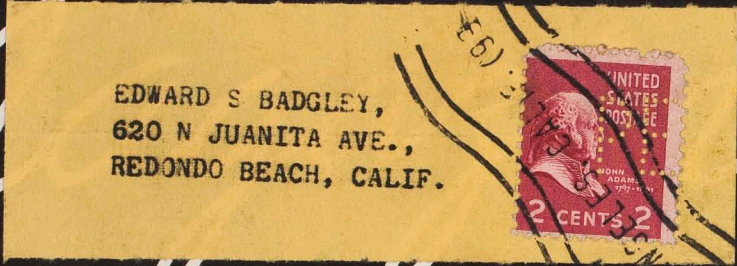


# PACIFIC ELECTRIC

*Magazine*



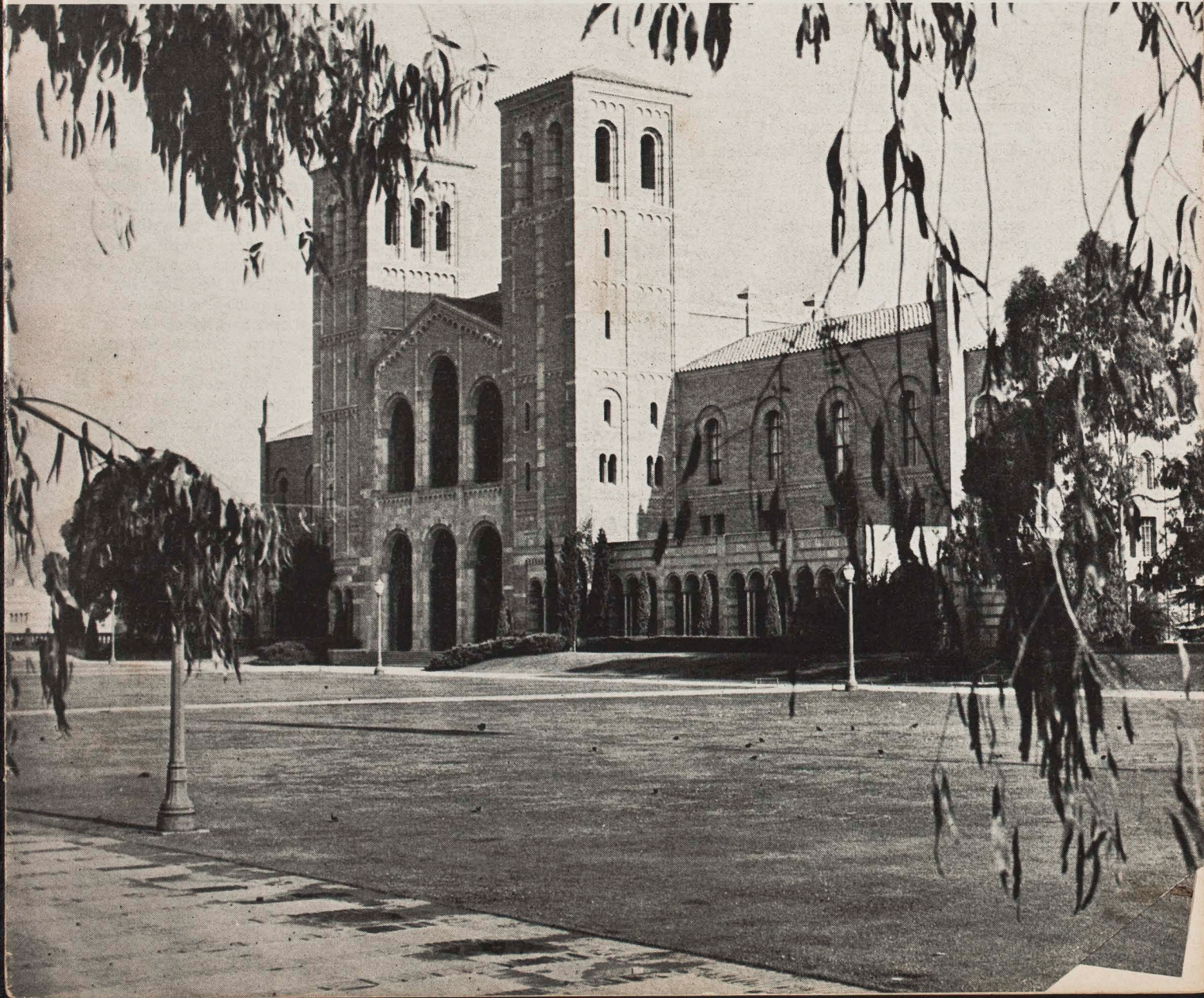
Vol. 19—No. 4



October 10, 1938

UNIVERSITY OF CALIFORNIA

AT LOS ANGELES







Volume 19, No. 4 Oct. 10, 1938

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

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

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

E. C. THOMAS.....EDITOR

FROM house organs and other periodicals coming to the desk of the Editor, it is very evident that industry in general as well as the Railways are becoming more and more interested in the promotion of sales of products and services in an endeavor to get back to a basis of prosperity and employment as seen in 1929. In this laudable effort, we, of the Pacific Electric and Southern Pacific organizations, are endeavoring to play our part through the "business tip" campaign that is now going on.

All along the line our employes are active and the Management of both railways are gratified by the results so far obtained, but our efforts should be not only continued but re-doubled if we are to attain the goal that has been set up.

That all of us may know the thoughts that are uppermost in the mind of industry, the following, from The Valve World, published by the Crane Company, one of our largest industries:

"The selling of goods or services is so fundamental to any business that it hardly seems necessary to mention it. At this particular time, however, when industry is geared to go ahead full speed, there is added significance to the impetus already given to this slogan, coined by the Nash-Kelvinator Company. More sales mean more production, which, of course, means more jobs. It has been estimated that for the durable goods industries to restore the 1929 level of production and consumption, it will have to produce at the rate of 33 billion dollars annually until 1941. Such production, according to the Brookings Institution, would result in increasing employment from 8 to 9

SALES MEAN JOBS

million workers for a period of five years. As increased business for one company is reflected in increased business for other companies, it can be seen that such a program would go a long way toward solving our unemployment problem. Many millions of our citizens still have purchasing ability. All that is needed is to transform it into sales. The National Salesmen's Crusade is an outgrowth of this idea, and already has enlisted enthusiastic support by wide-awake organizations and the public generally throughout the country. It deserves all the support it can get because while it is true that "sales mean jobs," it is also true that jobs mean more sales—and prosperity."

If we will all just keep on "tipping off" the Traffic Departments of this Company and the Southern Pacific with more business "tips" and persist in it with gradually increased volume and vigor, it will not be long until we will have begun to "tip" the scales well over to a general business revival. It only takes a moment of time to phone our Traffic Departments of people we know who contemplate travel, advise of their address and phone number, if possible; and, the Travelling Passenger Agents do the rest. More business means more security of employment for all of us, and a sufficient volume of new business will mean more new jobs. Employment always runs in an almost fixed definite ratio to revenues—therefore, more revenue, more jobs.

SEPTEMBER SPECIAL TRAFFIC

The Passenger Traffic Department is very much gratified over its acquisition of Special Passenger Traffic during the month of September, particularly during the Legion Convention.

During the month 13 events were served by Pacific Electric Rail lines; 12 events by Motor Transit Lines, and 3 by Pacific Electric Motor Coaches. The special revenue derived from these sources being approximately \$10,000.

FORMER OFFICIAL RECOVERING

Many of the older generation of employes will regret to know that for some time past, J. C. McPherson, former Superintendent of this company, has been seriously ill. They will be glad to know, however, that from latest reports he has sufficiently recovered to leave the hospital in San Francisco and return to his home at 50 Wildwood Ave., Piedmont, California. His many friends here sincerely hope for his complete recovery in the very near future.

TO CONTROL CORRESPONDENCE

There is an age old expression to the effect that "writing letters has caused more trouble to more people than any other activity of man" and doubtless, to keep us out of trouble, as well as to effect some further economies, President Smith recently referred to the heads of Departments the problem of "developing ways and means of eliminating or reducing correspondence".

Acting upon the request of the President, the following committee have for some time been making a study of the subject matter, have held two meetings, and thus far have made recommendations that will result in considerable economy of time and money:

- L. H. Biehler .....Engineering
Geo. H. Blyth .....Passenger Traffic
Norma V. Comer .....Law
B. G. Culverwell .....Claims
E. R. Hayward .....Engineering
Miss B. L. Jackson .....Treasury
H. G. McDonald .....Executive
Mrs. E. I. Merriam .....Land & Tax
Earl Moyer .....Accounting
H. E. Norton .....Transportation
H. D. Priest .....Building
J. J. Shafer .....Chf. Spc. Agt.
W. G. White .....Mechanical
F. F. Willey .....Freight Traffic

FOLLOWS OPEN ROAD LURE

O. P. Davis, former Superintendent of the Western District, accompanied by Mrs. Davis, left recently for a visit with friends at Wichita, Kansas. Only a few months ago Mr. Davis came home after a "trailer tour" extending from Los Angeles to the Canadian border, across the continent to Eastern Canada, down the East Coast to Florida, and thence home along the southern border. Discussing his future plans recently, Mr. Davis disclosed the fact that he was a confirmed "Trailer Addict" and proposed to cruise at will for his remaining active days, spending his winters at Palm Springs, Phoenix or Twenty-nine Palms. Judging from Oscar's present youthful appearance he also plans to wear out a lot of trailers.

WON POMONA FLOWER HONORS

From newspaper reports we are advised that awards and prizes were won at the famous Los Angeles County Fair at Pomona by Kenneth S. Coats, of our Engineering Department (Electrical Division) for ten varieties and basket displays; and, was awarded first honors for American and English cactus, miniatures and pompons of fifty blooms. It seems that Mr. Coats has a penchant for running off with more than an individual share of the prizes wherever he exhibits.

The University of California at Los Angeles

A GREAT INSTITUTION ON LINES OF PACIFIC ELECTRIC AND L. A. MOTOR COACH. YOUNG IN YEARS BUT PHENOMENAL IN GROWTH AND WORTH

Since the last issue of the Magazine, the University of California at Los Angeles opened its 1938-39 college year with a registration that indicates a continuance of its year-by-year gain since its opening session only a few years ago. Being a major attraction on our lines, and an institution in which we are all interested, request was made for an article relating to it, with the result that we are happy to present the following by Mr. Ben Person, Director of the News Department of the University:

Ninety-seven years ago the Mexican Governor, Micheltorena, approved a grant of some 4400 acres of rolling, windswept acres comprising the Rancho San Jose de Buenos Ayres to one Don Maximo Alanis, a gentleman farmer who didn't know how to farm.

Nine years later, after losing half the property, the good Don discovered his lack of fitness for farming and willingly sold his remaining interest for thirty-five cents an acre to Don Benito Wilson. Few have heard of Wilson, but upon properties he once held are located the California Institute of Technology, the Huntington Art Library and the University of California at Los Angeles. It was he who blazed the trail that carried the first telescope up Mount Wilson, a perpetual memorial to his name.

The Rancho San Jose slumbered in the sun and rain for four-score years, supporting stands of wild barley, small game, a few settlers and affording hiding places for such unscrupulous characters as Tiburcio Vasquez, Joaquin Murieta, Greek George and an assortment of lesser cutthroats. Then a momentous thing happened to it.

About twenty-five years after Don Maximo Alanis decided he had had enough, the ambitious Pueblo de Nuestra Senora la Reina de Los Angeles resolved for its civic betterment to obtain a state normal school for itself. It hurdled difficulties of many sorts before it could open the doors of the new institution on the present site of the main Los Angeles City Library in 1882.

Within another twenty-five years the presidency of the Normal School had passed to Dr. Jesse F. Mills-paugh, succeeded in 1917 by Dr. Ernest Carroll Moore, both of whom saw in the institution the foundation of a branch of the state university system which this section of the country needed badly and would need even more acutely in succeeding years.

The fight to convince the legislature and the Board of Regents of the soundness of their idea was a

difficult one, requiring clear thinking and a dogged determination. Finally in September, 1919, Dr. Moore became Director of the brand new University of California, Southern Branch.

In 1914 the Normal School had outgrown its old home and moved to new buildings located on Vermont, between Melrose and Santa Monica boulevards. In 1919 the registration was 978. In 1923 it had climbed to 4723. By 1925 it had reached the saturation point—upwards of 6000.

In that year U.C.L.A. graduated its first four-year class in letters and science, Bill Spaulding came west from Minnesota to take over a ragamuffin football team, the Regents decided to look for a site ample enough to preclude any future necessity for moving even though the university live for thousands of years.

In 1927 the name was officially changed from University of California, Southern Branch, to University of California at Los Angeles and construction of four buildings had started on a 384-acre slice of the old Rancho San Jose de Buenos Ayres.

The first classes started in September of 1929. In place of the grass one sees nowadays there was a copious stand of barley. Instead of concrete roads and walks there were footpaths worn from building to

building—seas of dust in dry weather and morasses of mud in the rain. Rabbits and wild birds scampered into new homes in the ravines. Transportation was difficult, but somehow or other 5,000 students took it in good spirit, forgot present troubles in an abundant hope for the future.

Today the enrollment has reached upwards of 7,400. Graduate courses in several subjects lead to the Master of Arts and Doctor of Philosophy degrees. Further expansion, limited solely by classroom space and adequate appropriations, have been planned for the future.

That they will measure up to a high standard of efficiency is certain, for the University of California in all its seven parts maintains a standard of education that places it second in the country.

Academically it has a long record of accomplishment behind it. Athletically it is struggling to reach the top. Bill Spaulding hasn't had an easy job. His successor won't have one. But it's certain that the Bruins are definitely on the upgrade, helped by the fact that they have always had a fight on their hands to get ahead.

COMPLETES FLOOD CONTROL

The Southern Pacific last month completed a \$2,000,000 flood protection program designed to protect the line against damage such as was suffered in the flood last March.

In Soledad Canyon, 50 miles north of Los Angeles, 26 miles of track bed was rebuilt and the Santa Clara river channel was changed to reduce the number of bridges from 11 to one.

"Oh, dear," sighed the Los Angeles bride, "I miss you so much." Whereupon she cocked the other barrel of the shotgun and tried again.



Motor Coach Terminal at the University



## American Legion Departs

### Conventions Sets an All-Time High In Attendance

Having lived in anticipation for a year, Los Angeles now knows of a certainty what an American Legion Convention is like, and, like the experience.

Never in the history of the city have visitors to the number of the Legionnaires who invaded us; and, rare indeed has there been an aggregation that had more fun or a greater variety of it. They simply took the town by storm, and the town liked being taken. They pulled every trick formerly known to conventions and then proceeded to add a few new ones to the collection.

