

PACIFIC ELECTRIC

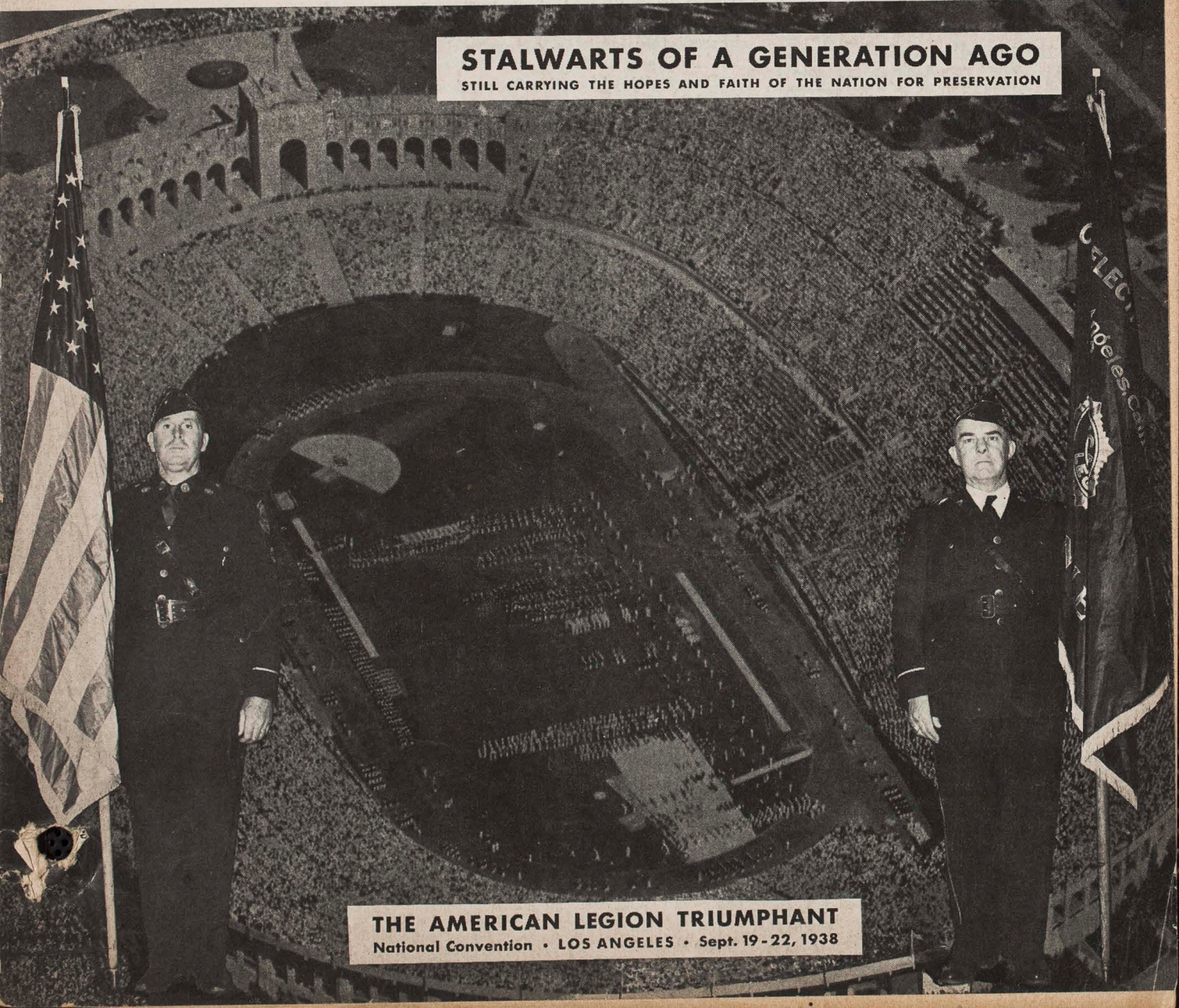
Magazine

Vol. 19—No. 3



September 10, 1938

STALWARTS OF A GENERATION AGO
STILL CARRYING THE HOPES AND FAITH OF THE NATION FOR PRESERVATION



THE AMERICAN LEGION TRIUMPHANT
National Convention • LOS ANGELES • Sept. 19 - 22, 1938



Volume 19, No. 3 Sept. 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 20th of the month.

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

E. C. THOMAS.....EDITOR

A STATEMENT just issued by the Passenger Traffic Department of the Southern Pacific Company at Los Angeles lies before us. It bears the heading "It Can Be Done," and, in the statement appears the names of a score of employees of that company and of the Pacific Electric who, during the preceding week had sent in "travel tips" resulting in the sale of tickets from points in this territory to Eastern cities.

As a result of this employe interest and activity quite a substantial amount of revenue was received that might possibly have gone to competing carriers.

The employes mentioned in the statement may well be proud of their accomplishment in getting business for their company; and it is convincing evidence that the revenue increasing plan begun by both Southern Pacific and Pacific Electric Employees several weeks ago is getting well under way and bearing fruit from the effort. It proves beyond question that "it can be done."

Every employe of our company has been advised by letter of the absolute necessity of securing more business in order that revenues may be increased.

Every employe of this company also knows that because of continuously falling revenues drastic retrenchment had to be made, and of necessity and most regretfully many employes have been retired from service.

There is only one sure way to check further depletion of our ranks, and that is to get more business for the Pacific Electric and for our parent company, the Southern Pacific. A measure of the responsibility of

getting the business is upon the shoulders of each individual employe.

The report mentioned above sets forth what 20 employes did. Why shouldn't every one of us do likewise?

Those twenty in one week's time produced over \$2000 worth of business. If only one-half the number of our employes did as well each week, the amount of new business produced would be around \$400,000 weekly.

Team work and devotion to our own interests (the production of more revenue for the payment of our own wages, and to assist in making our employment continuous) will do much to place our companies in a more healthy condition financially. We owe it to ourselves and our fellows to at least try.

When you learn of a friend, a relative or an acquaintance who is planning a journey call the Passenger Traffic Department of either the Pacific Electric, TUCKER 7272, or the Southern Pacific, MADISON 6161 and report your "travel tip." A Traveling Passenger Agent will follow up immediately and endeavor to land the business.

Do not delay in calling. Act quickly. To delay may result in the loss of the business to a competitor.

If we will each do our part, certainly "IT CAN BE DONE."

TRANSIT SURVEY BEGUN

Approval of a traffic survey to be undertaken as a basis of rapid transit study in Los Angeles was announced August 8th, at Works Progress Administration headquarters here.

