house warming when he is definitely settled. Maybe it'll be a shower tho—as it's definitely on the air waves that Joe and the wife are expecting an heir in February!

"One night Mr. Netzley, Ass't. Superintendent, was standing near the phone when it jangled, and answered it. Not clearly making out the inquiry, he turned phone over to Joe. Asks a heated voice, "Who was President when Harding died?" Joe answered "This is a Bus Depot". Voice retaliates, "I know, but can you tell me who was President when Harding died? This is to settle an argument!" Mr. Netzley suspected Second Ass't Agent McDonald (Il Duce) as the interrogator at the Fair. "Vass that you, Charlie?"

**SANTA ANA NEWS**

Operator Johnny Hill recently acquired a clarinet (of all things) to while away the leisure hours—rapid progress is being made in his lessons as he now can play an ascending scale of tweet- tweet- tweet-. He doesn't know how to get back down as yet but that will come with time. Incidentally we are glad he lives in Whittier. . . . Bill Tribble recently returned from a visit to Paducah where he saw among other things the Irvin S. Cobb hotel and in returning he had a tremendous home cured ham under his arm—kosher too by gum says he. . . . Hank Faulkner's pride was cut to the quick by the recent comment on the paint job on the old Hudson so now it has a brand new coat of dark green—good job too, even though he and the misses did most of it. . . . Benny Kimball recently was the innocent victim of a rear end collision—now his Ford has a new fender and tire with the well wishes of the insurance company. . . . Friend Chas. Rhinard has just returned from a vacation trip up to the Eel River and Placerville and elsewhere—he brought home redwood burls, pears and tall stories about the fish that others caught. . . . Jack Burgess (we always thought that was a Scotch name) is to become an amateur candid camera man and is remodeling his camera so that a number of small exposures may be made on one negative—fair warning folks, don't be caught in compromising circumstances. . . . Our neighbor Ham Hammond just made an excursion over the week end to Ensenada and returned with his pockets bulging with Mexican cigarettes. . . . Kingfish Carr and Uncle Dick Butler are

still playing ring-around-the rosy as they have swapped runs again. . . . By the way does anyone wish to buy an alarm clock cheap—see Sam. . . . Agent Kennedy has been combating the ravages of the flu and is about back to normal—what was that sarcastic aside. . . . Otto Gardner, the sports enthusiast, complains that his white hope suffered a broken jaw in a local bout—well Otto finds solace in the fact that it was the white hope. . . . Tommy Daiker and frau have been entertaining Tommy's mother, sister and brother from Des Moines—boy are they sold on California—but we suspect that anywhere Tommy might be would look good to his folks as the opinion of his many friends is shared by his family. . . . Al Henson is talking sweet potatoes again. . . . John Bailey tells this one: Lady descending from bus: "Where do I get the bus on my return trip?" John: "Oh, you can flag it at any intersection." Lady, much exasperated: "Yes, I can understand that, but where in Heavens name do I have to go to get a flag?". . . . Which reminds us of the time Operator Fredenberg arrived at the station and was enlisted by an agitated old lady in the search for her false teeth—every cushion was lifted and every seat was looked under and from end to end of the coach the excited hunt was carried—finally in a state of exhaustion the old lady sat down and suddenly cried "Well of all things, I've been wearing my teeth all the time" and relaxed her flushed visage from one auricular appendage to the other showing the porcelains in all their sparkling splendor. Can you beat it? sadly asks Fred.

Let us be happy, and live within our means, even if we have to borrow the money to do it.—Artemus Ward.

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**SUBWAY TERMINAL NOTES**

By W. F. Sevrack

Due to several changes in freight runs, Motorman O. H. Tuck is now working out of the Subway.

Lloyd Knapp looks rather downhearted since "Sister" Esther Knapp left for Topeka, Kans., Oct. 18th, and he is now alone. Mrs. Knapp will be away for about six weeks. Lloyd leaves Nov. 15th to join her for a two weeks visit with relatives, to enjoy Thanksgiving there, and to help celebrate the birthdays of Mrs. Knapp and her sister. The strange thing is that all of these married guys who know so much about cooking, seem to miss the better half right away; but, in Lloyd's case it seems to be the case of working up an appetite for a great big Turkey dinner.