Numerous estimates of the attendance have been made, none of which agree, but it may safely be said that the number passed far over the 100,000 mark.

The only complaint so far heard as to the entertainment provided was that there was too much of it. They were not able to take in all the events offered because of the overlapping of attractions and for the further reason that Nature ultimately made her demands and at least some sleep was essential to further existence.

Chicago is to be the scene of the next great assemblage and the "Windy City will know she has blown some by the time her convention is over. Los Angeles has not caught her breath yet after the Convention just closed.

The "boys" of Pacific Electric Post did themselves proud in their contributions to the program, and for their work in planning and carrying out the arrangements placed in their charge.

#### ATTENTION ALL VETERANS

Anybody, whether a member of Post 321, or not, who has any interesting information, about the Legion or Legionnaires please notify, James E. Davis, 4522 Mosher Ave., Los Angeles, or Trainmen's Room, Subway Terminal or Telephone Capitol 9238. Please copy this address, as this request will not be repeated. This writer will try to send in copy enough to fill one page of the magazine each month with information about the Legion, World War anecdotes, and Biographies of members of P. E. Ry. Post.

Mistress (to new maid): "When you wait on the guests at dinner, please don't spill anything."

Nora: "No ma'am, I won't say a word."



#### LEGION BIOGRAPHIES

Clyde C. Tucker once was a "cow-boy" on a big horse ranch, in Montana, where they raised, and trained horses for army service. In 1917 he was foreman of the big Eaton Ranch at Eaton, Colorado. He had ridden bronchos so much he got tired, so he enlisted in the Infantry at Eaton, October 14, 1917.

At Camp Funston, Kansas, he was made perpetual K.P. Clyde says second cook is the best job in the army, but they would not let him keep it. They made him first cook, and wanted him to be Mess Sergeant, but a Mess Sergeant has to be on duty every day while a cook in his outfit, only had to work every other day and rated a permanent pass.

At Camp Kearney, the 157th Infantry became part of the 40th, Division and was sent to France via Boston and Liverpool. Clyde landed at Le Havre in July 1918. Here are some of the places he cooked at in France: Knotty Ash Camp, Nerondes Revigny, Bar-le-Duc, Chateau Gasailhan, Tortiron, Chemenion, St. Dizier, St. Miheil, Toul and Pont de Metz.

After the Armistice he got a furlough and saw what was left of Verdun, Chateau Thierry, etc. Clyde sailed from Bordeaux, March 28th, 1919, on board the Julia Luckenbach to New York.

He got his discharge, April 29th, 1919, at Cheyenne, hopped upon his pony and headed for the wide open spaces, but "How are you going to keep them down on the farm," (or ranch) "after they've seen Patee." In 1922 he became a motorman in Denver, and then, just ten years after he started to learn to walk—in the Infantry—he rode the cushions to L. A. and added his name to the motorman's extra list on the P. E.

Now he has a Hollywood run, he is a charter member of the P. E. Ry. Post of the American Legion, and he is an Executive Committeeman.

## Pacific Electric Post 321

### Proceedings Show Much of Interest to Members

The September issue of the P. E. Magazine contained a Roster of sixty members of P. E. Ry. Post. At our meeting September 13th, twelve more members were voted into the post. Towerman Lyman F. Prince, 1st U. S. Cavalry; Motorman Galvin E. Ball, Air Service; Motorman Charles E. Rose, 129th Regular Infantry; Conductor Paul L. Watts, 364th Infantry; Lineman Elmer P. Malmberg, U. S. Navy; Mechanic George Weatherbee, U. S. Navy; Clarck William Getz, Headquarters Battalion A.E.F.; Motorman Herbert Falls, Musician, U. S. Navy; Signalman Orville F. Fackler, Co. D, 63rd Infantry; Motorman Charles T. Bliss, U. S. Navy; Motorman William I. Tarleton, Infantry; and Conductor Orville R. Newhouse, M.P.C. Repair Unit, 163rd Depot Brigade.

At our September 27th meeting, four more members joined our post: Car Repairer, Virgil G. Clemons, 37th Balloon Co.; Substation operator, Bernard L. Howell, Signal Corps; Car repairer, Walter Kwiatkowski, engineer in the Polish Army and Conductor, Ramon C. Milnes, 2nd Co. 3rd Battalion, 164th Depot Brigade.

Commander C. A. Newman, was instructed, by a motion passed as same meetings, to contact commanders of other Legion posts, to arrange for a joint Initiation of new members, at a special meeting, to be held in the ball room of the P. E. Club. There has been no initiation of members of this post, since the joint installation of officers, of this post, and Florence Post, July 13th. There has been a big increase in our membership, since that time.

Commander Newman told us, that Leonard Wood Post, has a very fine Women's Drill Team, that has offered to put on an exhibition at such a ceremony. We feel sure they will be invited to perform at this meeting. Our new 23rd District Commander, O. K. Jones, and other Legion officials, will be invited.

If we are successful, in getting several posts, to participate in this meeting, with their colors and color-bearers, it should be a very colorful ceremony. The Ritual Drill Team of Downtown Post, has been chosen to conduct the Initiation. Eight P. M. Wednesday night, November second, is the date set for this ceremony, because they are a very busy drill team, and November 2nd was an open night for them.

The public is invited. Everybody come and see and hear for yourself, what the American Legion stands for. Refreshments will be served, after the ceremony.

**IMPORTANT!** Please consult P. E. Club Bulletins for confirmation of this special meeting date, and additional information.

The P. E. Ry donated the use of the private car "1000" to the P. E. Ry. Post, for the duration of the Convention, to provide free tours of points of interest, on the Western District, for visiting Legionnaires. We wish to thank President O. A. Smith and the management of the P. E. Ry. for this courtesy.

Our Convention Arrangements Committee, provided suitable decorations for the "1000" and Chairman A. M. Cross, directed these personally conducted tours. Many visiting bands, drill teams, etc., enjoyed these trips.

New arrangements have been made for handling the door fund. Instead of holding it over, drawing continues, until a member present receives it. Sergeant-at-arms Kennedy was the first Comrade to benefit by the change.

1st Vice Commander B. N. Broberg, is in St. Vincent's Hospital, with broken vertebra, in his back, caused by a fall from a box car, on which he was working, as a brakeman.

Perhaps, many readers have wondered, who were the American Legion Colorbearers, shown in the picture on the cover, of the September issue of this Magazine. On the right side of the page was Chaplain F. W. Nichols, with Post Colors. On the left with the U. S. Flag, was our regular Colorbearer, Sergeant-at-arms D. Kennedy, who carries the Flag of Our Country, in Post ceremonies, including post meetings, conventions, parades, etc.

#### HONORS FORMER FELLOW WORKERS

T. J. Kennedy, Central Station Operator, was host at a Luncheon at the Pacific Electric Club of Sept. 9th to the following retired employees of the Engineering Department (Electrical Division)—A. H. Ballard, E. J. Leake, F. I. Page, and R. Gilchrist.

A most enjoyable time was had reviewing the association of years in service and reminiscing over incidents of past years.

They used to gas on the steps—now they step on the gas.

Some men have a den—some men growl all over the house.

Diplomacy is the art of letting someone else have your way.



## Many Changes Made For Better Service

### Pacific Electric Restaurant and News Service Remodeled and Improved

Since taking over the operation of the Restaurant and News Service of the stations at Sixth and Main Streets and at the Subway Terminal by our company some time ago, constant changes and betterments have been made in every way.

Just a short time ago, additions to the facilities at Sixth and Main were made by Manager T. B. Lochhead in the way of booths and more table capacity, and the kitchen of the establishment enlarged and completely refurnished, as well as the arrangements made for much larger food supplies and purveying of the same.

#### ECHO PARK SERVICE CHANGE

On account of storm drain construction, motor coach service was instituted on Echo Park Avenue, Sept. 18th and will continue while construction work is under way. Passengers are transferred at Sunset Boulevard between railway and motor coach.

The henpecked-appearing gentleman was gazing rapturously at a huge oil painting of a shapely girl dressed in only a few strategically arranged leaves. The title of the picture was "Spring."

Suddenly the voice of his wife snapped: "Well, what are you waiting for, Autumn?"

Prejudice—Being down on anything you are not up on.

An idea of the size of the business of this institution which is so essential to traveller comfort may be gained from these facts:

Seventy employes are regularly engaged in the preparation and serving of food and food products and miscellaneous duties with a monthly payroll of approximately \$5000. The purchases of supplies for the two branches (Main Street and Subway) amounts to approximately \$15,000 each month; and, the number of patrons per day approximates 2000; or, 60,000 per month.

Since the taking over of this service the business gain has been gratifying, and the only deduction that can be made is that the customers must be pleased with the food and service and have been telling their friends about it.

#### OUR CONDOLENCE OFFERED

The sympathy and most sincere condolences of all our employes are offered Mr. and Mrs. D. E. Randall, of Palos Verdes, because of the loss of their young son recently, victim of a fall from one of the cliffs near their home from which the little fellow had strayed.

Mr. Randall has for a long time been the Engineer at our Redondo Beach Bath House, and is well and very favorably known to many of us.

Farmer: I miss the old cuspidor since it's gone.

Wife: You missed it before then; that's why it's gone.

This modern music takes the rest out of restaurant and puts the din in dinner.



## Retirement with Honor Comes to Seveal Employees

SINCE LAST REPORTED BY THE MAGAZINE 9 MORE EMPLOYEES JOIN VETERAN HONOR ROLL

Nine more of our fellow employes are officially recorded on the retired list since the last issue of the Magazine, and to them, on behalf of their fellow workers goes the wish that every day of their remaining years may be sunny ones; and, to them the assurance is given that the association of many years with them is treasured. We hope that they will frequently visit their former fellows in the work and keep the friendliness that is theirs ever warm.

Name	Department	Occupation	Years of Service	Retired
Frederick Fox	Equipment	Electrician	16	8-31-38
Robert M. Arnold	Transportation	Motorman (West)	21	8-20-38
Gustave Price	Transportation	Motorman (West)	14	8-30-38
Charles F. Holt	Transportation	Checking Clerk	26	8-31-38
William A. Peters	Transportation	Motorman (West)	17	8-31-38
Don Towler	Equipment	Carpenter	19	9- 1-38
Louis E. StJohn	Executive	Assistant to President	20	9- 1-38
Elijah V. Parker	Engineering	B. & B. Painter	15	9-15-38
Sam A. Walters	Equipment	Car Rejairer	16	7-22-38

## Japanese-American Outing

Motor Coach Service Provided For 400 Delegates to Norconian Resort

The Japanese-American Citizens' League, a nation-wide organization numbering several thousand members held its annual convention in Los Angeles on September 1-5, there being something over 400 delegates in attendance. The organization comprises the second generation of Japanese in this country; all American born and citizens of the United States.

On Sunday, September 4th an outing and picnic for delegates was held at Lake Norconian Resort in Riverside County, and Motor Coaches provided by Pacific Electric, Motor Transit and Los Angeles Motor Coach Co. were placed in special service to accommodate the visitors with transportation between Los Angeles and the resort.

Luncheon and various forms of sport, and dancing made up the recreation program.

In order to assure the operation of a satisfactory service on this occasion much advance preparation was made. The most direct and feasible route was worked out in advance and the service was rendered without the development of any trouble whatsoever, resulting in expression of much satisfaction among passengers and particularly by members of the Commit-

tee, who had arranged for the service. We were assisted in securing this business through the recommendation of some of our local Japanese friends who had previously used our service on other occasions and found same to be highly dependable. Their influence was quite helpful in our obtaining the movement.

It is felt that the demonstration of good service to these people will result in future business from the Japanese population.

### STATION FORCE CHANGES

T. F. Shafer, formerly Relief Agent, bid in Gardena Agency made vacant when N. F. Graham awarded the Sierra Madre agency on bid.

W. A. Cunningham and F. H. Bradley have also forsaken Relief Agency work to bid in Clerk-Warehouseman Claremont and Cashier West Hollywood respectively.

H. E. Rathbun, formerly Freight Station messenger, has been awarded the newly created position of Bill Clerk and it is felt that this in another case of the messenger boy who through effort qualified himself for advancement. Homer has recently taken unto himself a bride and the larger pay check will naturally be quite welcome.

C. F. Holt, check clerk, was retired August 31st, bringing to a close 26 years of P. E. service. We considered Charlie a wheel horse in the freight checking service and found him willing and cheerful under all circumstances and his record is one of which he may well be proud.

### NEW SERVICE OFFERED

Arrangements have been made to augment the service rendered retiring employees by the Pension Department.

To minimize delay, employees should notify their immediate superior two or three months in advance of the date of retirement and arrange to file Form AA-1 application for annuity prior to or at the time of retirement. A supply of these forms are now available in this office.

Also available are:

Form C-13-R—Relinquishment of Rights to Return to Service.

Form AA-7—Application for Death Benefit.

Form C-30—Employees Release for Report of Physical Condition.

Form B-58—Report of Physical Condition.

Upon direct request of the employee, this office will explain contents of the forms, assist in their preparation and execution, suggest sources from which documentary proofs of age, marriage, etc. may be obtained, aid in assembling these documents and transmit them with the application to the Railroad Retirement Board, Washington, D.C.

When the contents of application is thus made available, a check of Company service will be initiated immediately and the result transmitted to the Railroad Retirement Board either with the application or as soon as possible thereafter and in case the application is for disability annuity, Medical Department will be called upon for report of physical examination as soon as release on Form C-30 has been executed by the employee.

M. S. WADE, Secretary  
Pacific Electric Railway  
Board of Pensions.

October 1, 1938

### JUST BEING HELPFUL

The husband drew his chair up beside his wife's sewing machine and began a series of questions. "Don't you think it's running too fast? . . . Look out or you'll sew the wrong seam . . . Slow down, or you'll have the needle in your finger."

"Why, what on earth's the matter with you?" demanded his wife presently. "I've been running this machine for ten years."

"Oh," retorted the husband, "I was only trying to help you to sew as you so often try to help me to drive the car."

"Is that new office boy any good, Jones?"

"I've not formed a very favorable opinion of him, sir. He spent a good deal of the morning trying to get 'Established 1869' on the telephone."



## Womans' Club Season Begins

NOVEL DECORATIONS DEPICT THE THEME OF "THE FRIENDLY ROAD"

September 9th the Womens Club started a tour down "The Friendly Road," with the annual President's Luncheon and, what a happy affair it was.

The tables were lovely with their winding lanes, streets, and roads, all marked for our trip.