The project, approved in Washington, will represent a cost of \$88,805, of which the WPA will provide \$65,284. It will provide work for 145 persons for six months beginning August 15th.

The plan will include spot checking at downtown points to determine how many passengers board or alight from public conveyances at corners. In addition there will be checkers at 76 intersections of streets leading into the downtown section.

These checks will take license numbers of every tenth car. Similar data will be obtained at downtown auto parks and the license numbers then will be checked against state records to show from what distances the average automobile comes to the downtown area.

Cards will be distributed among employes of stores and industrial plants also to find out how many use street cars and how many their own automobiles in going to and from work.

This company is cooperating in the survey by the dissemination of information through car cards, flyers, and other publicity mediums.

FAMILIARIZING ourselves with what we have to sell before trying to sell transportation would insure more success in the campaign we are now undertaking. It is not a matter of quoting fares or rates. It is in setting up an objective. Primarily the commodity we sell is Transportation Service, but the purchaser is interested in how and where he may use it. To interest a buyer, we should know and be prepared to describe what is at the other end of a journey as an incentive to get him to take the journey. For instance, have you ever visited the famous Huntington Library with its famous collection of art, literature, sculpture, newspapers, and other exhibits of a cultural nature such as not found elsewhere in the entire world? A description of it would doubtless create a desire on the part of your acquaintance or friend to visit it. That requires transportation of some kind. The kind you have is that supplied by this company. It is good transportation, because it is over a well-built railway, in comfortable cars operated at intervals convenient to his needs and takes him direct to the very doors of the Library. The cost of the journey to him is very small—much less than he could go by any other means. It involves no hazard of driving, no additional expense of parking. In all of these things he is bound to be interested—but—had you not pictured to him the attractiveness and intense interest of the object to be reached by the journey, how far would you have gotten in just trying to sell him a ride to nowhere? There are dozens of delightful places on and near Pacific Electric and Motor Transit Lines that would lure people to travel were they only aware of them. Learn of them. Our information bureau has literature pertaining to most, if not all of them. Visit them yourself in order that your knowledge may be authentic. Then, you have something to sell.

"There is no substitute in salesmanship for the personal, man to man appeal. There has been no means yet devised to better present the merits of what we have to sell than by personal presentation." Said President Smith in a recent address. This statement comes from a long experience in the production of both freight and passenger traffic. It points the way to a successful method in our campaign for more business. "IT CAN BE DONE."

Open your ears. Listen. Make note of the conversation with or by friend or the friend of a friend. There may be a "travel tip" developed. Then tell them who you are, what you are; and what you want.

American Legion National Convention in Los Angeles

Promises to Be the Largest Ever Held in Los Angeles

Pacific Electric's Own Post Joins Heartily in Activities September 19-22

A GENERATION has passed since 1918 when we were in the throes of the World War—20 years in which the contours of all the countries of Europe have changed, and during which time kingdoms have ceased to be, dictators have come to power, turmoil and strife have been rampant, and in practically every other part of the world warfare has continued almost unabated.

Our own beloved country has known its vicissitudes by way of depressions and some of the vagueries of nature, but we are thankful that nothing of the character of 1914-18 has beset our country.

Soon after the close of the Great War, the American Legion came into being and today numbers its hundreds of thousands of veterans of that war as members.

The principles upon which it was founded have in most instances been rigorously kept; as an order it stands for the upholding of all the ideals that have made America great and respected by all its people and by the Nations of the world in general.

Upon the Legion are fixed the hopes and faith of the people of this nation that the principles of Liberty, Equality and Justice proclaimed by the Constitution will be maintained, and that subversive interests of any character will be kept from our midst.

Those who now compose the Legion represented the flower of young manhood of the Nation in 1918. Today they represent the best we have in citizenry.

On September 19th there will assemble for the first time in Los Angeles representatives of the organization from every quarter of the globe. They are coming by the tens of thousands, and this city is opening its gates and its heart to them, and hoping that at the close of their sessions here of business and pure fun they will say unanimously that they have never before had such a happy time.

Never in the history of the order has such a pretentious program of entertainment been provided by a host city. There is a variety of events

destined to fill every moment of their stay. The cost of all the entertainment to be provided for our visitors will be to them a purely nominal amount. Wholeheartedly Los Angeles is spending hundreds of thousands of dollars in order that the visitors may have to spend only comparable pennies. Naturally many of our visiting friends are going to "let loose of a lot of kale," but it will be of their own volition and not of necessity.

One of the most spectacular features to be seen during the session in Los Angeles will be that of the greatest force of modern fighting planes ever assembled in the United States—a roaring, swooping sky armada of more than 325 swift aircraft—concentrated by the Army Air Corps to participate in the national convention parade on Sept. 20.

From an officer of the Legion Convention Committee comes the additional information that the Navy, not to be outdone, proposes to match the Army at least plane for plane. That means that during the great air show, approximately 800 of the Nation's fighting ships of the air will hold manouvers over Los Angeles during the great parade.

Outstanding Events:

Sunday Night, Sept. 18.—Religious and Patriotic Services at Hollywood Bowl. Admission only to those holding registration tickets. Very colorful pageantry; inspiring music and drama.

Monday, Sept. 19.—Opening of the Convention at Shrine Auditorium, 9 a.m. Throughout the day at the Coliseum National Drum and Bugle Corps preliminary play-off will be in progress. Monday afternoon Warner Brothers Studio will be open for official visitors and all details of making pictures demonstrated; admission by registration only. Three events are on schedule for Monday night—National Commander's Dinner at the Biltmore; championship finals for Drum and Bugle Corps; and the hilarious, riotous, jamboree of the "playboy" element of the Legion—"Parade of the 40 and 8" through downtown Los Angeles Streets. This is when they rip up Broadway.

Tuesday, Sept. 20 will be parade day and there will be no convention sessions on that day, for this parade, not unlike the one that staggered New York last year, will consume about 8 hours to pass a given point. Begins on Figueroa near Washing-

ton, south to the Coliseum, circling into and around the Coliseum before the thousands there assembled. This parade will probably run far into the night. Two other events are scheduled for night—a Boxing Show, free to all Legionnaires at Gilmore Stadium; and an Aviation Banquet and Ball where some several thousand veterans of the air service will gather "for one big bust" and crown some charming young lady as "Miss American Legion."