Mrs. W. F. Severanck and yours truly had for dinner guests Mr. and Mrs. Hansen, Mr. and Mrs. D. O. King, Mr. and Mrs. J. Taggart and Miss Mildred Hamilton. An enjoyable time was had by all with not too much, but enough to eat. The only ones missing were Jack and Jack, of the Subway. I warned you boys those steaks would not wait forever.

Several boys have asked me what is it that D. O. King is trying to cultivate under his nose. Moustache, he says. Personally, ye scribe thinks it is a misplaced eyebrow.

Jack Balders, he with the bushy hair, will join the benedicts soon, and takes this means of announcing his engagement to that charming lady Katharine Knap, of Alhambra. We don't know the date yet, as Jack does not wish to have any trainman come with cowbells. Best wishes from all the brothers of the Subway to the happy pair.

Homer Miller just returned from a trip to Missouri and reports hot weather and nothing but 3.2 per cent beer. Poor Homer we are sorry for you. Glad to see you back. We all missed you.

We had a visit from Chas Gaskin, retired. He looks the picture of health and takes this means of saying hello to everybody.

Just received news that Wilson Rogers, of Ocean Park, is confined to his home with a bad attack of La Grippe. We all hope to hear that he recovers and returns to work early as we all miss his smiling countenance.

We miss that wonderful bass voice of "Adam" Kelley at 3:00 A. M. We found out that he is practicing in the Hills of Griffith Park. Careful, Dan, radio cars might pick you up.

Some one asked Ray Hightower, what he meant by 9x3. Ray claims it was 9x6. We wonder if he still

tries to convince us that he did see such a large rabbit in Texas. You mean inches, not feet, don't you Ray? The bright boy from Compton says there is nothing like a fresh cup of coffee at 3:00 A. M. at the restaurant at 6th and Main Streets.

Attention, trainmen at the Subway. Our well known friend, "Tiny" Miner, is back again. They just can't stay away from here. By the way, who or what was that trailing behind you, M. N.?

Several of the boys are wondering why C. L. Morrell uses a telescope while passing Ave. G. on the Redondo Line. We all know why. He spruces up when assigned on the above mentioned line, but that is a new one. Better let us in on the secret sheriff. We will find out anyway.

J. W. Booth came back home to the Subway after spending a couple of months at O.P.C.H. Welcome home old boy.

D. O. King, the Chief's secretary on the 4:00 A. M. Box Motor Job, is taking up a collection to buy himself a guaranteed alarm clock. One morning last week three of them all ringing at the same time were not quite good enough.

Can any of the boys tell the "Chief" whether Brownies", come by registered mail.

Motorman Clay, of the Edendale line, recently spent his vacation in Northern California, in company with his wife and two friends. While there Mrs. Clay was fortunate in catching a salmon weighing 33 pounds. Enroute home, the party were the victims of an accident caused by a tire blow-out, causing the machine to skid and turn over several times, Mrs. Clay receiving severe bruises and Mr. Clay suffered severely from chest and hip injuries, being confined in hospital for several days.

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**ENGINEERING DEPARTMENT**


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By Victor P. Labbe

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Charles Thompson, Jr. left the service to accept a position with the City of Long Beach. Sorry to lose you, Tommy, but may success be with you.

Anyone wishing to be introduced to Snow White see Gus Guercio and he will do the favor.

Burleigh Manley must be slipping this year—very poor showing so far—in bowling, and as for deer hunting—don't mention it.

Noel Owen, Jr. has returned to the Field Department taking the position vacated by Charles Thompson.

Will wonders never cease—Faye "Cutie" Compton pinch hitting for Hal Smith. Understand he would make a good bowler if he would buckle down.

Tiny Gerfen is now working for the County Building Dept., in the Baldwin Park Office.

Westwood district will soon find the Boyle family installed in a new home, to be followed by the Kellys.

Happy Birthday to you—Vic Westberg, Robert Dornor, A. H. Hilbrandt, Jean Fogarty, Geo. H. Brown, Faye Compton, Randall McKown, and Day B. Reeve.