There were songs and laughter. Mrs. Leaten accompanied by her daughter, Miss Thelma Leaten, Jr., and Mrs. Bicum, favored us with lovely solos, (by the way, these two ladies are sisters of Mrs. Ethyl Miller, one of our Past Presidents).

Mr. O. A. Smith, President of our Company, was with us and gave us a good pep talk on Optimism and told us of the Junior Optimist Clubs for under privileged boys, that was organized during his term as President of Optimist International. May we wish you continued success, Mr. Smith, in your grand work among the younger boys, who have so little chance.

Mr. Geibel, with a smile we all love to see, was there to start the work of the year, for the eleventh time and of course give us good advice as a "Daddy" should; telling us to take the curves slow and enjoy the surprises that awaited us around each bend on "the friendly road."

Mr. E. C. Thomas and Mr. Vickrey were also seated at the table of honor. Our first party would not be a complete success without these two loyal supporters of ours.

We missed one of our "big brothers" (Mr. Thornburn), so much who is busy vacationing and being a grandfather. He was unable to be with us, but sent a very capable and much enjoyed substitute in Mr. Ray Cragin.

Mr. Cragin tells us it is up to we women to help make success by making happy homes; (so girls, let's don our prettiest frock and best smile and go forward to that goal of success.

The message of the "Friendly Road" was given by Mrs. Lon Bishop in her lovely manner. She also greeted our "Big brothers" and let them know how proud we all are to have them with us.

Mrs. Bishop also told of the many lovely trips and nice things planned for us by our program chairman, Mrs. Langston, throughout the year, that spells happiness for us all.

Our dear little Mother Spencer was back with us again from the detour of illness (as she called it). Stay well little mother, we all miss you when you are not with us. Your message was an inspiration to us all: "The Twelve Rules for the Traveler's Aid"—1. Smile; 2. Be a Friend; 3. Be strong and True; 4. Be generous and brave; 5. See nothing but good; 6. Give without thought of return; 7. Have tolerance and strength; 8. Make the best of time and opportunity; 9. Keep judgment charitable, speak little and listen much; 10. Grow in gratitude and work to serve others; 11. Be a real friend; 12. True friendship is not pebbles in the path, but pearls gathered with care and are as rare as they are precious.

September 22. The Womens Club will hold their meeting at Redondo Beach, with a covered dish lunch at noon, coffee being furnished by the Club. Mrs. Fuller urged all to be present and join in the fun.

Mrs. Baglin, Card Party Hostess, is planning many lovely card parties

throughout the year, both afternoon and an occasional evening party.

October 13 is to be an interesting meeting, for we are to have with us little Miss Charlene Duff, granddaughter of Mrs. Daisy Burke. Charlene will give a demonstration of "Comedy Capers".

Mrs. King, Ways and Means Chairman, is organizing groups among the club members, with a chairman for each group, who will work out odd and interesting ways of raising necessary funds to carry on the club's social service work.

### EXPLAINED

"Ay," exclaimed Sandy McTavish to his English friend, "Scotland's the finest place on earth."

"Then what made you leave it, since you like it so much?" asked the friend.

Sandy smiled.

"Ah, weel," he chuckled, "it was like this. In Scotland everybody was as clever as mase' and I couldna mak' muckle progress. But here—here I'm getting on verra weel."

### MT. LOWE SOUVENIRS AVAILABLE NOW

Rescued from the flames that destroyed our own beloved Mt. Lowe Tavern in September, 1936, were a number of souvenirs that it is thought might be very much desired by many of the employes who had spent happy days there and would like something to keep them in remembrance.

The collection consists of rings, pencils, bracelets, compacts and knives, and may be purchased at the novelty counter of the Pacific Electric News Service at Sixth and Main St. Station.



# A Regular Army of Bumptious P. E. "Bombers"



16 SQUADS OF BOWLING ENTHUSIASTS VIE FOR HONORS OF PRESENT TOURNEY AT JENSEN'S ON SUNSET



All records are shattered so far as the Pacific Electric realm of Sport is concerned, in the turnout of teams for competition in Bowling this year, and at the opening games which were held on the evening of September 23rd at Jensen's, 1706 Sunst Boulevard, the contestants and well-wishing friends packed the recreation center to its capacity.

Sixteen teams are entered for the contests, the number being so great that they are compelled to play in two groups, one group playing at 6:15 p.m. and the other at 8:15 p.m. each Friday.

The rivalry between teams is very keen, and the "Spirit of Sport" is remarkably fine.

Report of the activity up to the time the Magazine closed copy for the October issue, as reported by Don Houston, follows:

Our Bowling league got off to a flying start, September 16th, at Jensen's Alleys and the crowd of bowlers and spectators filled the bowling alleys to the roof.

The South team, Transportation, B & B Department and Freight Traffic boys all got off on the right foot when they each took three games on opening night in the 6:00 P. M. group. Claim Department and Los Angeles Motor Coach in the 8:00 P. M. group each won all four of their opening contests, as did the Subway team.

Bob Robertson, on the South team took weekly high series while Gonzalez copped the high game prize. We were treated to some very fine bowling and some not so good. Several of we tyros must have thought the general scheme of things was to put as many balls in the gutter as possible and at one time during the evening a report came in that Swanson and Jones were out staging a match in the gutter on Sunset Boulevard. This, we understand, was halted by a minion of the law when Jones hit him on his pet corn with his sinker ball. The ball was last seen headed west on Sunset Blvd.

After getting off to such an enthusiastic start it was expected that things would sort of quiet down. However, on the night of September 23rd, the alleys were again packed and the Amazons, our ladies' team, seemed to have at least 50 per cent of the supporters. They certainly

did a fine job of bowling, taking the South team into camp by a 4-0 score. After watching those Amazons handle that ball, serious consideration was being given by yours truly, Lon Norrbom, Reed Christensen, Glancy (known as the light fingered mick) and many others to the idea that it might be well to allow the weaker members of our households to do our chores when it came to bowling.

The Amazons, Claim Department, Engineers, Subway, North, and Signal teams all won a majority of their games on the second night of the league.

Bill Getz surprised everyone, including himself, when he took the weekly high series prize with a nifty 449 plus 231, a total of 680. Grace Christianson, with a splendid 183 plus 74, copped high game prize.

At the end of the second week H. Welch was leading, followed closely by Gowanlock, Latimer, Oliver, Mattison, Hampton, Cobb, Gonzalez, Covell and Maddy. Just entering the stretch and not over 38 lengths back were such sterling blowers, I mean bowlers, as "Lefty" DuBose, Chet Davis, Owens of the Timekeepers, McIntire, same outfit, Bauer of the Conductors, Stockberger, Rich, McKown and Glancy, while trailing them, though hard to see, even with high powered glasses, we found George Breininger running neck and neck with "Three Fingered" Jones, Reed Christianson, "Noble" Cates, "Folder" Shafer and Lon Norrbom.

A collection is being taken up to buy Grenke a map of our city so he can locate the bowling alleys. Seems he was in some other city or sumpin. At any rate he can really go to town when he throws that roundhouse curve ball of his.

We notice that Bert Norton, "Jake" Jacobsmeyer from Pasadena; Lutes, Turner, Birmingham, Ohlinger, Dietz, Brahm, Irwin, Gilbert, Epp, Pabst, Robertson, L. W. Davis, and Kinney are all up with the select few near the top of the list but Ernie Pont, Swanson, Black and several of the others swear that "times will change" and the lastest shall be firstest before the doings come to an end.

Standings end of second night:

6:00 P. M. Shift		
	W	L
B. & B. Dept.	5	3
Transportation	5	3
Amazons	5	3
Frt. Traffic	5	3
Engineers	4	4
P. E. Club	3	5
South	3	5
Passenger Traffic	2	6
8:15 P. M. Shift		
	W	L
Claim	8	0
Subway	7	1
L. A. Motor Coach	5	3
North	3	5
Timekeepers	3	5
Signal	3	5
Conductors	2	6
Bonding	1	7

### GETTING AND PASSING THE BU By Arlie Skelton

The secret is out as to how to keep up with B. F. Manley and Hal Smith when they are out "buck hunting."

You've gotta go in training.

Those two "old men of the mountains" have worn the legs off more young and ambitious hunters and fishermen than any other members of the Pacific Electric Rod and Gun Club. Whether they are carrying a hundred and eighty pound buck or empty handed makes little difference.

An old friend once remarked, "they ain't humans, they're mules."



## Biography of Accountant

Likewise Comments on Other Conspicuous Personages  
By Walter Watchall

Walter Watchall brings you another Candid Camera Pen Shot. Pop "Dimples" Knight came from that state known for its good mules, Missouri. Son of farmer. At age five



Business College. Was doing fine until leap year and girls bothered him so much he had to leave. He followed the birds into Iowa where he worked as a dentist for Implement Co., fixing teeth on harrows. Followed the Bold Rush to Long Beach. As a boy he always borrowed books to read but never returned them, and this is how he became a good bookkeeper. Got on a red car, rode to P. E. Bldg., and been here ever since. Hobby: Paying Taxes. Cannot wait for December and April to pay taxes and has been known to pay license fee twice in one year on car.

Grey Oliver has been receiving mail from Miss Eto of Chicago. She is a great runner and Grey has been one of her admirers for some time.

Halibut Murphy went to San Francisco to fish. Heard they had big halibuts there. No luck. Why not borrow Scott Braley's bucket Murphy, you could scoop them off of the bottom.

Jack Birmingham was paged by John Law on Alameda Street. It was one of those cars with the loud speaker and said "Will man in brown suit please stop Jay Walking."

The South Bowling Team went West when they played the Amazons. It was a case of trainmen being taken

for a ride. Understand they were just a little burned up.

What is this we have heard about wedding bells for a titian haired in the accounting department and a certain bachelor to celebrate his birthday. This is no Scotch joke.

Burleigh Manley has returned from hunting deer. Chief "Shootsemdead" was away on business so there were no deer. In order to keep Pop's record good little Manley shot a couple, so Burleigh did not come home empty handed.

### TENNIS CLUB ORGANIZED

Here we are fellows! First official list of the P. E. Tennis Club members.

Alfred Beaumont, Dakin Boardman, Noble Cates, Frank Converse, John Duffy, Everett Fraser, Charles Hill, Don Houston, Paul Jacobsmeyer, Daniel Keeley, Bob Lowe, William Pollack, Robert Maris, F. B. McCamy, Olaf Nordberg, Robert Osborn, Carl Salveson, Roy Swanson.

The first meeting of the P. E. Tennis Club was held Monday, September 26th.

It was the expressed opinion of those present to delay the starting date of our tournament for at least four weeks; thus enabling those who have not kept in "trim" the opportunity of "brushing up" on their game.

Also, for the convenience of the members and prospective members, Mr. Charles Hill is reserving two courts for Saturday afternoons from from 2 to 4, at the Hollywood Tennis Courts.

The Santa Monica Boulevard Line will take you within a block or two of the courts, which are located on Vista street, just south of Fountain.

The reservations will be made for each Saturday afternoon beginning October 1st and continuing until further notice.

The cost of the reservations will be defrayed among those who play. Some of the employees are playing night tennis at LaCienega courts in Beverly Hills. Those wishing to join us at this time are welcome. Further



details will be mailed you at an early date.

N. B. Vickery, Manager of the P. E. Club, has pledged his cooperation with us in every way possible towards the success of our club. Results have been most encouraging and our success as a Tennis Club depends upon each and every member.

Send in your suggestions, ideas, criticisms, and names of prospective members.

Come out Saturday afternoon and get acquainted; and, take it from me—you will get plenty of practice and keen competition.

Alfred Beaumont,  
Member, Organization Committee.

#### EDUCATIONAL NOTES

Classes in Transportation Engineering Problems have been resumed and all interested are invited to enroll. Classes are held each Monday and Tuesday evening, Room 201, Pacific Electric Club at 7:30 P.M.

Attention is requested of all employees interested in extending their knowledge and improving their skill to the numerous vocational subjects taught at the Frank Wiggins Trade Evening School. They cover many phases of human endeavor.

Many branches of the automotive industry are included—Auto Body and Repair, Auto Electric, Auto Engine Reconstruction, Auto Carburetion, Ignition and Motor Tuning, etc. and all subjects are taught by specialists in their particular line.

Anyone interested may obtain information regarding enrollment at the Pacific Electric Club or at the Frank Wiggins Trade Evening School.

#### ARE YOU INTERESTED IN A CLASS IN PUBLIC SPEAKING?

A number of the employees have expressed a desire to have a class in public speaking organized at the Pacific Electric Club.

The Club will sponsor such a class if a sufficient number are interested.

The plan suggested in the event the class is started is to make the class strictly informal, at least to begin with. That is, no outside teacher will be used until the group felt that they had overcome the first fears generally felt by a beginner.

In turn, each member of the group would act as Chairman of the meeting, learning to properly introduce speakers, and conduct meetings.

The group would select their own subjects, criticize each other and all benefit from their own and their co-workers experience.

If you are interested in joining this class, report at the Pacific Electric Club, expressing your preference as to time and night that the class shall be held.

### PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

October 1938

**Mon., & Tues., Oct. 10 and 11:**

Transportation Engineering Class—7:30 p.m.

**Tues., Oct. 11:**

P. E. American Legion Semi-monthly Meeting—8:00 p.m.

**Wed., Oct. 12:**

P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

**Thurs., Oct. 13:**

P. E. Women's Club Afternoon Meeting & Program—1:30 p.m.

**Fri., Oct. 14:**

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

**Mon., & Tues., Oct. 17 & 18:**

Transportation Engineering Class—7:30 p.m.

**Wed., Oct. 19:**

P. E. Masonic Club—6:30 p.m. Dinner and Monthly Meeting.

**Thurs., Oct. 20:**

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

**Fri., Oct. 21:**

P. E. Club Monthly Dance—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. and 8:15 p.m. Spectators invited.

**Mon., & Tues., Oct. 24 & 25:**

Transportation Engineering Class 7:30 p.m.

**Tues., Oct. 25:**

P. E. American Legion Semi-monthly Meeting—8:00 p.m.

**Thurs., Oct. 27:**

P. E. Women's Club Afternoon Meeting and Program—1:30 p.m.

**Fri., Oct. 28:**

Transportation Dept. Safety Advisory Committee Meeting—10:00 a.m.

**P. E. Bowling League Matches—**

Jensens Recreation Center, 6:00 p.m. and 8:15 p.m. Spectators welcome.

**Mon., & Tues., Oct. 31 & Nov. 1:**

Transportation Engineering Class—7:30 p.m.

**Thurs., Nov. 3:**

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

**Fri., Nov. 4:**

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

**Mon., & Tues., Nov. 7 & 8:**

Transportation Engineering Class—7:30 p.m.