Wednesday, Sept. 21 will be a sort of as a go-as-you-please day for the visitors who desire to see some of the beauties of Southern California outside Los Angeles. Two banquets will be held in the early evening—the "40 and 8" at the Ambassador Coconut Grove, and the "All States" banquet at the Biltmore Bowl. At the Coliseum on this night the Legion will present the show of shows. Attendance by the public is permitted by purchase of tickets. From advance information it will be the most spectacular affair, more thrilling and replete with novelties than anything ever produced in the city.

Friday, Sept. 23rd—Admiral C. C. Bloch, commander in chief of the United States Fleet, has ordered a great naval demonstration for The American Legion. This is a tribute to the organization, and will be a sight never to be forgotten. Over 8,000 Legionnaires will be placed aboard the great sea-wagons, while in from sea will nose the great fleet to pass in review. Overhead will roar 450 Navy planes flying in formation. For those who will not be able to go aboard the ships this Navy demonstration can be clearly seen from advantageous points along the harbor from San Pedro and Long Beach.

STATE CONVENTION OF LEGION AT SANTA MONICA

Preceding the National Convention of the American Legion at Los Angeles, the Department of California, composed of all posts in the State will meet at Santa Monica on Sept. 14, 15, 16 and 17.

Business sessions will be held on the 16th and 17th, and throughout the session various entertainment features will be provided by the host city.

One of the outstanding features of interest to the public as well as to members of the Legion will be the parade of Sons of the American Legion. It promises to be quite colorful with a number of spectacular features.

PACIFIC ELECTRIC RAILWAY POST

By James E. Davis

The following items were taken from the minutes of the August 9th meeting, which was held while this writer was in the St. Vincent's Hospital. Three new members joined this post. . . . Comrade Malmberg took magazines and tobacco to Sawtelle Hospital. . . . Comrade A. C. Tanner would have received \$1.64 if he had been present when his name was drawn for the door fund.

August 23rd meeting. Articles of incorporation adopted as read.

Letter from Dr. Lechner, Americanization Chairman of the Los Angeles County Council, about Nazism in the U. S. A. was read and a motion passed putting this post on record as supporting Dr. Lechner in his fight against Nazi-ism.

Ex Los Angeles City Councilman, E. Snapper Ingram, Chemin de Fer (Passe) and Chairman of the Promenade Nationale of the 40 et 8, congratulated us on our support of Dr. Lechner, and talked about plans for the 40 et 8 to make the P. E. Club their headquarters during the Convention.

Comrades Broberg and Hume read a report of the 23rd District meeting which was held in Patriotic Hall, Huntington Park, August 22nd. Among those present from this Post were Chairman of Delegates, Broberg, Delegates Brainard, and Newman and Alternates Cross, Hume and Withee. The vote of this post for the new Commander 23rd District, was cast for Comrade O. K. Jones of Leonard Wood Post. Comrade Jones was elected.

Chaplain Nichols reported a visit to Sawtelle Hospital, with magazines and cigarettes. Chaplain Nichols, Comrade Riordan, who has been an inmate of the Hospital, several times, and Comrade Parker of Watts Post, discussed the scarcity of cigarettes at the Hospital. A motion was passed authorizing Chaplain Nichols to purchase cigarettes, for the ward at Sawtelle, sponsored by this post, each time he goes there. Chaplain Nichols has arranged for a show to be put on at Sawtelle Hospital by members of this Post, Sept. 4th.

Comrade Copeland of L. A. Railway Post, invited us to visit his post. He also wanted us to attend a Stag to be held for the benefit of his post, at 1040 S. Grand Ave., Sept. 10th.

Three more members joined our post, making six new members this month. Our next meeting, Sept. 13th, is the last chance to join before the Convention. Absentee Comrade Henning drew the door fund.

Now for the dope about this year's officers and Committeemen: Com-

Roster of Pacific Electric Railway Post 321 The American Legion

OFFICERS:

Clarence A. Newman,
Commander
Burgess N. Broberg,
1st Vice Commander
Aubrey M. Cross,
2nd Vice Commander
William E. Sames,
Adjutant
William G. Knoche,
Finance Officer
David Kennedy,
Sergeant at Arms

Frederick W. Nichols,
Chaplain
James E. Davis,
Historian
Harry H. Brainard,
Committeeman
Clyde C. Tucker,
Committeeman
Roy E. Head,
Committeeman
Walter L. Hume,
Service Officer

MEMBERS:

Parker R. Allison
Olin W. Auld
Earl J. Altenberger
Frank A. Bryant
Robert C. Byrd
Donald Batman
William A. Baxter
Edward L. H. Bissinger
Harold J. Brinker
Ray G. Buford
Alfred W. Bone
Claude J. Culver
Glen O. Day
Bert F. Durr
Lloyd A. Finley
Joseph C. Furst
Don M. Flippin
William A. Gillespie
Herman G. Gauss
John C. Hamm
Leonard F. Henning
Homer G. Hammond
James H. Johnston
Roy H. Keene

Lewis B. Kirkland
Axel A. Malmberg
Paul M. Orrell
John J. Roach
Harold K. Riordan
Will Richard
Donald W. Smith
Melvin Sodowsky
William Staudigel
Walter E. Swartz
Albert C. Tanner
William H. West
Marcus A. Williams
Beckham V. Williams
Ray E. Withee
Harry L. Young
Jesse A. Zumwalt
Hugh K. Nickerson
George W. Blackwell
Ben F. Loftin
Warren W. Braley
Felix P. Brac
Warren A. Salisbury
Thomas J. McDonald

The above roster of officers and members of Pacific Electric Post, of the American Legion, does not, by any means, include all Legionnaires engaged in the operation of this railway. There are scores of them members of Posts in the communities in which they reside, actively engaged in the promotion of principles of the Legion, and to them, the salute of the Magazine is given.

mander Newman, served in the Navy. He is now a Dispatcher South. He is Chairman of our Delegation to the Department Convention. He is delegate to the 23rd District and The L. A. County Council and ex officio member of all committees.

First Vice Commander B. N. Broberg, C. A. C. 43rd Co. San Francisco. Now brakeman, South. He is Chairman of the following Committees: Membership, Disaster and Relief, and Rehabilitation and Child Welfare. Also Chairman of the Delegates to the 23rd District and the

L. A. Co. Council, and Delegate to the Department Convention.

Second Vice Commander A. M. Cross, 17th Ret. Co. Chairman of the Arrangements Committee for the National Convention, and the Conservation Committee. He is a member of the Ways and Means Committee. An Alternate to the 23rd District, L. A. Co. Council and the Department Convention.