Leonard Biehler is certainly developing a very nice crop of "devil grass", and is he proud.

Who was the old staid and sturdy of the Field Department seen peeking through the portals of a Main Street Honky Tonk, watching the esthetic gyration of Hula Dancer? Why Mr. Perry, am I surprised! !!

Chester "Caliban" Davis is leaving the Field Department to accept a position with the Richfield Oil Company. Lots of luck, Chet, in your new undertaking.

Mr. Moseby, Mr. Linne, Please Note: Al Smith is getting tired of carnations every morning. How about gardenias?

Donald Lewis is bringing science into the Field Department by making extensive study in the realms of electrical phenomena. Specifically the experiments in static electricity are of the foremost interest and Mr. Lewis has found that by stroking cats' fur with a bakelite material, such as is used in an ordinary pocket comb, startling results can be produced. Mr. Lewis also states that he is offering a full course to anyone interested, in which he penetrates deeply into this study and we recommend that everyone get in touch with science by applying for this world of knowledge in Lewis' Ten Easy Lessons.

Sam Moore and wife vacation—parts unknown.

Hugo Meneghelli — leave of ab-

sence—candid camera bound, or?

Nancy Kelly—now looking at the world through rose colored glasses, off and on.

Ed Hasenyager tells me he has the bowling ball cinched for himself. How about it bowlers?

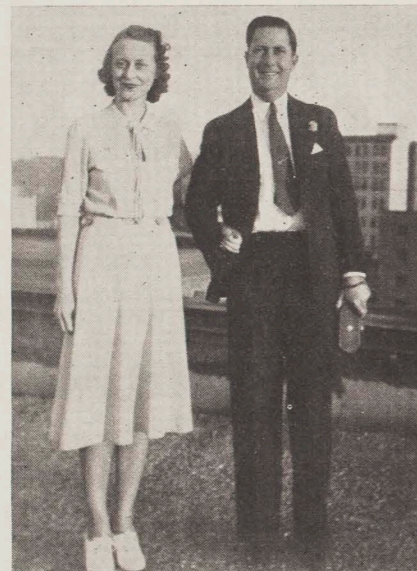
None other than Cupie Dornor sang before a large gathering at the Inglewood High School, not so long ago. We understand he is the Kate Smith of Hawthorne and perhaps he warbles when fishing. This may account for the lack of fish on his line. The fish perhaps are so thrilled by this song bird from Hawthorne, that their senses are dulled to bat hooks, etc., and are lulled to slumberland and carried out to sea, serching for peace and contentment.

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**OCEAN PARK TERMINAL**


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By Sid Torgan



Presenting Sid Torgan, the New Magazine Correspondent at Ocean Park and Mrs. Torgan.

When the P. E. family at Ocean Park do anything, it's done with a bang, that was shown a few days ago, when a surprise party was given in honor of Mr. and Mrs. "Wimpy" Comstock. It was one of the greatest events of the year. Fifty friends of the couple were present who showered them with useful gifts. The writer and your many friends wish you loads of happiness!

Notes from my black book: Have several letters on my desk from pinochle and tennis widows; and the man or men who left that box of Van Dykes on my desk will please come and get it. I mean the empty.

A well known figure at Ocean Park has just returned from a vacation in the north and he tells tales of catching fifty and one hundred pound

salmon. When I questioned him about where the fish were cooked, I was advised that he had sent 500 pounds to a Mr. Green in return for a new pair of overalls.

A happy event at E. R. Banta's home where there is a new arrival who has come to stay. I am happy to report that the father is doing very well after such an ordeal.

Just overheard a conversation of "George Rice", who tells tales of the time he used to pitch ball for \$100.00 a game, and when he hit the horses for \$500. I observe the fact that the boys are feasting on it.

I simply can't finish this column without mentioning the fact that I admire the patience of my fellow trainman's wives who hear the story each day about how hard they work; and then, I find them playing pinochle or tennis.

Boys let's heed Terminal Foreman A. W. Day's constant warning on accidents and speed restrictions on the trolley way. Let's get together. Strict observance to the rules will do make this terminal 100 percent. It would sure please the chief and your reporter if he was able to publish next month a no-accident record.