**Tues., Nov. 8:**

P. E. American Legion Semi-monthly Meeting—8:00 p.m.

**Wed., Nov. 9:**

P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

**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. and 8:15 p.m. Spectators welcome.

**Sat., Nov. 12:**

P. E. Agents Association Monthly Meeting—7:45 p.m.

#### EDUCATIONAL ACTIVITY

An opportunity is available again this year for those interested in the study of traffic management to further their knowledge along that line without any cost. A. E. Norrbom, Chief Rate Clerk of our Freight Traffic Department, is again conducting the class in traffic management at the Belmont Evening High School. This is the fourth year that the class has been conducted by him and each year the attendance has grown.

This is the only class in traffic management in the city of Los Angeles that is available to students without any charge. The class is attended by representatives from all branches of the transportation industry: railroad, steamship, motor truck, and, of course, largely representatives from commercial shipping manufacturing concerns.

The course of study embraces the following subjects: bills of lading, classification rules and ratings, interpretation and application of freight tariffs, diversion and reconsignment, demurrage, switching, transit privileges, miscellaneous terminal privileges and allowances, procedure before State Commission and Interstate Commerce Commission, and rail and motor carrier regulation.

This class is held each Tuesday and Thursday evening from 6:30 to 8:30 p.m. at the school, which is located at 1575 West Second Street. For those employees who are interested, Mr. Norrbom extends a cordial welcome. The school can be reached from the downtown district by taking the car at the Hill Street Terminal and getting off at Beverly Boulevard, the school being about two blocks west of that point.

Australia's national exhibit, now being prepared for shipment to the Pageant of the Pacific, will be visited by the Australian naval cruiser Deewy, on its maiden voyage from England in 1939. The Australian warship will anchor off Treasure Island for participation in sports and ceremonies.

## The Appreciation of Patrons

In Acknowledgement of Courtesy  
Extended and Service  
Well Done

C. J. Hileman, Agent at Compton is very warmly commended by H. P. Monahan, General Passenger Agent of the Southern Pacific Company for his personal efforts in caring for the movement of the Salinas Junior College football team, in arranging for unanticipated service for return of the team to its home city. But for Mr. Hileman's unselfish action the team would have lost an entire day on its return.

Conductor J. H. Doherty, of the Western District, by his most courteous attention to his passengers and to his duty, particularly to some elderly ladies on a recent trip, when he not only gave them ample time to leave his train, but saw that they safely reaches the sidewalk is commended by a patron who witnessed the incident and who, also commented in a most favorable manner on the performance of his other duties by Conductor Doherty.

Commenting on the service rendered by Conductor E. W. Frazee, one of our Hollywood patrons says among other complimentary things: "He was the most courteous, kind and happy person I have ever seen in public service." . . . "His attitude in every way was outstanding." There is a real compliment for you, Mr. Frazee.

Then we got a good one from a Hollywood patron that is so good we are going to print almost all of it. The appreciation is extended to Mr. E. W. Hayes, and after extending his compliments to the Conductor, he says:

"Ordinarily when one boards a car or a bus in this city, the attitude of the Conductor is—to be plain—what the — are you getting on here for.

To this kind of treatment the most of we strap-hangers have become used to; kinder caloused so to say, and merrily we ride from here to there.

BUT—Tuesday evening of this week, my wife and I boarded the car on Hollywood Boulevard, going west, and as I handed the Conductor our transfers, what do you think he said Now, please don't faint; he said: "THANK YOU SIR."

"Honestly, if the lad had slapped me in the face I could have been no more surprised (possibly more irritated), but it was indeed gratifying to come in contact with a man that realizes that he is in charge of a passenger car instead of a cattle car.

"I have a funny way of saying 'I'll take a transfer please and thank you', and you know the boys all look at me kinder like they think I'm nuts.

"Sometimes I get ashamed of myself for doing it, and try to break myself from doing it, but you see, it is a habit I learned when my maw was bringing me up.

"However, in all seriousness, this young man, of whom I write, had a pleasant smile in directing and giving information, in fact his general behavior was such as to convey to his passengers that he appreciated their patronage."

Thanks for your letter Mr. Carter. We have some 1500 trainmen and we are sure that were you to meet all of them, you would O.K. practically all of them.

Conductor H. G. Garrison, of the Hollywood Line is complimented on his courtesy and kindly attention to passengers by a gentleman who recently was a passenger on his car. Kindly comments are also made on his manner in fulfilling his regular duties.

From the Van Nuys News we take an article of commendation that in many ways sets a marker for service rendered patrons far beyond the usual. We let the newspaper tell the story. Here it is:

What is believed to be an all time high in "smiling service" was rendered by a Pacific Electric street car conductor recently, as revealed in a letter to the Van Nuys Chamber of Commerce from Curtis Benton, scenario writer and radio broadcaster, residing in Encino.

Here is the letter:  
"If you fellows in the Chamber of Commerce find that Van Nuys is being boosted in the East as the finest town in California, a great deal of credit should go to a certain street car conductor on the Pacific Electric. "My brother and his wife came out here to visit us three weeks ago and they took the 10:21 a.m. train from the Subway Terminal and asked to be let off at the 17000 block on Magnolia.

"The conductor let them off at Circle Drive, thinking that was the nearest to Magnolia boulevard, but they found that was only the 13000 block, and as they were debating what to do, the conductor drove up in his automobile. He was off two hours for lunch and suddenly realized it was the 17000 block they wanted, and he insisted on driving them out to our home in Encino and would accept nothing for it.

"This great courtesy completely overwhelmed our eastern visitors and they will never forget Van Nuys."

Investigation by Herbert W. Walker, secretary-manager of the Chamber of Commerce, revealed that this most accommodating employe of the Pacific Electric Railway company, was Conductor W. E. Cooper, 4424 Worcester avenue, Van Nuys.

A resident of Hollywood who is a constant patron of our service wrote with reference to the never-failing courtesy, alertness, appearance and efficiency of Conductor L. E. Koch, of the Western District. She mentions several instances where ordinarily one in his position encountering the annoyances that are prevalent might have "blown up" and commends him for his forbearance.

From Santa Monica comes a letter of compliment from a gentleman who for a year has ridden the train of Motorman W. R. Grissinger. The writer says "there is a fellow who gives just a little bit more to his work than some others" and "his ability to greet his passengers every day with a smile, makes them look forward to riding with him. Apparently the old saying of "smile and the world smiles with you" is his motto. He is also a careful driver."

Conductor F. L. Hunt, of the Al-

hambra line, was recently the target for a tongue lashing by a woman patron, who wanted a transfer whether she was entitled to it or not; and, if we didn't transfer there, well she was going to start the custom regardless; and so — on — and — on. Fortunately another woman was riding the train that morning and was an auditor to the conversation. A letter from that passenger is very definite in support of Mr. Hunt, and commends him highly for his gentlemanly bearing and forbearance.

Motorman J. A. Presley, of the Van Nuys line, by remarkably quick thinking and effective action recently averted what would possibly be a serious accident at the intersection of Mariposa and Santa Monica Boulevards. His alertness, courage and good judgment is told of in a letter from a passenger on his car that day.

A letter from a lady resident of Redondo Beach credits two of our trainmen with exceptional service recently. Writing of the incident she says:

"There seemed to be considerable difficulty in keeping the car moving. About five miles out of Redondo the car stopped, and at this time we were nearly an hour late. Mr. C. J. Butterworth, the motorman and Mr. V. A. Wahl, conductor did everything possible to help. Then Mr. Butterworth's son came by and took one of the passengers to Redondo, and about 8:15 another son came and took five passengers within a few blocks of their homes at Redondo which I appreciated very much as I ride the train daily and have not encountered such an experience. This was a most unusual courtesy extended to the passengers which is very commendable and I wish to express my gratitude."

From an official to an official of the company went this letter of commendation:

"I would like to call your attention to the fact that during the summer season we have had three train crews whose work has been so well done that I believe it would be in order if you would write them a letter of commendation. These men are as follows:

"A. Reid, W. W. Pettit working the first section of the Catalina train.

"G. Ackerson and H. C. Ellis working the second section of Catalina train.

"These men have handled the Catalina travel throughout the summer months without any complaint and also the hand baggage to and from Catalina has been as heavy if not heavier this year than in previous years, and these men handled it without any loss of baggage or any complaint of even as much as a scratch or any kind of damage, which in itself is quite a record.

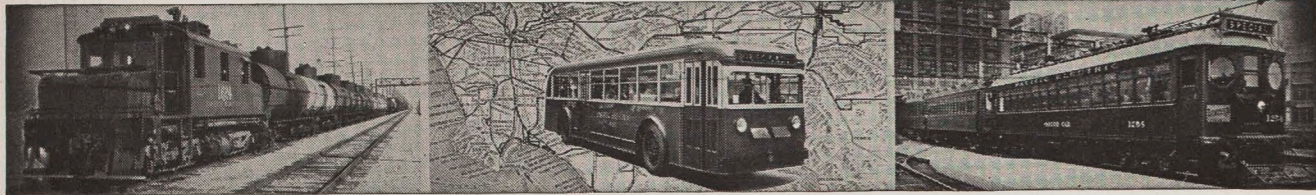
"Another crew consists of E. B. Jackson and M. Greco who have been operating the Commodore between Los Angeles and Balboa. This crew operated this service since it was started this year and, by the way, today is the last day, without a single delay or complaint of any kind.

"A few days ago I met Mr. O. A. Smith, who had come in from Balboa on the Commodore and he stated that the train was handled in a commendable manner."





# SAFETY NEWS



## COURTESY AND ACCIDENT PREVENTION

In checking over the personal record papers of a number of trainmen having poor accident records, an interesting fact was noted. In almost every case, the personal record file of the man who had been having too many accidents contained numerous letters from patrons, relative to the discourtesy of that trainman. And checking further, we found that the men who had been commended time and again for courtesy almost invariably had a good accident record.

Is this a coincidence? It might be, but we don't think so. After giving careful thought to the matter, we are convinced that discourtesy can and does cause accidents. How? Just follow the same line of reasoning we followed, and see if you don't arrive at the same conclusion.

You who operate our cars and busses through the congested areas of downtown Los Angeles or Hollywood know that the safe operation of a car or coach under present traffic conditions requires the utmost concentration, and the direction of your attention to operating conditions while the train is in motion. Anything that serves to distract your attention in any way from those operating conditions contributes to the cause of the accident you are almost sure to have when your concentration begins to weaken. Of course, a man may allow himself to practice discourtesy to the extent that he will be gruff, abrupt or tactless in his transactions with patrons without even realizing that he is being discourteous, but the kind of discourtesy that brings letters of complaint from patrons is usually the kind that leaves the trainman involved in the improper frame of mind for the safe operation of his car or coach. Let us suppose that after having an altercation with a boarding passenger, the one-man car or motor coach operator realizes that he has been discourteous and begins to think of the things he might have said to prevent the altercation. Or perhaps he doesn't admit to himself that he was wrong, and begins to excuse himself in his own mind and to think of more bit-

ing remarks he could have used to burn the passenger up. In either case, his thoughts as the result of the altercation causes his mind to wander from the business of operating his car or coach, and the next thing he knows he is wondering how that accident happened.

There are motormen and operators who would never allow themselves to make a discourteous remark to a passenger, but these same men allow themselves to become angry and excited about the antics of some automobile driver who is trying to take up at least two-thirds of the street. Anger and good judgment do not walk hand in hand, and while the motorman is thinking of a number of choice remarks he would like to make to the automobile driver, another accident occurs. He may not get the offending driver, but while he is mentally bawling him out and trying to move him off the track by use of the whistle or gong, divided concentration allows another automobile to move into the danger zone unobserved, and while the driver who wanted all the road goes merrily on his way, the motorman stays behind, frets about his disrupted schedule, and tries to think up some excuse to absolve him of the responsibility of this accident.

And while this is happening to the motorman, a conductor who has just had an altercation with a passenger, and is likewise engaged in thinking of a few more things he could have said, closes the center doors without making proper observation, and catches an unoffending passenger on the ear. Or perhaps he goes back to the rear platform on an open end car just after an altercation and because his mind is still distracted, fails to properly observe the steps and allows a woman to fall, or starts the car too soon and throws a passenger who is about to board.

Anything that serves to distract attention from operating conditions also serves to cause accidents. Discourtesy distracts attention from operating conditions by causing the discourteous trainman to think of things that **have already happened**, instead of the things that **are happening**.

## APPOINT SAFETY ADVISORY COMMITTEE FOR OCT.

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, Oct. 28, 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 October:

- |                           |                 |
|---------------------------|-----------------|
| <b>Northern District:</b> | <b>Terminal</b> |
| L. F. Hawes .....         | Pasadena        |
| Ed. Trieschman .....      | Macy Street     |
| J. Roberts .....          | San Bernardino  |
| <b>Southern District:</b> |                 |
| F. C. Scheffler .....     | Los Angeles     |
| D. A. Cain .....          | Long Beach      |
| E. J. Altenburger .....   | Butte Street    |
| <b>Western District:</b>  |                 |
| W. C. Alexander .....     | West Hollywood  |
| D. E. Davis .....         | Subway Terminal |
| E. S. Fraser .....        | Ocean Park      |
| J. W. Howard .....        | Glendale        |

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

Remember: "Safety Thoughts Promote Safety."

## HONOR TO WHOM HONOR IS DUE

In the last issue of the Magazine an article entitled "Personal Safety" was printed, the author of which did not receive credit as should have been the case. The author of "Personal Safety" was Mr. J. P. Edwards, Assistant Division Engineer, of the Southern Pacific Company, at Los Angeles. Our apologies to Mr. Edwards, and our compliments on his most excellent article.

The McTavishes took Sandy, Jr., to the movies, where they were warned that unless the child was quiet, they would have to take their money and leave. Half way through the feature film the wife turned to her husband and whispered:

"What do you think of it?"  
 "Rotten."  
 "Pinch the baby."

## RESPONSIBILITY FOR SWITCHES

There is no other time or place when a train is in so much danger from derailment as when passing over switches. This danger is not due to the fact that the train is passing over a switch but from the hazard of man-failures.

Man-failure, resulting in derailment, very seldom is caused by ignorance but is the direct result of rule violation coupled with carelessness.

As shown by the pictures illustrating this article, the simple process of throwing and relining a switch is divided into four distinct steps or operations.

### 1. The approach to the switch:

The careful and efficient trainmen, as he walks up to the switch, looks it and the switch points over, realizing that men have often thrown a switch when it was already set for the movement he intended to make.