Adj. Sames, 103rd A. T. Service Record in August magazine. Motorman West. He is a member of the Convention Arrangements Commit-

tee, a Delegate to Co. Council and an Alternate to the 23rd District.

Finance Officer W. G. Knoche was a railroad man in France, during the World War. While ranking as Sergeant in the 63rd Engineers and Sergeant 1st Class in the 72nd Trans. Corp. he was Train Dispatcher at Is-sur-Tille about 2 months and Chef de Gare, (Stationmaster) at various stations, some near the front, for six or seven months. He is Freight Traffic Manager and President of the P. E. Club. He is a member of the Arrangements Committee for the National Convention.

Chaplain F. W. Nichols, 2nd Lieutenant, U. S. Army. Now Trainmaster, South. Chairman of Visiting, and Community Betterment Committees, and member of School Award and Observance of Patriotic Occasions Committees.

Historian J. E. Davis, 7th and 8th L. A. Cos., Fort MacArthur, San Pedro, and 55th Ammunition Train, A. E. F. Motorman, West., Chairman Publicity Committee.

Sergeant-at-arms D. W. Kennedy, Signal Corp, U. S. Army, Lineman. Chairman of the Naturalization and Observance of Patriotic Occasions Committees. A member of the Ways and Means, and Arrangements for the National Convention Committees. He is a Delegate to the 23rd District and an Alternate to the L. A. Co. Council. He is an officer in the 40 et 8.

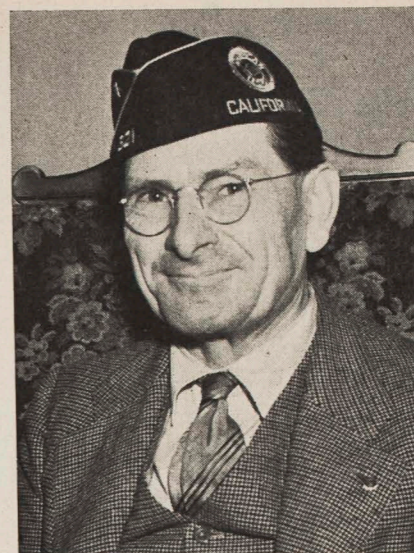
Junior Past Commander H. H. Brainard, Co. C., 53rd A. T. C. A. C., Foreman of line car, Chairman of Ways and Means, Sons of the Legion and Women's Auxiliary Committees. He is a member of the Arrangements Committee for the National Convention and Chairman of the Delegates to the 23rd District and Delegate to the Department Convention.

Service Officer W. L. Hume, Infantry. Telephone Repairman, Assistant Sergeant-at-arms, Chairman School Awards Committee, member of the Publicity and Rehabilitation and Child Welfare Committee and an Alternate to the 23rd District and to the Department Convention.

All of the above named officers are also members of the Executive Committee, R. E. Mead, 2nd Reg. U. S. Army. Also Executive Committee-Army Engineering. Towerman. Chairman of Unemployment Committee. Member of Membership Com. Alternate to the Department Convention.

Executive Committeeman C. C. Tucker, 157 Infantry 40th Div. A. E. F. Motorman West. Member of Women's Auxiliary Com. Alternate to 23rd District and L. A. Co. Council.

Chairman of National Defense Committee, R. E. Withee, U. S.



JAS. E. DAVIS, Historian
Pacific Electric Post

Army. Member of Membership, Women's Auxiliary, and Sons of the Legion Coms., and Alternate to the 23rd District.

Chairman of the Legal and Resolutions Committee, E. L. H. Bissinger, Field Artillery Battery C., Co. D. 24th Battalion 144th Reg. 40th Div. P. E. Attorney.

Chairman of the Athletic Committee, W. A. Gillispie, Infantry. Signal Electrician.

Chairman Boy Scouts Committee, O. W. Auld, U. S. Army. Lineman. Member of Ways and Means Committee.

Chairman of the Inter-post Relations Committee, A. W. Bone, Army Engineers.

Chairman of the Entertainments

and Refreshments Committee H. K. Riordan, U. S. Navy. Conductor North.

Member of Women's Auxiliary Committee, A. A. Malmberg, Corporal in U. S. Infantry. Motorman West.

Member of Sons of the Legion Committee; F. A. Bryant, Marine Corps. Conductor.

Member of Arrangements Committee for the National Convention, H. L. Young, Trans. Service U. S. Army.

Comrade H. K. Nickerson was a Delegate to the 23rd District.

ATTENTION! PACIFIC ELECTRIC LEGIONAIRES

During the National Convention our city will be host to thousands of your Comrades from every part of the Nation. While a very elaborate program has been prepared for them during the sessions of the Convention, Sept. 19-22, there will be many of them here both before and after those dates, who are desirous of seeing something of this and other parts of the State while they are here.

This affords a splendid opportunity for every Pacific Electric Legionnaire to be of service both to the visitor and to this company.

Make of yourself a Traveling Information Bureau and Guide. They will welcome information as to where to go and how to get there. You know, or should know of many points of interest in this area to which to direct them, and the Pacific Electric and Motor Transit reach nearly all of them. Encourage them to see Central and Northern California via Southern Pacific.

There's good business in it. Help get it. "IT CAN BE DONE."

\$30,000 RAIL IMPROVEMENT

Announcement was made at San Bernardino recently of the completion and placing in service of the new rail construction on Third Street between Mt. Vernon Avenue and Allen Street at a cost of \$30,000. Third Street is the principal east and west thoroughfare in San Bernardino on which our station is located.

The new tracks are in the center of the street, whereas the old rails extend along the south side of the thoroughfare most of the way. Service has been maintained on the old tracks while the new rails were being laid.

When the Pacific Electric has finished its work, the city will institute two street projects under which Third Street will be resurfaced.

The girl who marries a man with money to burn usually makes a good match.

WORLD WAR VETERANS ATTENTION!

During the American Legion Convention, the P. E. Club, (Home of the P. E. Ry. Post), will be National Headquarters of The FORTY et EIGHT, the Fun Makers of the Legion. Undoubtedly thousands of Veterans will come to the Club for all kinds of information.

If YOU will register at the P. E. Club, in person or by mail; your name and address; and the Outfits you served with during the World War, it may be the means of bringing about meetings between you and the Comrades you served with during the War. You may include your present occupation, and the Veteran's Organization to which you belong, if any.

Service Retirement Comes to Many Employes

SINCE LAST REPORTED BY THE MAGAZINE 20 MORE EMPLOYES JOIN VETERAN HONOR ROLL

AS THE MONTHS pass, the ranks of Pacific Electric Veterans grow in number, and friends of long standing that we have been accustomed to meet from day to day are missed from the daily activity of our industrial life. They are still members of our great family, but have been placed on inactive service. By their years of efficient and loyal service they have earned and are receiving acknowledgment of their efforts by both the Company and the Nation.