Notice to tennis players from coast to coast. We have at Ocean Park, fourteen of the best, who wish to show their skill in the tournament next month.

On your toes boys, for a pep talk by your friend reporter.

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**SIXTH AND MAIN TERMINAL**


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By G. V. Brown

A. V. Miller, towerman on the morning shift at Watts tower, slipped away from the boys and went to Ventura, California and was married.

Friday night, Sept. 23rd at 1726 East 124th Street in Willowbrook, the fellows gave them a big housewarming. Those who were unable to be there offer their most hearty congratulations.

Conductor E. P. Thayer was switching on the service track the other day and while attempting to move a car coupler by himself injured himself severely and had to be rushed to the hospital. He is doing fine now and can be visited.

It looks like the South Division was thrown for a ten man loss and the west the gain. These men transferred to the West Division after their layoff from the South: Motormen K. O. Murphy, G. E. Ball, N. B. Lambert, J. C. Sleeper, G. G. Caldwell, W. Ohern; Conductors P. E. Weide, G. O. Wagner, E. P. Thayer and H. W. Jones. Good luck boys and don't foret to drop around sometime so we can see some good conductors.

Have you noticed that swelled up

chest that Dave Barnett is wearing these days? Here's the secret. A ten pound baby boy arrived on Sunday, September 25th and was promptly named David Lee Barnett. Mrs. Barnett is coming along fine. Lots of good luck and plenty of congratulations from all of us.

On Saturday afternoon Conductor Knowles, of Watts, stepped out of the station and started across the street to his train and was knocked down by an automobile fracturing his leg. He is now resting comfortable with leg in a cast and it looks like he is in for a nice long rest. We all hope he has a very speedy recovery.

C. Ferguson bumped back on morning job as cashier at 6th and Main. We understand the boys welcomed him back and so did the big bad wolf they had in the cage waiting for him.

Talk about bad luck. Conductor Coons started for home with a nice new uniform in one hand and his ticket can in the other and waited at 7th and Main for a train. When train came along, Coons was dreaming about how nice he was going to look the next day, picked up his ticket can and got on train. When he arrived at destination his dream broke when he realized he had left his uniform at 7th and Main. If anyone knows of or hears about a uniform, tell Coons.

For heaven's sake, don't ask Jack Henry of Watts, what day it is, because every day seems to be Saturday to him.

Clyde Young says he doesn't like to get up early in the morning so he didn't.

Ex-Motorman Charlie Button was seen in the bull pen reviewing the old days with the boys. We are glad you dropped in to see us Charlie.

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**LONG BEACH TERMINAL**


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By C. L. Cottingham

Mr. C. L. Cottingham, who has been your columnist the past two years, asked me to take over his duties of reporting the Long Beach news events. I don't profess to be a journalist, Charlie, but anyway I will do the best I can.

Several of our trainmen have been transferred from the Long Beach terminal. Motormen N. B. Lambert, K. D. Murphy, and G. E. Ball were transferred to the West District, working out of West Hollywood. Conductors C. K. Johnson and G. W. Woodruff are now working out of sixth and Main terminal.

We miss these trainmen, as they were all fine boys to work with. We especially miss K. D. Murphy and his Venus De Milo figure. Guy Small is glad that C. K. Johnson has left Long Beach, as perhaps now Guy

can win a pool game. Best of luck, fellows.

Mrs. L. A. Steward of San Miguel, California, is spending a few weeks visiting Conductor Donald Smith and family. Mrs. Steward is the mother of Mrs. Donald Smith.

Motorman J. W. Leathy is back to work again, after being off work for a period of five months with a smashed finger sustained while working with a hay-baling machine. We know the smell of hay makes you want to be a farmer, Jimmie, but we think that you make a better motorman. Glad to see you back.

J. O. Gayer has returned to freight service, working out of Butte Street yards. Jo-Jo says that it is much easier for him to "chaw" on his "to-baccy" in freight than in passenger service.

George Towner, our night terminal foreman, returned to work the first of the month from a two months vacation. George says the best part of his vacation was not having to work during the American Legion Convention.

Conductor Harry Wills traded seniority with K. C. Kemp from the North District. Harry is working out of Glendora on the Glendora line.