### 2. The throwing or changing its position:

This is not completed until after the lock or hook has been replaced to hold handle firmly in position and switchpoints have been inspected to note that they fit snugly up against the stock rail.

### 3. Standing away from the switch:

The rule plainly states that trainmen must stand not less than ten feet from the switch until train has cleared the entire switch. Strict observance of this one paragraph would have prevented many wrecks.

### 4. Relining the switch:

After the train has cleared the entire switch (and not before), the trainman will start back for the switch to return it to its normal position. Having locked the switch in proper position, the careful trainman will try it to insure that the lock caught, thus guarding against irresponsible parties being able to open the lock without a key.

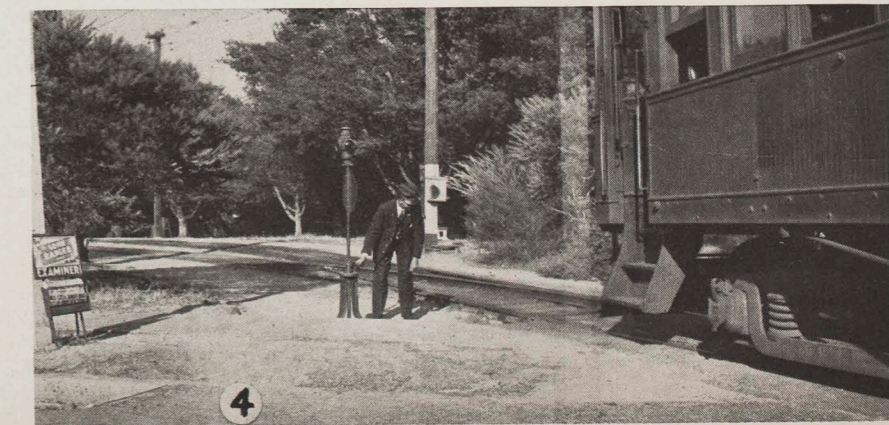
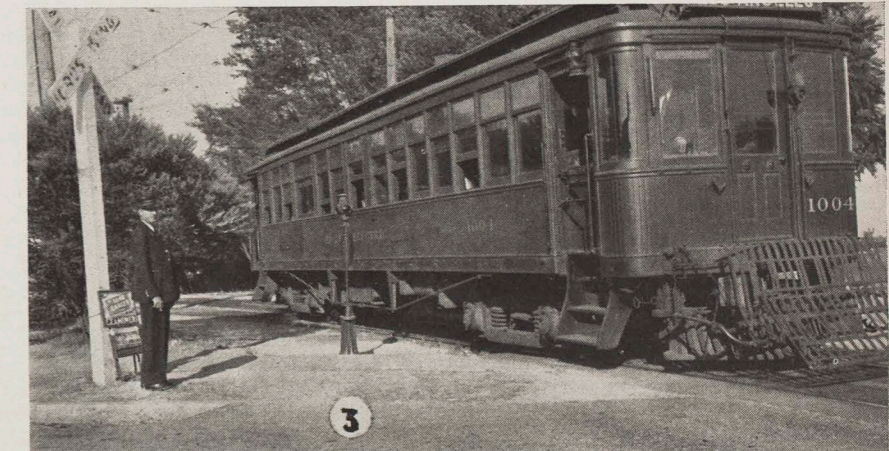
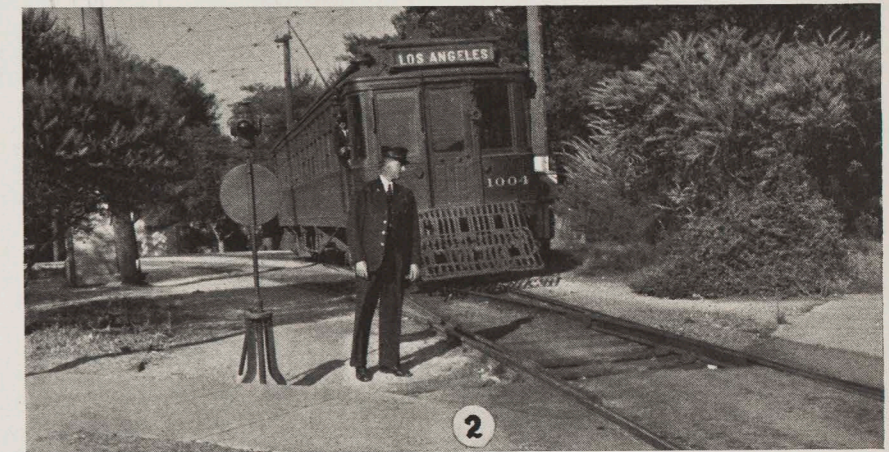
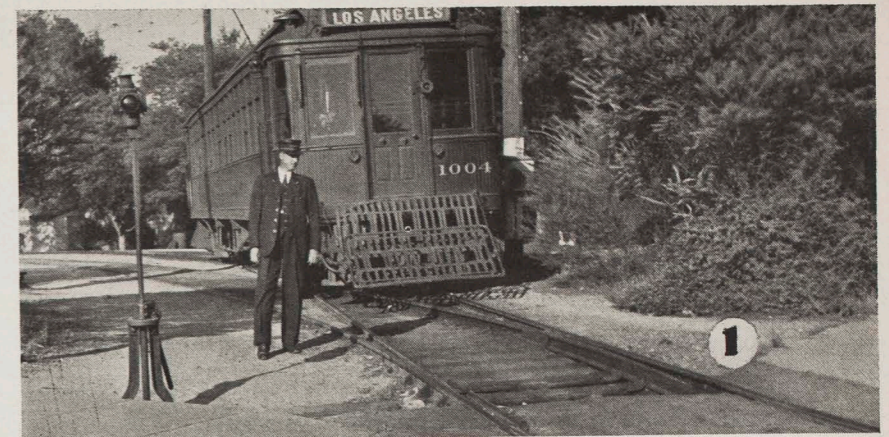
The last and very important step is to again inspect switch points to be sure they are in proper position.

We see from the above that the operating of a switch is a very simple matter and one that requires little intelligence to accomplish.

Why there should ever be a derailment caused is as difficult to explain by the man responsible as by anyone else.

There is one point upon which we are all unanimous; careful observance of the rules will surely prevent every such derailment caused by man failure.

"Stand behind your lover," said the Scotchman to his unfaithful wife, "I'm going to shoot you both."





**SELF-PRESERVATION**

Self-preservation is the FIRST of the seven motives for human action.

This being realized by all, from the most highly civilized humans to primitive animals, we would naturally suppose that **Safety First** would not be a burden to be studied and taught but would be the subject uppermost in the minds of all capable of thought.

Such, unfortunately, is not the case for we find that as soon as the novelty of the environment wears off or the rudiments of new work have been mastered, men, in spite of all their boasted intelligence, are prone to become careless and indifferent to danger. This is the reason that it is often the more experienced man, rather than the new beginner, who is injured or causes accidents to others.

Everyone accepts this statement as true and the reason that it is not more practical and accidents prevented is lack of ability on the part of so many men for continuous thought on any subject.

The prevention of accidents is not accomplished by some great effort put forth and then forgotten but is only achieved by constant alertness and the realization that it is the many small items making up our daily work which may cause injury.

Many are prone to use their eyes and ears at less than half of their efficiency.

They rush at the work not realizing that more and better work could be done safely if their movements were more deliberate.

When working on an outside job with the footing poor and material harder to handle due to weather conditions, move cautiously. Around the freight house a wet gang plank may easily slip from one's hands or off the hand truck, striking yourself or others working with you.

Hurrying across the tracks in the yard and throwing switches under such conditions is extremely hazardous.

If working at night and going through dark passageways or between tracks filled with cars, a light is not only convenient but necessary to guard against accident.

Help protect your fellow workmen as you would like them to look out for you. Call his attention to an unusual condition such as a sharp edge on a piece of freight; an obstacle over which he may fall; the movement of a car unexpected by him or any of the many hazards that are always with us.

No, accidents do not "just happen", there is always a cause.

The benefits of **Safety First** are the results of constant individual and cooperative thinking and acting.

**Classification of Accidents for August, 1938**

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

CLASSIFICATION:	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
1. With Pedestrians.....	4	9	5 Inc.	125.00%
2. At Railroad Crossings (Other than Company's).....	0	0		
3. Between Cars of Company.....	6	2	4 Dec.	66.67%
4. With Vehicles and Animals.....	148	116	32 Dec.	21.62%
5. Derailments.....	10	8	2 Dec.	20.00%
6. Equipment.....	0	0		
7. Boarding Cars.....	9	10	1 Inc.	11.11%
8. Alighting from Cars.....	10	16	6 Inc.	60.00%
9. Injuries on Cars (Not in collision).....	14	16	2 Inc.	14.29%
10. Falling from Cars.....	0	0		
11. Doors, Gates and Guard Rails.....	7	7		
12. Ejectments and Disturbances.....	3	2	1 Dec.	33.33%
13. Employees.....	17	9	8 Dec.	47.06%
14. Miscellaneous.....	1	2	1 Inc.	100.00%
15. Total—All Accidents:				
Passenger Rail.....	204	167	37 Dec.	18.14%
Motor Coach.....	13	18	5 Inc.	38.46%
Freight.....	12	12		
Total.....	229	197	32 Dec.	13.97%

**STEP ACCIDENTS**

The monthly report covering accidents for August is out and while the total of all accidents shows a nice reduction, we did not do so well on step accidents.

In July we had 21 such mishaps while in August there were 26. In one case, the operator was responsible and in at least two others investigation is still incomplete. If these three had been prevented we would have about equaled last month.

A larger percentage of men were involved in these accidents in August, there being a total of six men injured. Four of these were in attempts to board moving cars. This type causes the most complaints since the passenger feels that the conductor did or should have seen him in time to stop car.

In one case, a mother with her baby in arms fell when alighting. The chances of serious results were many times increased in this accident since it takes so little to permanently injure a child so small. No amount of care is too much when handling such passengers.

In July we were exceedingly proud to report that not **one** step accident occurred on any motor coach and, while we cannot boast of that for August, there was not **one** on either Northern or Southern District.

The next time someone tries to tell you that step accidents are unavoidable just remind him that seven such accidents during August would have been prevented if the conductor had been willing to step to the ground ahead of alighting women and helped them down. We realize this would have been a little trouble and effort on the part of the conductor but would you appreciate it if some conductor would do that much to prevent your wife, mother or sister from falling to the pavement?

**THOUGHTS SUGGESTED BY THE ACCIDENT CHART**

Let's see how August 1938 compares with August 1937:

**Collisions with Pedestrians:**

Four more in 1938. Not much to boast of there.

**Collisions with Vehicles:**

Thirty-two less than last year. That's good. We had 5 more than in July but for some unknown reason July was our best month.

**Step Accidents:**

Seven more than in 1937.

**Injuries on Cars (Not in collision):**

Sixteen such cases. These would warrant investigation. Very few are unavoidable.

**Injuries to Employees:**

We cut these down about half but still there were nine. Wonder how many of these were hurt by another employe's carelessness?

**Total All Accidents:**

Seven more than last month. Thirty-two less than August, 1937, which is just the number by which the motormen reduced automobile accidents. We will have to hand it to them.

Mistress—So your matrimonial life was very unhappy? What was the trouble? December wedded to May?

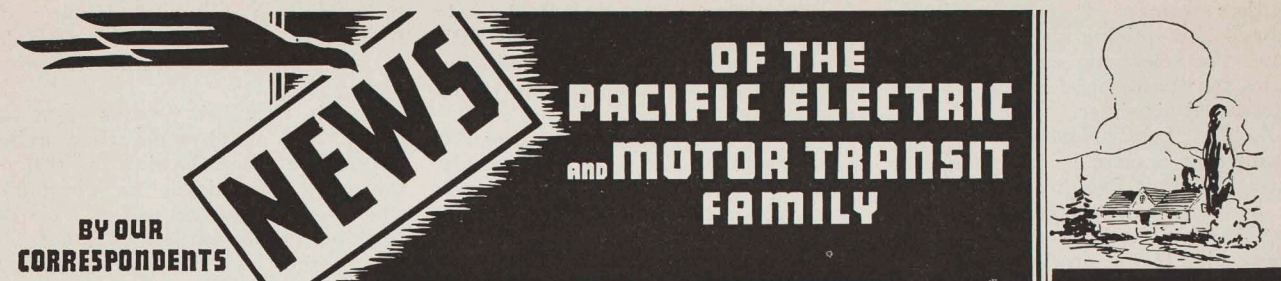
Chloe Johnson—Lan' sakes, no, mum! It was Labor day wedded to de Day of Rest!

Prospect (in used car): "But what makes it jerk so when you first put it into gear?"

Salesman Sam: "Oh! That proves it to be a good car . . . It's anxious to start."

The bride on a honeymoon: "Dear, let's try to avoid giving the impres- sion that we are honeymooning."

Groom: "All right, you carry the suit cases and I'll carry the umbrella."



**TORRANCE SHOP NOTES**

By W. M. Brooks

Frank Taylor, Chief Draftsman, returned from a vacation trip through Redwood Highway and Yosemite.

Alma Nixon (Merritt) has moved and now resides on Gramercy St., Torrance.

Alvin McCown and Benjamin F. Strobe are on temporary assignments at Torrance Shops, where they were welcomed by their old pals.

Our old friend Jack McEwing, (Retired) was a visitor at the Shops last Saturday, (Sept. 24th). He had a warm welcome from his legion of friends in the shops.

Isaac Wickersham after a long absence due to sickness is reported as returning to his work October 1st.

Ethel F. Litch is on a vacation trip to eastern points, accompanied by her sister.

Walter Bloomfield got mixed in his dates and spent a night in Los Angeles, having missed the last Gardena Car. There is some excuse for Walter. He is entertaining his nephew and niece from New York City. Saturday last he took them to Catalina. Just what happened there, we cannot state for to date he has not been heard from. Hope he didn't miss the boat and land in the Pacific, if he could land in the Pacific Ocean.

Mrs. Frank Thompson has as pets two Florida alligators, a gift from Mrs. Fenderson of Bisbee, Arizona. They are eighteen inches long at present but we are wondering what kind of pets they are going to be when they are 8 feet long.

Incidentally Frank and Mrs. Thompson, just celebrated their 22nd wedding anniversary. Congratulations to you both and many more of them.

Avila and Mrs. Chicoine were visitors in San Francisco over the week end.

Harry Bell, son of C. B. Bell of the Air Electric Shop, has entered the State Normal College at Fresno. He will major in Business Administration. Harry is one of the finest young men we know and his success in whatever field he enters is assured, for he has the three major essentials;

honesty, intelligence and determination.

Vincent McGinnis just returned from a vacation spent in the Redwoods in the northern part of the State.