May the remaining years that are theirs be among pleasant scenes and with every needed comfort surrounding them.

Name	Department	Occupation	Years of Service
Otto Amundson—Mechanical—Carpenter			18
Daniel W. Banks—Mechanical—Foreman			29
Wm. G. Roberts—Mechanical—Car Repairer			19
Ben Mannering—Mechanical—Car Cleaner			12
Dominick Baucherio—Mechanical—Laborer			15
Thomas Brownlee—Mechanical—Machinist			17
John Jackson—Purchasing—Line Storekeeper			19
Charles A. Emmons—Transportation—Mail Handler			20
Howard Welch—Transportation—Trolleyman			19
Arthur H. Chute—Mechanical—Machinist			19
Edward M. Beall—Mechanical—Car Repairer			29
Chas. B. Stiles—Mechanical—Carpenter			16
John P. Leonard—Mechanical—Machinist			19
John W. Walden—Mechanical—Carpenter			16
Mark Francis—Mechanical—Electrical Machinist			18
George Ward—Mechanical—Helper			16
Fred J. Burnett—Engineering—Towerman			21
James W. Griffith—Transportation—Trolleyman			34
Ingham Brearley*—Transportation—Motorman			18
Henry A. Tourville—Transportation—Motorman			19

* Deceased

RETURNS FROM EUROPE

M. P. Groftholdt, who retired last May as Traffic Inspector for the Executive Department, and who almost immediately left for Denmark on a visit to relatives and friends, returned this month after a four months stay. "Pete," as he is familiarly known to his host of friends, had, we are told, a very pleasant sojourn in Denmark, but most grievous and sorrowful experiences elsewhere. On his return journey, he was beset with quite serious illness, and is now at the home of a daughter, recuperating.

His friends regret to know of his disability, welcome his return home; and, sincerely wish him a most speedy recovery.

EMPLOYES AT ST. VINCENT'S

The following employes are now at St. Vincent's Hospital, 2131 West Third Street, for an indefinite time, and will be glad to see their friends during visiting hours:

E. E. Barkdull, Mechanical Dept.; J. E. Nelson, Engineering Dept.; E. F. Lowary, Southern Dist.; Chas. Neighbors, Western Dist.; P. W. Seymour, Harbor Belt.

"THE RAILROAD BOOSTERS"

For quite a while there has been a very active organization in Los Angeles known as "The Railroad Boosters," the members of which are engaged in the railway business with the various railway companies. Their hobby takes practical form in their desire to know all about the equipment, routes of lines, points of interest, history of lines and communities—everything pertaining to the various lines.

The present president of the organization is Mr. A. W. Melching, 1448 Dunsuir Avenue, Los Angeles.

Several trips have been taken over our lines to various points, and on Sunday, Sept. 11th the Club Car "Commodore" has been chartered for a trip from Los Angeles to San Bernardino, thence to Riverside and out to Corona, returning via Riverside and Rialto to Los Angeles.

From reports of those who have been members of the various excursions, the members are having most enjoyable, as well as most interesting experiences.

She's a suicide blonde—dyed by her own hand.

RETIRES WITH LAURELS

If the "Movie Magnates" knew of only a few of the incidents that have occurred in the life of L. E. St John a picture would now be in production in some great film studio that would rival in point of human interest, if not excell anything in the story line ever produced by Horatio Alger; and, better than that of Alger, it would not be fiction, for no man that we have ever associated with in the Pacific Electric Company has possessed so dramatic a career, or passed through more varied experiences.

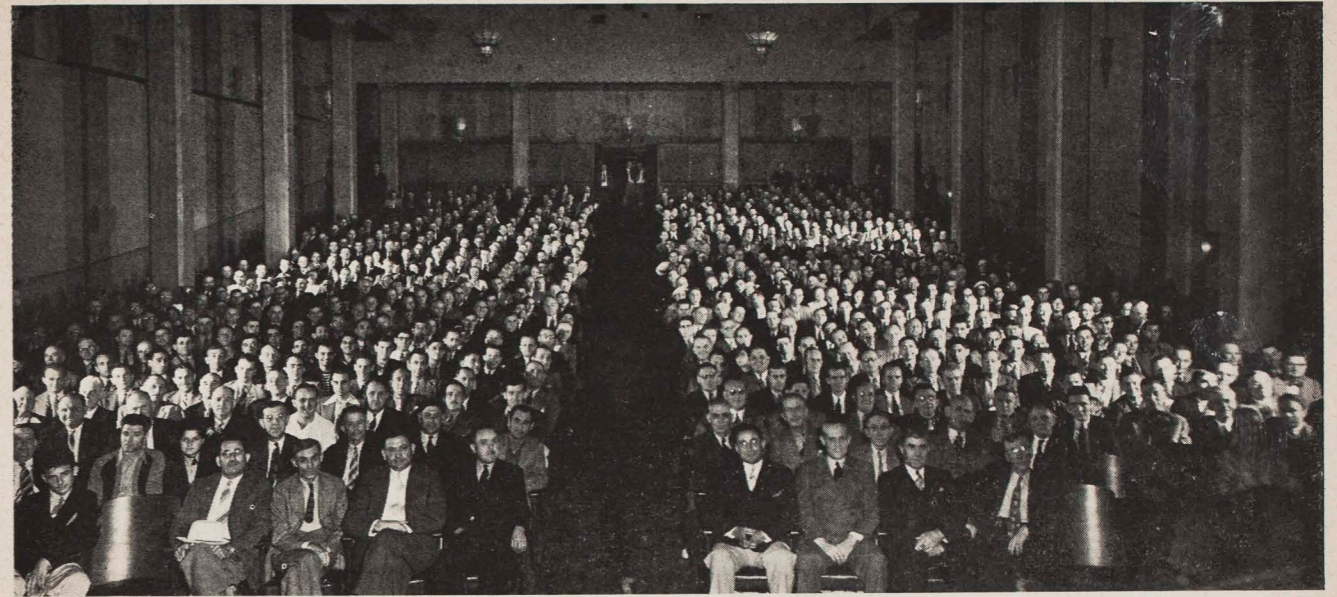


Many of the earlier years of his business experience were passed in Arizona, when that state was really Arizona—two guns, bad men, bandits and all—and through it all, St John "carried on" and developed that courage and fidelity that has characterized him all his remaining years.