Conductor Eddie Giffin spent a few days in San Francisco last week taking in the sights. Were the "sights" blonde or brunette, Eddie?

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**VAN NUYS CHATTER**


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By R. G. Bursdal

Since we see very little in the Pacific Electric Magazine about the growing city of the west I think we should at least rate a small space of the activities of this "Great Big City".

Motorman C. A. Parr has been on the sick list for some time. Hope to see him back at work soon.

Motorman C. A. (Boris) Kahloff is out hunting a rabbit for the writer. Maybe you should change salt, Kahloff.

We were much pleased to read the fine letter of commendation of the service of Mr. W. E. Cooper rendered. This kind of courtesy is the cause of every day's work being made a pleasure. If the passengers are happy the trainmen will always be.

Motorman Bill Smith and wife are on their taking-life-easy trip. Hope you had a wonderful time.

O. Clutterham is building a new dog house. Who is it for Orville? We know you haven't any dog.

Conductor Lubbe has a very nice Ford sport roadster for Shuttle Service. His line seems to run the same as the Canoga Park bus. Only one trip of early mornings.

A little hint for the boy's that only

get out one night a week (for lodge). Get your wife to join a lodge. It's good for an extra night.

I notice an item of Jack Baldus having a tummy ache. Maybe he was trying to digest the price of the new engagement ring he had just purchased. When and who, Jack?

Yours truly has one for the books. He took in a lead quarter while working. Noticing the lady that had given it to him he went up to her. "Sorry, lady, but this quarter is lead, I just bit a hole in it." "Hmp!" was the reply. "How do I know, you haven't enough teeth to bite a marsh-mallow."

W. D. Stuart can tell the boys how to get an early morning shave. Just a short detour deadheading from W. Hollywood.

Extra! O Clutterham has moved in from the country. Watch out for these city slickers, Orville, the City Hall sells cheap and often.

Glad to see Motorman Swerdfeger back on a regular run in the Valley.

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**RESTAURANT AND NEWS SERVICE**


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Married at Church of the Nativity, El Monte, Andy Louis Decot and Miss Agnes Markel. Temporary residence will be the Stowell Hotel. The department employes presented the happy couple with a set of china and an electrical Mixmaster. We all join in wishing them happiness.

We welcome back to work this month Miss Margaret Gibbs, who returns after a four months leave due to a broken ankle. Miss Gibbs is located at Stand No. 104 in lobby of 610 South Main Street.

Due to illness of his mother in Oakland, Joe Kagan is taking an extended leave. Joe was replaced by Justin McCarthy at Stand No. 101 near the Long Beach gates in 6th & Main Terminal. Dave Drobman stepped up into McCarthy's former job as Agent at Stand No. 103 at the Alhambra-San Gabriel gates.

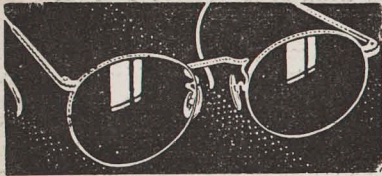
The Subway Restaurant, not to be outdone in matter of bridegrooms, kept in step with things when Garth Adams, for better or worse, took as his bride Miss Constance Scott on Sunday, October 23rd. Again we join in felicitations.

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**FREIGHT TRAINMEN ATTENTION!**


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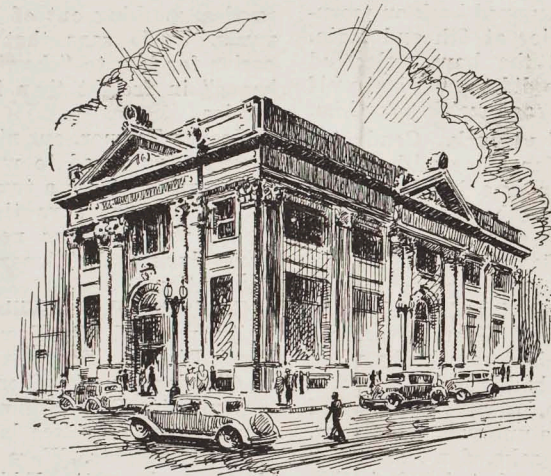
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