It is reported to us that Ed McGuire has a new radio now and that he stayed up all night trying to bring in a Chec Station, without success.

Dan H. Leonard of the Air/Electric Shop has just received an ear of corn, sent him by his son Dan M. Leonard, formerly of the Machine Shop, but now ranching in Oregon. We are informed the ear of corn was some 24 inches long

Kenard Oefinger has returned from his annual hunting trip. This year he went with 9 others into the high Sierras back of Olancha and each one got a deer. As a matter of information, we would like to bring to your attention that the High Sierras are but 6 hours run from Los Angeles and have more peaks over fourteen thousand feet high than the entire European Alps, and CAN BE reached by Southern Pacific lines via Mojave and Owenyo.

William Chapman of the Machine Shop is in the hospital, undergoing inspection. An operation may be necessary.

Tom Kendricks, Blacksmith Foreman has returned from vacationing in New Orleans, Chicago and intermediate points.

George Lallich who operates the wheel press in the Machine Shop also went hunting. George took the San Jacintos for his deer. He didn't get any deer but he did bag 5 rattlesnakes.

It is claimed that Herb Seeley landed the largest bass ever caught in Lake Elsinore. Details are lacking.

Harry Pierce is on his annual deer hunt. We are not informed where, but will give you details when he returns.

Could get no news from the Carpenter Shop or Mill.

Might also state that we are in receipt of a very flattering letter from our Editor-in-Chief E. C. Thomas, which boosts the old ego plenty. Thanks Pal. (and that goes for the balance of your correspondents also).

**FREIGHT TRAFFIC COMMENTS**

By J. E. Blackburn

Although some of us still cling to the anticipation with which we look forward to our vacations, that limited few only have either a few days or a week at the most, with the single exception of Roy (don't believe it necessary to mention the surname is Swanson) who, so far as anyone knows, is still planning to visit his home town, and the vacation season is very nearly a closed issue so far as 1938 is concerned. Now we can pursue with renewed vigor the task of convincing our patrons and prospective patrons they are receiving and will receive the ultimate in freight service on the lines of the Pacific Electric, and of striving to accomplish that seemingly impossible task of pleasing everybody.

A familiar little ditty which no longer would be appropriate so far as George Meyers is concerned goes something like this: "Put on your old gray bonnet, we'll hitch old Dobbin to the shay." George is the proud owner of one of those galloping jalopies which the manufacturers called a Hupmobile. George's testimonials undoubtedly would be valuable to the manufacturers if it weren't for the fact they discontinued the manufacture of Hupmobiles quite a number of years back.

One evening not long ago just as the hands of the big clock on the wall in the PTD were creeping around to five o'clock, a little auburn-haired bit of femininity dashed through the gate toward the nearest desk where unsuspectingly sat Johnny Stockberger and threw her arms about that fortunate young man and planted a great big kiss squarely upon his cheek. The osculation immediately aroused the attention of the rest of the fellows and all watched breathlessly as Johnny reached for the 'phone, as all supposed, to inform Mrs. Stockberger that he was being detained at the office. A wave of sympathy went over the office for that poor little wife and those two adorable babies at home while that monster was out having a good time with



another woman. It can hardly be imaged how quickly all were relieved when the telephone call turned out to be for the dispatcher and Johnny introduced his sister.

A. E. "Lon" Norrbom is again conducting a class in transportation out at Belmont Evening High School, as mention will probably be made elsewhere in the Magazine, for those who aspire to the profession of traffic management. Lon is our Chief Rate Clerk, for the benefit of those who are not acquainted with the gentleman, and is considered one of the best rate men in town and quite a transportation authority. I personally can vouch for his ability as a teacher since I completed his course the year before last.

Other accomplished men in the Freight Traffic Department include George E. Meyers who, as many around the building know, is very adept at drawing pastel pictures. While George does this work as a hobby, he has had training in commercial art and turns his hobby into a compensatory one through the sale of his work at an extremely nominal figure. Also there is Ralph McMichael who undoubtedly is a match for most commercial photographers from the appearance of his work and casual recitations on the subject.

#### ENGINEERING DEPARTMENT

By Victor P. Labbe

George Brown and "Cupie" Dornor have finally kissed and made up after an estrangement of a month. We are gratified to know that divorce papers will not be filed.

Ralph Pratt spent his vacation on active duty as an officer in the Quartermaster Corps in Camp Ord. His wife vacationed in Salinas, both returning home via Grant National and Sequoia National Parks.

Gus Guercio and Hugh Nickerson met with an unfortunate accident in Mint Canyon while on their way vacation bound towards Bishop. Their car was sideswiped and thrown out of control, turning over—injuring both Gus and Hugh. Some vacation, I'll say. Both have recovered and are back to work.

Newton High can now eat regular again—account new molars arriving.

Jean Fogarty, our queen stenographer claims she will always be an old maid. Too bad for some one, or is it?

Ed Hasenyager is starting early this year to hurt his fingers so he can get some sympathy before the bowling season starts. His vacation up north should return him in a better form than reports of his first game of the season.

David "Super Snooper" Boyle finds he is getting along much better with a certain individual in the main office since he has taken an interest in golf.

"Ex Caliban" Davis is looking for someone to cut the lawn at his newly purchased home with his newly purchased rubber tired lawn mower. Some one asks if the Widow Davis lives there. Note—address, 1212 So. 6th Sth., Alhambra.

We still think Leon Perry would make a very good "Voice of the People", his voice has such volume and he picks his words so well.

What certain party is going around collecting old paint brushes lately and also claims that three can sleep as cheaply in a Nash as one and using the family ice box for his fishing bait.

Betty Lee, young daughter of Mrs. Jessie Eaton, returned home all by herself from her grandparents' home in Wyoming, after a long vacation. It seems her grandmother gave the porter a tip to keep his eye out for Betty Lee, but the porter who received the tip did not belong in the car where Betty had her ticket.

Reported to me that Burleigh Manley's bowling team used every known trick to discourage the girl team, their opponents in the initial game of the bowling season. Why not give the girls a break Burleigh.

Mr. and Mrs. Cobb spent a most enjoyable vacation, south to New Orleans and then to Chicago.

Understand Mr. Cobb's father, who recently underwent a serious operation is getting along very nicely.

Mrs. High was called to Seattle on account of the death of her sister. Funeral was held September 22, under the auspices of the Eastern Star.

All persons living near Compton will be interested to know that Alpha Barrett of the Torrance Store is to sing the leading role of Madam Butterfly in the Operetta "THE RUSTY CANNA" at Compton Playhouse on September 31, 1938—midnight performance. She will also warble a few verses of "HOLD THAT TIGER".

E. "Rollo" Hayward lost his first bet of the season to Jean Fogarty and did he feel bad.

#### TRANSPORTATION NOTES

By Don Houston

Tom Wagenbach has just returned from a business trip to San Francisco where he appeared as a witness before the Interstate Commerce Commission on a case before that body. He reports things booming in that locality and he renewed many acquaintances around the bay region.

It is rumored that he had many offers from the office force desirous of going along as secretary, or what have you.

Lonnie Campbell returns from vacation and spent some time going around the office showing the rest of the gang the biceps he developed when on the business end of a shovel working in his garden. I'll bet the hot weather had him seeking the old cellar.

During the recent American Legion Convention we know of at least one in the squad who established temporary headquarters in the Powder River dug out and from watching the grand time some of those birds had we don't blame him. The Convention, however, put quite a load on the shoulders of our supervisory members and Jim Douglas, McGrath, Harry Young, W. C. Monroe, our Superintendent C. H. Belt and the rest of his staff could be found at any hour of the day or night keeping the wheels moving. In view of the large crowds handled they did a very fine job indeed.

Operative No. 999 has just informed me that he saw Les Lutes at the wheel of a shining Chrysler coupe and we want to add our congratulations to both he and Marion for this acquisition to the machinery of their household. I'll bet if anybody keeps that glossy black look on the bus that person's name will commence with an "M".

Football season finds Alec Hartman as staunch a Trojan roofer as ever and that guy certainly sticks his chin out for more. A good way to be in the dog house with him is to mention that team from way down south, Alabama.

Our Bureau of Schedules and Research has been augmented by that grand red ball snooker player, Mike Levin. He can be found holding forth in Room 460 henceforth. Sincerely we are very glad to welcome Mike to our midst from his old stamping ground, the Accounting Department.

Dave Hart, Car Service Bureau, has been drafted for duty on the Superior Court jury and this is to serve him notice that if we find him cracking any \$100 bills or lighting cigars from them he can expect an immediate investigation by our Kangaroo court.

Harry Young's wife has been very ill but is now on the road to recovery and everyone is very glad to learn of the turn for the better, and trust she will soon be up and around.

Roy Wilson has been slightly under the weather and his cohorts on the Transportation Department bowling team have been sending out S.O.S.'s as they surely need his help. Can readily understand that when we

glimpse the standing of "One Ball" Worthington and usually reliable George Orr. But then things will no doubt pick up on the Easy Aces team (they could hardly get worse).

When one of the fair sex in the office removed her shoes and then lost track of them one day during the hot spell a few of the force were at the point of calling the pulmotor squad to sort of clear things out in 221, however, the tootsies were recovered and things got back to normal.

Laurel Jones, the tough guy who threatens to take the uniform off his snooker partners every so often, was seen in a huddle with several of his cronies the other noon time. It is rumored they intend entering the women's auxiliary of the Club and leaving tough games such as snooker and billiards to the beeg strong fellows. Jones seemed to favor the sewing class but I understand Billhardt and Swanson were in favor of the cooking school. Mike Levin is a very good prospect for their organization as is also that red ball shooter, Frank Converse.

#### MOTOR TRANSIT COMPANY

By M. J. Creamer

Now that the American Legion Convention is over and the city has settled back to normal, we can at least reflect that we tried to make their stay in our City as pleasant as possible and helped them in information and points of interest. Motor Transit Company had their share of the American Legion crowds, taking in many of the points of interest served on our line not forgetting the Los Angeles County Fair which welcomed a large number. Many of the American Legion troupes stopped at the various motor courts on our line and commuted back and forth to avoid the congested traffic and to get away from the din and noise of the city. Some actually remarked that they were afraid of the Los Angeles traffic and we'll admit that it was something. Did you try to ooze through some of the crowds?

We are sorry to learn that Harriet Fisher, telephone operator, has been forced to take a leave of absence due to ill health and we sincerely hope that her recovery will be rapid. Sometimes those who are out of sight in public work are often forgotten—but to those individuals who handle the public by phone, with the ever streaming end of questions — and questions that require patience are often overlooked. Those who receive incorrect information over the phone are the first to make complaint and we are all aware that complaints of

this nature have been few. A rapid recovery to you, Harriett! What you've learned in many years of handling information and the public can't be overlooked.

We also regret that "Pete" (Fred Peters) baggage clerk at our station is confined to the St. Vincent's Hospital. Mr. Peters recently suffered a stroke and it is hoped that his recovery will be speedy and that he will soon be back with us. Won't some of the Motor Transit staff "drop in" at the Hospital and say hello to him? The boys in the Express office have sent floral "cheering up" to him and visited him and we all know that he appreciates it.

Things do happen—and that is what Mickley (Express office) says. He suffered a fall and strained his arm so badly that he has to carry it around in a sling like so much "excess baggage". During Mr. Peter's absence, Lawrence Allen is relieving. Lawrence is going to college and taking some units along with his regular work. He has everything

worked out—plans to get married someday—about five years from now—so that is something!

Jack Sundstrom is now doing the relief work which Lawrence Allen and Bob Cruson formerly did. Bob Cruson is now sporting an operator's uniform and well occupied during the Pomona Fair.

Belver Darden, Red Cap, who has recently left to accept other work. been with us for a number of years. Some say he is playing in an orchestra as he was an accomplished banjoist. Many patrons have missed him and made inquiries—and all of the inquiries have brought forth commendation for his many kindnesses and favors. He has gone out of his way any number of times to accommodate passengers knowing that the usual "tip" for which porters work, their only earnings, was not in the offing. Good luck, Belver. Freeman Morgan formerly with the Greyhound is now on location and we welcome him!

Ira Junkins (Janitor) is planning

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a bus trip to Bloomfield, Iowa in the near future to visit his folks. Plans to be gone approximately a month. Perhaps you heard Ira paging "Phillip Morris" recently? From time to time he pages passengers in the depot and a joke was in order. Yep, he was paging "Phillip Morris" until someone asked him if he wanted a cigarette—and then exit Ira! Whoa!

Looks like some of the operators are having a convention in the East this month. Ira Casteel is going back to Detroit on a vacation to bring back a new car—but the car is for a friend! Frank Pilkerton going along for the ride and on business. Al Zmoos heading for Wisconsin—a vacation! Operator Cook to Detroit for a new buggy! Radcliffe did plan a vacation but decided to postpone his trip until next spring. Am willing to bet that when he does take one it will be an extended trip and a very enjoyable one. "Benny Kimball" back from Lake Tahoe and a dandy trip reported. Operators Shively and Fredenburg will have to tell us about their vacations as details are lacking!

Operator Hayman's family enjoyed a brief vacation at the P. E. Camp and for "Pop" and "Mom" that operate the camp they have only words of praise. They were so helpful and courteous to all. We've had articles in our Magazine before describing the merits of the P. E. Camp so words are needless to say "all will have a good time."

J. E. Brown was treated to a spaghetti feed at Operator Gardner's home in Anaheim recently. Must have been good. Almost invited myself—and then learned that I was expected—or was I? "Brownie" is planning a trip to Phoenix very shortly.

It is reported that Bob Griffith who recently built himself a doghouse is now air-conditioning said doghouse. Whoa??

Here's one off the griddle! Lady hurriedly rushing to her bus stopped Dispatched Cooper and remarked "When am I going to get those new stockings?" Cooper was very puzzled and confronted by other operators. "Lady, you must have the wrong man—what stockings? (Lady) "You know the stockings I tore on the bus last week—I told you about it!" The lady later convinced that it wasn't Cooper to whom she talked is now in line for jumping Dispatcher Deal. What kind of promises did you make Deal? Incidentally one of the many accomplishments of Dispatcher Deal which has apparently been overlooked in the past, but can be vouched for by Operator Casteel and others is that Deal is a POET! (He admits it!)

"Walt" Rorick, one of the ticket mongrels at the Fifth Street Station attended a very unique get-together picnic at Balboa Island on Sunday, September 25th. It was composed of his Sunday School class of some twenty years ago. His Sunday School teacher has kept track of all her students throughout the years and called them together for this picnic. Most of the members were on hand and those that were unable to attend sent wires acknowledging her invitation from afar. It had its highlights, some of which were humorous. One particular thing caught Walt's attention. It was a picture one of the members had of him when he was attending Sunday School some twenty years ago. Walt wanted to take possession of the curio but no score! Such a gesture as this on the part of his Sunday School teacher—to keep the members in contact is really worthy of note. After all, familiar faces of yesterday are a welcome treat!