Mr. St John was an outstanding character among his associates, an institution all by himself. Aggressive, persistent, competent, untiring, loyal, courteous, everything that draws real men as friends and holds them. To this company, his services during many years past has been invaluable.

After 40 years of intensive service with the Southern Pacific and the Pacific Electric Mr. St John retires with laurels from his position as Assistant to the President. to what we most sincerely hope will be many years of unalloyed pleasure to be found in travel and recreation in many of the beauty spots of the continent. And, it looks like he is headed on that route because of the recently acquired auto, with which he is reported to be practicing daily.

To "L. E." goes the most sincere congratulations and best wishes of all his colleagues of this company. May all the paths he pursues lead to pleasant places, and may those places when he reaches them satisfy his soul, and far exceed his anticipation.



O. A. SMITH
President
Pacific Electric Railway

CAMPAIGN FOR BUSINESS

On Monday evening, August 15th, a joint mass meeting of employes of the Southern Pacific and the Pacific Electric was held in the Club Auditorium, where 750 from various departments listened to the addresses of executives of the two companies relative to the necessity of securing a greater volume of business than is now received by the lines, in order that employment be made more secure and that the railways may be speedily returned to a more prosperous conditions.

Methods of operation of the new business getting plan were discussed, and much enthusiasm was manifested by all present.

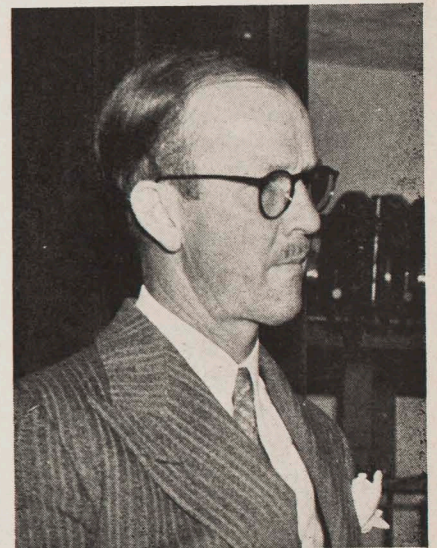
C. F. Donatin, Superintendent of the Los Angeles Division of the Southern Pacific, was Chairman of the meeting, and in his introductory remarks he left no doubt in the minds of his hearers as to the importance of the issue, the advisability and desirability of conducting an active and aggressive campaign; and, his assurance that the desired results could be accomplished by wholehearted team work.

Other speakers in the order of their appearance were: G. J. Blech, General Freight Agent; N. Kinnell, Assistant General Passenger Agent; K. C. Ingram, Assistant to the President; Sherman Burke, Assistant to the Vice-President in charge of Freight Traffic; all of the Southern Pacific Company; and O. A. Smith, President of the Pacific Electric, representing the Los Angeles affiliates.

Active work on the part of the employes has been under way during the past month, many valuable contacts have been made, and already good effects have been evident.

The responsibility for the success of the campaign rests squarely on the shoulders of all of us. We are, as Vice-President Dyer has said, the Company. The success or failure of the companies depend upon our efforts to gain sufficient revenue through business to satisfactorily and efficiently operate the railroads. Not only can we, through "business tips" gain more business, but in our various activities, if we are thoughtful and watchful, find ways and means of making economies of time and material and thereby reduce expenditures. Dollars saved are better than dollars made.

With active team-work and devo-



K. C. INGRAM
Assistant to the President
Southern Pacific Company

tion to our own selfish interests, to say nothing of that loyalty we owe the company, "It Can Be Done."

WHO FAVORS A TENNIS TEAM?

Undoubtedly there are a large number of tennis players in a family as large in number as the Pacific Electric family, and doubtless there are many who would like to participate in a tournament. For some time there has been discussion of the matter but no definite action taken. Those interested should communicate with Alfred P. Beaumont, Central Time-keeping Bureau at once, and it may be possible to organize a tournament.

GOLF SPORTS BASKETBALL

TENNIS BASEBALL

FISHING HUNTING BOWLING

ROD AND GUN CLUB NOTES

By Arlie Skelton

As a famous politician once said, "Let's take a look at the records." At the August meeting total membership was given at 776 members. A quick check on prizes listed in our current year book shows 120 prizes offered in the Fishing Division. Then back to our Fishing Captains Mid Tournament report. Three hundred and eighty-eight fish registered. Assuming they are repeated registrations of a very comparative few members who are only entitled to one prize for salt water fish and one for fresh water fish. With the summer and its good fishing days rapidly drawing to a close, what will be the result? Ans. At our Annual Meeting only about half the prizes we have on hand will be claimed. The balance will have to go back in the prize case to be sold, offered as special prizes, or held over until next year. There is still time to register a few fish and probably win a valuable prize.

For the Gun Division the season is just nicely under way. Deer season is open along the coast range and will be open in the central and eastern portion of the State September 16th. Deer are reported plentiful and in good condition. There is an abundance of food for them this year. It looks like a mighty good time to bag a buck and bring home a good trophy.

Dove season opens September 1st. Bag limit, 15 per day, 30 per week. Guns not to exceed 3 shots.

Duck season opens October 15th. Closes November 28th. Bag limit, 10 per day, twenty in possession. Shooting time 7 a.m. to 4:30 p.m. Gun not to exceed 3 shots.

All indications point to the best hunting season this year that we have enjoyed in several years past. However, the fishing has been very slow and spotted. What the reason for it is, no one seems to know. Just bear in mind when you go fishing or hunting whatever your luck seems to be pretty well applies to the other members as well.

Register your fish and game and you will find yourself in competition with the rest of the members.

A man who does not curb his appetite has a large part of his past before him.

BOWLING LEAGUE ORGANIZED

By D. F. Houston

With an enthusiastic crowd of bowlers on hand, the regular annual meeting of the Pacific Electric Club Bowling League was held in the P. E. Club on the night of August 23rd. If the enthusiasm displayed is any criterion the coming season is going to be one of the very best in the history of the league.

As an indication of appreciation for the splendid manner in which they handled the business of the various offices, on motion made by Mr. Cobb, seconded by Mr. Lutes, and unanimously carried, the present officers of the league were re-elected for the ensuing year. The officers are:

H. E. Norton, President; H. C. Hampton, 1st Vice President; A. Brahm, 2nd Vice President; C. G. Gonzalez, Secretary and Treasurer; L. H. Covell, Manager.