Imagine it? News from Riverside and San Bernardino—so here it is:

Walt "Abe Cohen" Randig, shop foreman, Riverside, returned from his hunting trip. No deer. O dear! After riding hundreds of miles, walking miles and miles, being taken twice for a bear, using two boxes of shells, spending hard earned dough, Abe is still wondering if those whiskers are worth it. (Of course it was the whiskers that put the deer on the run.) San Bernardino as you know is getting ready for the "Covered Wagon Days" celebration in November.

Horace Jones, Riverside porter,

has just returned from Possum Center (Forest City, Ark.) where he visited his daughter and a (new) friend—'tis rumored that he is now saving all his nickels—for what reason. Can it be that . . . ?

Famous last words of "Knute" Potter, "My watch stopped!"

John Puffer seems to be on the sick list. Will be telling you about it as soon as he recovers from his ailments.

We are pleased to report Operator Shaw's wife is improving!

Operator Doig is sporting a new car lately. It certainly pulls the Box Springs Grade hill with only one valve grind!

The "Duke of York" Cotter of the "Fix-em Dept." lost his prided beard due to reckless handling of the grease hose and now makes a detour of San Bernardino and how! Those long haired boys sure have their troubles.

Have you heard the tall one about our Operator Jack Pettit? While on his vacation—on the one and only ocean we have out here—he assisted in the rescue of several from the briny deep! Jack says he surely worked harder than he ever did operating one of our pushers.

Well, that's all there is — there isn't any more. More next time.

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**SUBWAY TERMINAL NOTES**

By W. F. Sevrance

C. L. Snodgrass just returned from his vacation well spent around Victoria, B.C. and a trip through Washington and Oregon and on the return, he rode across the new bridge at San Francisco, and came back in time for the annual choose up, which we all welcome. Oh, yeah!

J. E. Davis, while recuperating from a recent operation, also made a trip with his family to Victoria, B. C. James looks well and says he feels fit as a fiddle. Glad to see you back.

Motorman J. H. Johnson received news that his father died suddenly at Joplin, Mo. Our deepest sympathy to the bereaved family.

We continuously receive news from San Francisco that the World Exposition is nearing completion on Treasure Island. Now is just as good a time as next year, to drum up some business for our parent company. Get busy, boys.

And now that we had our Annual get together meeting at the Subway Terminal on September 8th, we miss some familiar faces, but they will be back.

Purely a suggestion; that the Subway trainmen's room be air conditioned at the next annual choose up, so that the officials and others who so graciously conduct this huge job would feel more comfortable.

Those of you who did not attend the garden party sponsored by L. A. to the B. R. T. Lodge 880 on August 28th, at Miner's Ranch sure missed something. Over 100 attended and all have agreed that Mr. and Mrs. M. N. Miner are splendid hosts. Sorry we have kept Charlie Hunt awake but you know how it is. No one had to get up early next day except Charlie.

On a recent visit to West Hollywood trainmen's room yours truly was astonished to see Paul Pruitt walking over the benches holding up his trouser legs, with a frightened look on his face. For a moment I thought he was scared of a little mouse, but on closer investigation it was discovered that Conductor Sheldon was guiding him. What kind of a game is this, anyway?

Jack Baldus went home the other day with a terrible tummy ache. We told you to keep away from those foreign dishes, Jack. What with all this war scare in Europe, how do you know but that "caviar" may really be bullets. Careful old boy.

Tom Bruner just returned from an enjoyable trip to Montana, punching cows, riding ponies, and visiting mines, and the bull frog farm. Glad to see you back.

C. A. Kohloff is still wondering how it is possible for Charlie Carney to say a few magic words and get a couple dozen of oranges from nowhere. Magic boy; magic!

What we want to know of R. E. Gilbert is, what is the main attraction at the Subway Coffee Shop?

Don't tell us it's doughnuts, because we know better.

B. R. Goodwin regretted very much, when they bumped "Man Mountain" Spangler, but he has one consolation that he is not continually asked by someone, where is your conductor, motorman?

Henry Gerlack just returned from an enjoyable hunting trip after catching some wonderful fish and some rare venison. Glad to see you back.

**THANK YOU!**

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**MACY STREET TERMINAL**

By L. I. Mosier

We welcome the good news that Mrs. H. L. Young, wife of Trainmaster Harry Young is well on the road to recovery, after a prolonged illness resulting from a broken arm and pneumonia. We send her greetings through this column, and wish her a speedy recovery.

Motormen J. W. McDonald and F. J. Ryan returned to work the latter part of September both being on the sick list for several weeks. Paddy Ryan says, he was just a "Stones" throw from the operating table while confined in the St. Vincent's Hospital.

Conductor E. G. Johnson received painful injuries to his right hand on September 22nd when his fingers were caught in the door of a 1200 and mashed. E. G. will be on the shelf for a few days but we wish him a speedy recovery.

Conductor "Chet" Collins left us for the season, returning to Stanford University where he will resume his studies as a mining engineer.

At this writing, the following are on the sick list: H. Kraft, E. V. Steinmueller, E. G. Johnson and W. C. Richardson.

Conductor E. C. Clark departed for eastern points on October 1st where he will take in the World Series, then continue on to New York, then by boat to New Orleans. Wonder if he intends to pull a "One-eyed Conley" at the World Series. Any way we envy him as this will be really be quite a trip.

The Los Angeles county Fair at Pomona continues to be a big success. This year is was even more beautiful and its popularity shown by the number of patrons using our service especially on week ends.

Terminal Foreman H. F. Tiemann was on vacation the last part of September, spending most of his time at Denver, Colorado, visiting relatives.

Conductor H. K. "Globe Trotter" Riordan returned to work in September after a three months leave spending most of his time up in Canada.

Conductor G. W. Kinder left October 3rd for Kansas City, Mo., where he will spend 30 days visiting his old home town.

Conductor O. C. Jordon is planning a deer hunt some time in October. He has not stated just where he will go but we hope he will bring back some proof that his trip was a success.

Introducing Conductor H. W. Wills a new man in our midst. Mr. Wills recently traded seniority with Conductor K. C. Kemp, also their regular assignments went with the bargain, Kemp going to Long Beach and Wills on No. 6 Glendora. So long, K. C. Welcome to Macy, H. W.

When you read this column, your correspondent hopes to be well on vacation. I hope to see some of the country around New York and down the east coast. See you all about November 1st. So long.

**RESTAURANT AND NEWS SERVICE**

Many compliments have been received on the fine service rendered to the visiting Legionnaires, their families, and friends by our restaurants in the Subway Terminal and 6th and Main Streets Terminal, and by the fountain lunch at 6th and Main Streets, during the recent American Legion National Convention. Mrs. Schwartz, manager of the Subway restaurant, finally admitted that, during the height of the convention, business was "a little better"! The 6th and Main restaurant, under B. A. Daniels' management, was in all probability partly responsible for the enjoyment of some of the visiting Legionnaires as it was the restaurant's responsibility of keeping members of the Provost Marshal's (or Police Militaire—remember!!) staff well nourished for the duration of the meet, and, after all, how could a happy MP be tough with another fellow out for a good time!

We are all happy to again find waitress Vera Olson back in the 6th and Main restaurant, after being on sick leave for almost a year.

"Sandy" Cooper is receiving congrats on his promotion to manager of news stand No. 102 at 6th and Main Streets.

P. A. Bidwell, manager of Long Beach fountain, is in the market for self-expanding waitress' uniforms. Paul has an awful time securing uniforms for the extra help over the week-end periods.

Bob Stejipich has now taken over the duties of "Longfellow" Bauer at the Fountainette in the 6th and Main Streets Terminal and is doing his best to fill his shoes. "My, and such big ones!" remarks Bob.

Notice the improved appearance of that section of 6th and Main waiting room adjacent to the soda fountain? Mrs. V. Vroman, manager of the candy stand, has been working like a beaver getting her new stand in shape, and it shows the results of her diligent toil.

**PURCHASING DEPARTMENT**

By Ray Cragin

You bowling experts better be on your guard. The Amazons say a slow start is a good finish. Understand the girls are practicing on the side. Ruth Bushard can now roll the fish bowl around the table without spilling a drop.

There is no telling how far these Torrance people will go to help their friends. Jimmy Livermore is one of these people. He says I have just had a phone installed so I can help my friends. Any one wanting the dishes washed, lawn cut, run to the grocery store or come over and care for the baby, just call 498 and I'll be right there.

Geo. Quesenbery is back safe. This may not mean much to some people but on his last three vacations George has met with ill luck but this time all he got was a good sun burn at the beach.

Floyd Gill was a busy little man during the Legion Convention. You could always find him where any good soldier would be found. Down in the dugout. He hit one dugout one night that was muddy and his shoes came off.

Roy Ewing is back at school. This young man is a constant student at Venice Evening High. He is continuing his study of shorthand and typing and is finding time to take Spanish. How about playing on the V. E. High night football team Roy?

**News From Torrance**

Fred Hopkins is now Vice President of the San Pedro Stamp Club. In other words another big shot at the Harbor. Fred had his stamps at the Pomona Fair, and says he always like to put in a few good licks for his club.

Fred Dilthey spent Labor Day at his country estate at Burros. He says all is well now that the family well is working again.

Let it rain, Let it pour, says Cliff Ruppel. The young man has been busy fixing the roof between visits to Lodge. If you really want him, you will find him Lodged on the door step of a good looking Blonde from Banning.

The voters of Torrance have been giving each other dirty looks lately. An election held in the big Industrial City for bonds for a swimming pool were defeated. Looks like folks will have to continue to swim in the old family bath tub on Saturday night or they might try the Torrance River.

A stray cat got into the store the other day and its occupants some times known as fleas were looking for better housing conditions. Fear

spread throughout the place and the result was Les Bolen, Bill Nicolay and Ralph Long shaved off their mustaches right now.

If you see any of the Store Boys walking around counting out loud, do not think they are on the Torrance football team, it is just the after effects of taking inventory.

Why does Frank Winterburg make so many trips to South Pasadena? Maybe he is proud of son Franklin who, as we understand, is Dictator at his place. The young mans motto is No Stick, No Slap, No Squawk.

Harold Kirk has Cupidartamnesia. When one is a victim of this, they are usually seen walking around with a far away look in their eye, and thought in mind. The young man has found the only girl, who lives in Verdugo Hills and his mind is divided between the two places.

Hold everything folks, that is not a Sea Breeze, it is that Big Redondo Man with the hot lips, August Zurborg. This man has a flute and every night he gets the chest full of wind and does he make music.

Help, Police. Bill Nocolay has been cleaned out. This Citizen of Redondo Beach parked his car on the main street of this city a couple of weeks ago and when he returned every thing loose had been stolen. Bill says he must have parked in front of the Laundry because he sure was cleaned.

Ralph Long is all heated up. He went to the fair at Pomona and when he got home he had a blue ribbon on. He stopped to watch them judge the pumpkins and when he returned home he found he won the first prize.

Bill Bone just don't stay put. After returning from a trip about the country the young man journeyed to West Hollywood to relieve Chas. Wakefield who was off for a few days.

Miss Alpha Barrett has a new hobby. Yes sir, she is now a "Blues Singer". They say she sure can sing, and puts the numbers over in a big way. Her latest hit is "Stop Beating Around the Mulberry Bush", dedicated to her publicity man.

The convention is over and two Legion men of West Hollywood are complaining that dog houses should be steam heated as it gets cold these nights. Cliff Curle and Charles Wakefield are now stopping at the West Hollywood Kennel Club. The debating team of the Womans Club could use the subject, "Should a Soldier Be Told When the War is Over?"

The car to watch is the car behind the car in front of you.

"Matrimony is not a word, it's a sentence".—Eddie Cantor.

**WEST HOLLYWOOD**

By G. R. Stevens

Motorman "Charlie" Neighbors is up and around again, smiling as big as ever after being seriously ill. We are glad to report that "Charlie" is improving rapidly and will soon be back on the job.

The September issue of the Magazine aroused considerable interest in Barnyard Golf (Horse-shoe pitching to you) and is gaining favor in West Hollywood among the trainmen. It looks like we've started something, since we now have a horse-shoe pitching champion all comers. Not forgetting that the bowling season is on again, with the boys showing plenty of enthusiasm in the games.

Conductor Gouty has deserted the ranks of Bachelorhood and was married last month. The best wishes of all the boys are extended to the happy couple.

Motorman Aiken's family made a pleasant vacation trip back to Chicago by rail.

Even though we've had some hot weather lately, word comes from S. S. Fonner, away on vacation, that he's having a fine time where he is; and we're still waiting to hear whether Motorman J. W. Clay, also away on vacation, got his deer. We did hear that a thirty-five pound salmon was caught by Mrs. Clay.

Mr. Winters, cashier, is relieving W. A. Gibbons, now on vacation.

Motorman L. L. Leete entertained a party of friends at his new home in San Fernando Valley.

On leave of absence and away on vacations are W. Lambert, J. H. Nichols, G. H. Shoun, W. C. Wetley, and S. S. Fonner.

J. R. Beakley, C. Neighbors, V. Felston, F. J. Tannehill and T. W. Lee are on the sick list.

**LONG BEACH TERMINAL**

By C. L. Cottingham

Geo. Miller of San Pedro, brother-in-law of A. Geer, passed away on September 16th. Was laid to rest in Inglewood.

Conductor E. N. Martin tells us that the next bath that he takes will be in the ocean, as the bottom of the bath tub is too slippery. On Emmet's last attempt he slipped and cracked two ribs. Line your bath tub, Emmett.

Conductor R. W. Cooper and wife have just returned from a 30-day trip to Florida and Boston, Mass. Mrs. Cooper just won't be deprived of her Boston brown bread and baked beans at least once a year.

Conductor D. W. Smith, wife and family spent a week at Mrs. Smith's home in San McGill.

Conductor W. L. Larson made a flying trip to San Jose.

Motorman Pat Pope on a 30-day leave. Made a trip to Alaska and reports a wonderful trip but had to postpone Mt. Barrow account no snow for dog teams.

Motorman H. W. Jenkins, wife and daughters have returned from a motor trip through Missouri, Colorado and Kansas.

Conductor C. B. Clary, wife and family spent a week at P. E. Camp E. McCullum back on the job after two weeks off due to sickness.

Motorman F. F. Steele spent a week out on the desert where he has a homestead.

Our night Terminal Foreman is still on leave, visiting the Pacific Northwest, Alaska and on a motor tour in Minnesota.

Motorman G. Sewall and wife are in Arizona visiting relatives. Guy says he shoots fish on the desert. How come, Guy.

E. Lowry is on the sick list again. We hope to see him back on the job again soon.

Our day Terminal Foreman is back in the office again. C. Van Ostrand has been on the sick list for 60 days. Glad to see him back.

Conductor Joe Navatel is on a 60-day leave. Visiting his mother and brother in Cleveland, Ohio.

C. A. Bjorklund, son and daughter spent a week at P. E. Camp.

O. E. Thorson with the big broad smile, when asked what it was all about, we found out that Otis Elon, a bouncing 10 lb. boy had arrived. Congratulations, Mr. and Mrs. Thorson.

Conductor H. A. Wilkinson and wife motored to Yosemite for a week's vacation.

L. W. Downey and wife have returned from Iowa where they visited friends and relatives. Leo reports fine crops back there.

Mrs. H. W. Wills has returned from West Plains, Missouri, where she was called by the sudden death of her father. Sympathy of all your friends here.

Mr. and Mrs. A. S. Bennett and W. L. Larson were on a fishing trip to Buck's Lake. We have seen several pictures of the party but very few fish. We are wondering if Walt really went for fish as we hear he tried hard to bring a young lady back with him. He also came home with a bum knee which might have been caused from pleading.

Motorman S. E. Matherly is on 30-day leave visiting his relatives in West Virginia where he says that on



the 4th of July the Hill Billys chose up sides and threw rocks at each other all day.

Mrs. Matheny will meet Mac in Nebraska and they will come home together.

We were all sorry to hear of the passing of Dr. Galbraith, one of our Company doctors in Long Beach. Mrs. Galbraith and family have our sympathy.

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#### ACCOUNTING DEPARTMENT

Geo. Perry

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Following are the names of those lucky people who had vacations to take during the very warm month of September. All we could do was peel off our coats and envy them:

Gladys Howell—Jacksonville, Ill.  
 John Hubbard—Touring California.  
 Nobel Cates—Sequoia Nat'l. Forest.  
 T. W. Flesher—Home.  
 Edward Campbell—With the Legion, Powder River!!!  
 Bonnie King—Home.  
 Irene Falconer—Sequoia.  
 Kenneth Pomeroy—Lake Gregory.  
 W. L. Brett—Portland.  
 David Alexander—Elks Convention, Monterey.  
 Odessa Carter—Sacramento.  
 Florence Cox—Exeter.  
 Arvilla Curran—Home.  
 Agnes Heckman—Yosemite.  
 Fanny Jones—Minnesota.  
 Florence Davis—Jacksonville, Ill.  
 (Yes, Gladys and Florence went together.)  
 Catharine Mautz—Home.  
 Ruth Patton (of the Treasurer's Office)—San Francisco.  
 Arnold Northrup—Chicago. He liked it so well that he has decided to make it permanent. So it's so long, Arnold!

If you do not already know, we feel you will be agreeably surprised to learn that our good friend, Edward Uecker and his wife, Elsie, have announced the birth of a son, Daryl Robert at the Seaside Hospital, Long Beach, September 20th. The newest Uecker weighed 4 pounds, 7 ounces and will for certain be an early riser for he picked 2:50 A. M. for his debut.

It at least can be said about the office boy situation that if variety is the spice of life the office boy's job is the nuts-meg. With each issue of the Magazine we seem to have a new boy even after throwing the cloak of glamour about it by titling the position as—"Junior Clerk". Into this position of turmoil and unrest has stepped brave young Robert Nelson to whom we say "Welcome and please stay for two issues anyway."

#### New Homeowners' Corner:

Charles Sein—On the verge of building in Alhambra, maybe started by the time you read this.

Tommy Gentry — Deal practically closed; details later.

Earl Dickey—Just moved into No. 2011 South Promrose Ave., Alhambra.

September 30th was the annual inventory date as usual and assignments were as follows:

W. C. Scholl, Alhambra Section; P. M. Still, Pasadena Section; U. G. Perry, Redondo Section; J. P. Hoaglund, Los Angeles, Section; L. T. Tighe, Long Beach Section.

The foregoing group surveyed the material under jurisdiction of the track foremen throughout the system.

The Stores Dept. at Torrance was checked by a party composed of—A. T. Sharp, H. Thomas, E. C. Campbell and E. J. Beihler, under the supervision of Earle Moyer. Special Accountants, Labbe, Grenke and Uecker covered the Northern Electric Lines. Dale Hyde covered P. E. Bldg., and Macy St. Store.

At Random and Other Places:—We welcome E. J. Beihler back in Room 273 after his long stay on the 6th floor . . . Jury duty is keeping Russell Hollinger more than busy these days . . . F. D. Wilson on leave of absence . . . Marion Snowden returns from leave of absence . . . Laura Drake at St. Vincent's Hospital for tonsilectomy . . . Andrea Nielsen's new hat received quite an ovation upon entering the office for the first time, much to Andy's embarrassment; but we apologize because we've seen some since which make it look beautiful . . . Friends of Catherine Mautz gave her a farewell dinner. The dinner was Italian style: ravioli, spaghetti with lots of cheese, umumumum. Catherine will henceforth take up the duties of housewife in her new home.

To most of us, chickens are at their best when they have been cooked to a delicious brown, with plenty of biscuits, gravy and all the trimmings, but not so to Emily Prior of the Central Timekeeping Bureau and her husband who proudly exhibited to her co-workers a beautiful gold medal which was won by a White Orpington Pullet, which they entered at the Los Angeles County Fair. It is interesting to note that another P. E. employe, John Ashcroft, a lineman of the Eastern District, is Superintendent of the Poultry Show at the County Fair, where the pullet was adjudged the best, and received the award of Champion Pullet for 1938. The proud owner has been raising

and exhibiting White Orpingtons at the various poultry shows for the past five years, and has numerous blue ribbons to show for her efforts. This particular pullet was hatched on February second, and weighed eight pounds when entered in the show. Her first egg was laid the day previous to the opening date of the Fair. Because of her exceptionally fine quality, the pullet is to be shown at the coming shows to be held at North Hollywood, and the Los Angeles Stock Yards, where it is hoped that more honors will be won.

Mr. Ashcroft is a nationally known breeder of Blue Andalusians, and successfully captured all the blue ribbons in that variety. To those who are not familiar with exhibition poultry, the birds are judged according to the rules and specifications adopted by the American Poultry Association, and are judged for color, weight, shape, type and other characteristics. So be sure to keep this in mind when you ask for that second helping of white meat.

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#### NEWS FROM EASTERN DISTRICT

By B. A. Fay

While still fresh in my mind, would like to tell the world at large that Saturday, September 17th, was a great day at the San Bernardino Terminal. The reason: MAIN LINE MILLER RIDES AGAIN. In other words, George Miller, who was injured in an accident last April 29th, returned for work.

Here's the Weddings: On August 20th, George Smithson was married to Mrs. Florence Cadd. The ceremony was witnessed by Mr. Smithson's son, Phillip Smithson. After the ceremony, George and his bride left for a two weeks vacation in Oregon.

Walter Cooper took the big step on August 13th, with Miss Clara Leslie. They were married at St. Paul's Church, with "Best-Man" B. G. Jones again on the job; and the "Big Boss", C. H. Jones, doing all other honors necessary. Mr. and Mrs. Cooper visited in San Francisco, Oakland, and Berkeley, and report that they had a fine vacation. Congratulations to our newlyweds.

Stanley Riddell, Freight Conductor, was off for a week and took the family on a vacation to Watsonville. Have had no details but understand that a fine time was had by all.

Charley Gardner, Mrs. Gardner, friends, and others, are planning to go to Catalina soon. That looks like there will be something to write about. Let's have the details, Charley.

Lou Hatch and his son in law, Rex Dusan, traveled "a la trailer"

to Vancouver. Report good trip? Nope, no such luck, the wives went along.

John Roberds had quite a vacation in the Northern part of California. John said that he needed a rest so he took a long trip.

Whiskers . . . whiskers . . . whiskers, any style, size, shape or what you can grow. It doesn't matter, but whiskers you must have for Pioneer Day.

L. G. Wilson has a growth that some think gives him the appearance of Si Perkins. Charley Mills is running Wilson a close second. Jack Severance resembles a hobo, that is, he did till he had them trimmed. Now he looks like a foreign statesman. Dave Downs has a mustache. He better worry about as to what it is going to become. L. S. Polk, P. Dusserre, and I. L. Myers have a good crop started and hope to develop something really startling. The Freight Crews look "just dreadful" says Amos Patton, night Foreman at the Car Barns. Fred Sauerwein was last seen behind a bush and is now using a mustache cup.

Ray Wilson, ticket clerk, has a crop of sideburns that are almost down to his shoulders. B. C. Jones has developed something on his upper lip. Will report next month what it is. It can't be a "mustachio". Mr. DeNyse's boys have been painting the office and it might be they spilled some paint.

Believe it or not. Whiskers are in the Freight House. There is a sparcie growing down on the chin of L. D. Duke. It's red. C. O. Stephens, head man, is developing side burns. Have heard no comment but understand that L. M. Sinotte, Ticket Agent, has expressed his opinion. Aussie Downs, Clerk, is on his annual trek in the high Sierras in quest of a Deer. (two "e's" please.)

In the Motor Transit Family, Carl Williams, ticket clerk is leading the Whiskerino Race. He has a beautiful full beard and is getting to look more like a Russian Cossack every day. "General Sherman" Patterson, Agent, is running Carl a close second.

Here's the best news from out this way Jay Raker, Brakeman, who was severely injured several weeks ago, is on the road to recovery. Jay is now in the Company Hospital in Los Angeles and will welcome a visit from any of his friends. The "Diggers" are waiting for you, Jay.

Wasn't going to mention R. E. Clary this month. He is too much of a nuisance about cigars. Roy likes to see his name in print and would like to have his picture in the magazine. (Editor: please do not arrange for a picture, the Magazine couldn't stand it.)

## The Community Chest Campaign

SOLICITATION TO BEGIN OCTOBER 1st AND CLOSE NOVEMBER 16th.  
 THIS YEARS GOAL IS \$3,206,409.

The annual replenishment of the Community Chest is at hand, and an intensive campaign for funds to insure continuance of the work done by 88 institutions who are members of the Chest will be conducted, beginning October 1st and continuing until November 16th. All divisions of the work will not be in action at the same time, and for that reason the work will possibly be more thorough than it has been in former campaigns. The order of solicitation will be as follows:

Advance Gifts and Special Prospects solicitation will begin October 1st.

Group or General Solicitation starts October 14th.

Establishments, Executives and Employes, October 14th.

Public Employes, October 17th.

Public Schools, October 31st to November 16th.

This company has been called upon to do its part, as usual, and President Smith has accepted the roll of Chairman for our company, designating the Editor of the Magazine as his assistant in conducting the campaign, and it is his desire that those who have acted as Departmental Chairmen in past campaigns assist in the one about to be begun, as, because of their experience, they are invaluable for the proper conduct of affairs.

Since 1926, the population in the 488 square mile area of the Los Angeles Community Chest has increased 41 per cent, and from this fact may be gleaned the reason for the large amount necessary to properly maintain all the agencies.

The sub-standard income received by families on governmental relief projects result in wholly inadequate provision for times of sickness, for necessary recreational activities, and for many other things that are essential to wholesome living. This condition has thrown on the health and welfare agencies of the Community Chest a burden they did not have in the years before the depression. A more generous public response to the Chest's appeal this fall is the possible solution.

During the past year, Community Chest workers report, the services of many of the 88 Chest-supported health and welfare agencies have had to be curtailed; hundreds of applicants at Chest hospitals and clinics have been placed on long waiting lists

or turned away, because of inadequate funds and under-staffing. Many of the agencies, in their determination to care for emergency cases, have been compelled to incur deficits. It is hoped the public response to the Chest's approaching annual appeal will be sufficiently generous to enable the agencies adequately to meet the proper demands placed upon them during the coming twelve months.

The Community Chest plan of raising funds has furnished a common platform on which Catholic, Protestant and Jew work together to improve human conditions. The plan, too, has reduced the cost of charitable fund-raising to a fraction of what it once was, and, by its insistence on thorough planning, has made possible greatly increased services such as health, child care, family welfare and character training by the agencies. The full extent of these services will depend on the measure of the public's generosity to these agencies through the Community Chest appeal.

#### NO WONDER WE'RE WILD

There are 1,024,280 reasons why the traffic on Los Angeles County highways sometimes becomes congested.

That is the number of automobiles registered in this county, according to statistics made public recently in Sacramento by the State Department of Motor Vehicles.

It represents nearly one-half the state's total of 2,507,874.

Alameda County placed first with 175,407; San Francisco with 171,013, and San Diego with 100,878.

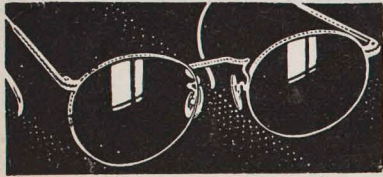
Least motorized county is Alpine, with 114 cars registered.

Other Southern California county figures are: Imperial, 24,774; Kern, 53,290; Orange, 57,060; Riverside, 41,015; San Bernardino, 60,095; San Luis Obispo, 14,433; Santa Barbara, 30,376; Ventura, 25,539.

The State total is divided into 2,217,911 passenger cars, 156,983 trucks, 10,161 motorcycles and 122,820 trailers.

A Jew, a Scotsman, an Armenian and a Frenchman dined together. To everyone's astonishment, at the close of the meal the Scotsman spoke up demanding the check. Headline next morning: "Jewish Ventriloquist Mysteriously Murdered."





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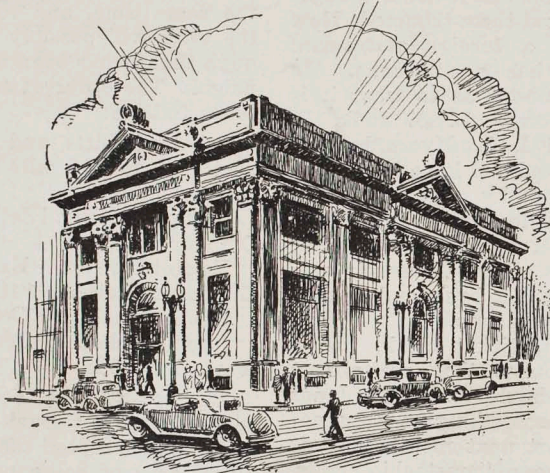
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