A total of sixteen teams entered the league for the coming season and among the entrants are the Amazons, a team composed of members of the weaker (?) sex. Due to the large entry list the teams have been split into two divisions, one division bowling at 6:00 P. M. and the other at 8:15 P. M. The winners in each division are to enter playoff to determine 1st and 2nd place in the league and the two second place teams are to play off for 3rd and 4th money.

Following are the entrants in the two divisions of the P. E. Club Bowling League:

6:00 P. M.—Amazons, Bridge & Building, South, P. E. Club, Freight Traffic, Engineers, Passenger Traffic, Transportation.

8:15 P. M.—Claim, North, Conductors, Timekeeping, Subway, Bonding, Signal, L. A. Motor Coach.

Opening night is September 16, at Jensen's Recreation Center, located at 1706 Sunset Boulevard and a banner crowd is anticipated. The season will run for 28 weeks, final night being April 7, 1939, after which the playoff for the first four positions will be held.

Those present will undoubtedly be entertained by the antics of such sterling performers as "Slow Ball" Getz, "Cupid" Swanson, "Hook" DuBose the "Easy Aces", "Cannon Ball" Lutes, "Cuckoo" Cuccia, bolstered up by several newcomers among whom will be "Catalina"

A BOUQUET TO OUR TRAINMEN

In response to a letter answering a complaint, Mr. Marler, Passenger Traffic Manager has received the following from one of our regular patrons at Temple City. The management is very grateful for the understanding manifested, and the tribute to the men operating our trains is so sincere we reproduce the entire letter for their benefit.

We sometimes "bruise easily"; but oh boy, isn't this healing.

Dear Mr. Marler:
For quite some time I have thought another letter was due you and I shall not delay any longer, but do it at once.

As you have so truly written me, complaints are many and commendation, so often merited, so seldom expressed. How well I know this, having spent so many years in the service of the huge system in St. Louis, Missouri.

So then, this is a word of appreciation regarding the service from and to Temple City. Since the change of some weeks ago it has been most satisfactory, to me at least, and I did complain, didn't I. To have the limited in the evening leaving Los Angeles at 5:40 and to reach San Gabriel Boulevard, passing right through after change of signals, without the former long wait, is a real treat. Then, in the morning, the 7:43 leaving Temple City is quite fine in reaching Los Angeles almost always on schedule. *If it were not for those Southern Pacific and Santa Fe trains we would always be in on time.

And I do not want to close without saying a word of praise for the men who take such good care of us on these many trips back and forth. The public is such a difficult proposition to handle. The various conductors on the 5:40 have been so unflinching in their stating that the first car is limited through Alhambra, and yet—well, you know what happens. People just don't listen, or it just goes in one ear and out the other, as the saying goes, and does not register. Then your patient, long-suffering men have to do it all over again at Sierra Vista, and then even some don't hear. As a whole I am for your conductors and motormen and I want you to know it. And automobilists are the worst offenders where your motormen are concerned.

Sincerely yours

MRS. L. H. KOLWOOD

P. O. Box 107
Temple City, Calif.

*With the completion and beginning of operation of the new Union Station at the Plaza, even this annoying feature will be practically eliminated.

Posies to Mr. G. W. Demorest, Conductor of the Western District, about whom a woman patron writes commending him "for the unflinching courtesy to the passengers under his care; his cheerfulness, quiet efficiency, and correct conduct on duty. It is a pleasure to ride on a car with men of his caliber in charge." Tributes such as this to our men of the service are very gratifying to the

Grenke, "One Shot" Jack Cross, "Dizzy" Epp, and various other well known performers.

Everyone is looking forward to a close fought, enjoyable season of bowling and spectators are guaranteed their full of excitement during the evening.



Summer Season Coming To Close

The Beauties of Fall and Winter Are Just Ahead At the Camp

Another Summer vacation season is ending, and September brings changes in family plans—school, college, new arrangements, etc.; but, happily for us as Californians we do not have to "hole in" as they do back East.

As soon as home readjustments are made we again begin to think of "going places and seeing things", and certainly no place has a greater appeal than our own Camp in its splendid woodland setting high up in the mountains, during the crisp Fall months, with nature's colorful changes so picturesque and vivid; and, only a few hours from our own home.

Then, follows the Snow-time, giving rare and happy diversion and thrilling sports for young and old.

With the ending of Summer vacation our Camp management problem becomes acute. "What next" for revenue to maintain and sustain the Camp during the off-vacation period that it may be continued for use and enjoyment of employe families for the regular Summer vacation months.

During the "off-season months" when few employes use our Camp, it is your opportunity and privilege to extend invitations to your friends to use the Camp, which is available from September to June for special outings.

Every family has its church, school, club, fraternity, lodge, society (senior and junior), as well as business contacts in organizations, where there are small and large groups that have annual outings through the various seasons.

portunity for an ideal group, outing, and at the same time, bring up the maintenance level of our Camp to the point where we may have more and better equipment and greater service for all.

If each employe family will send one extra guest during the year, and each Agent send one group to use the Camp for week-ends and outings, our problem of maintenance would be solved. In this way we hope to reach our goal of a balanced budget, with increased equipment and service for 1939.

H. E. DeNYSE, Manager,
Pacific Electric Camp.

L. A. COUNTY FAIR

Probably the leading event of interest for the month of September is the Los Angeles County Fair at Pomona, scheduled to be in session from Sept. 16 to Oct. 2 inclusive.

For many years this Fair has held rank as the first in importance in the United States, not only from the standpoint of attendance but because of the great number and varied classes of exhibits. The indications are that exhibits to the number of 35,000 will be housed in the great exhibit palaces this year.

Last year the attendance numbered 650,000 and doubtless this year will equal if not exceed that of last year.

Here is another opportunity for employes to acquire much new business for their company. Sell the Fair and a trip thereto to your friends and neighbors. It is the show of a lifetime. Tell them how little it will cost them for fare and admission



On the Promenade at the Los Angeles County Fair

(\$1.35 round trip from Los Angeles including admission). No hazard of driving; no parking fees; no nerve-frazzling traffic. The Pacific Electric and Motor Transit Lines operate frequent service right up to the grounds. Here's a chance to get passenger business easily. Let's go after it.

Here are some of the low fares:

Pacific Electric and Motor Transit—

Transit—

Los Angeles	\$1.35
Long Beach	1.85
Pasadena	1.35
El Monte	1.10
Redlands	1.60
Riverside	1.35
San Bernardino	1.35
Alhambra	1.35

By Motor Transit only—

Anaheim	\$1.85
Santa Ana	2.00
Montebello	1.30
Fullerton	1.75
Whittier	1.30
Ontario65

Equally low fares are available from other points on System.

QUALIFIES FOR ANANIAS CLUB

Back from a vacation trip he made with his wife and son to the wilds of Oregon, D. Batman, Assistant to the President, tells a very tall fish story, replete with thrills, drama and almost tragedy. In the summing up of the adventure "D.B." really gains only a reflected credit, for it seems that the wife hooked the fish, "Donny", the son, directed strategy and operation; D. B. by main strength and awkwardness brought it along-side, lost the gaff, nearly fell out of the boat, and finally dragged it in by the tail. Even then had it not been for "Friend Wife" who smothered the poor fish with an army blanket, it would have probably gotten away; and, that's where the tragedy almost came in. Proof of the catch is encased in some dozen cans now on the shelves of the Batman household stock-room.

Rod & Gun Club will please take official cognizance and make proper award—to Mrs. Batman.

UNDERTAKER'S RECIPE

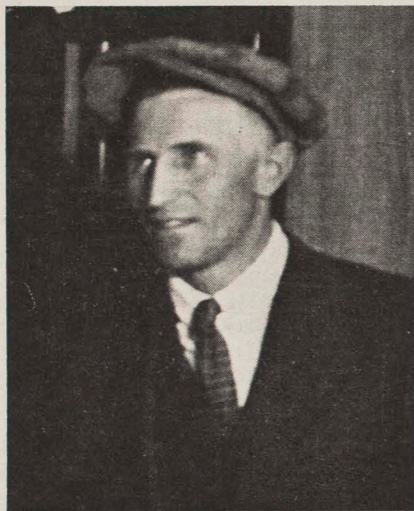
1 natural born fool
2 or 3 big drinks of bad liquor
1 high-powered motor car
Soak fool in liquor, place in motor car and let go. After due time, remove fool from wreckage, place in black, satin-lined box and garnish with flowers.

George Ross: "This girl's fresh from the country, and it's up to us to show her the difference between right and wrong."

Cliff. R.: "O.K. pal, you teach her what's right."

WALTER WATCHALL
The "Winchel" of the Railway
Writes More Biography

Know thy neighbor says Walter Watchall. Another Candid Camera pen shot. Burleigh Manley. Was found one day at very early age in Calaveras County after a heavy snow storm. Some people say he was a bundle from heaven, others say he was a package the bears left. His childhood was spent wandering about that county. There was a hill near by with a river running along side it.



He walked around the hill so much he had one leg shorter than the other. As he reached early manhood he got the urge to travel. He built a bridge across the river, got a pair of shoes and started out to see the world. He decided to build more bridges and has been building them for P. E. ever since.

Hobby. Bringing deer home from Calaveras County. Every year he goes back to his old stamping grounds and gets a deer. An old Indian friend who he has known from childhood, Chief "Shootemdead" always kills a deer for him and Burleigh brings it home. The Chief should really belong to the Rod and Gun Club. (Be careful folks, you may be next).

Clara Haskins and Jessie Eaton were seen swimming across Lake Arrowhead to the Village to avoid paying one dollar admission. They might be all wet but they do not pay to get in.

Know a good looking lady who works for Company and lives in Compton who would like to meet Gray Oliver.

Esther Quast wonders why Sam Mason wanted her phone number.

Dale Hyde is practicing typing these nights. Says his next move is into Stenographic bureau with the other girls.

The following letter was received by Roy Swanson:

Haystack, Minn., Friday, 13th
Dear Roy Swanson:

A copy of August P. E. Magazine has just arrived by carrier pigeon and I fell in love with you when I saw your picture. I have plans all made for our future. You must come to me at once, and we will marry. We could live the life of Riley, I mean Swanson.

We raise lots of hay here and I have a cow. We could live cheap, you and the cow could eat the hay and I could drink the milk.

We have lots of snow in the winter time. I could put on my Ski and you could put on your shoes and we could go skiing.

Answer by return mail and do not say no, Gotta Goboon.
P. S. I don't want to be alone.

PACIFIC ELECTRIC CLUB
BULLETIN—SEPTEMBER 1938

Thurs., Sept. 8th:
P. E. Women's Club President's Day Meeting—1:30 p.m.

Tues., Sept. 13th:
P. E. American Legion Semi monthly Meeting—8:00 p.m.

Wed., Sept. 14th:
P. E. Rod & Gun Club Monthly Meeting—7:45 p.m.

Thurs., Sept. 15th:
P. E. Women's Club Afternoon Card Party—1:30 p.m.

Sept. 16th to 22nd Inc.
National Convention Headquarters of Forty & Eight—American Legion.

Wed., Sept. 21st:
P. E. Masonic Club Monthly Meeting—7:30 p.m.

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

Fri., Sept. 30th:
Transportation Safety Advisory Committee Meeting—10 a.m.

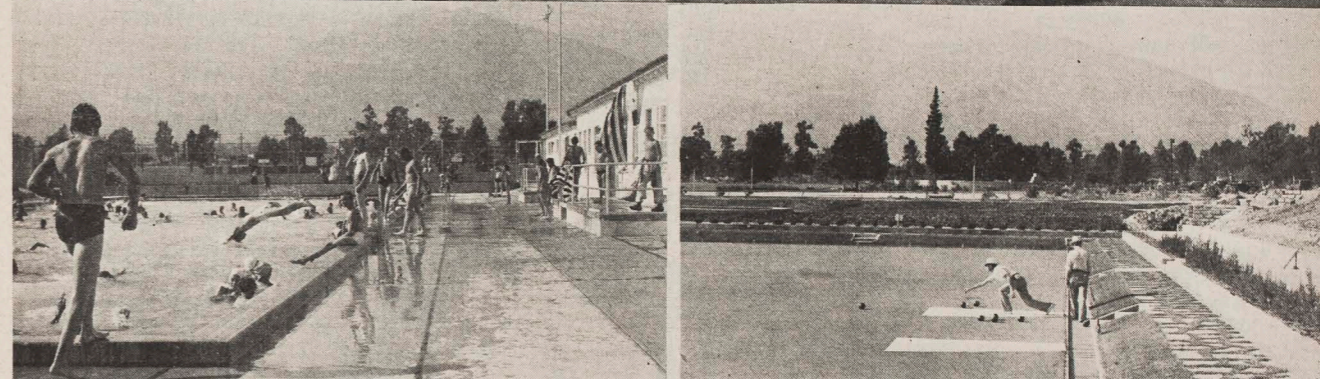
Thurs., Oct. 6th:
P. E. Women's Club Afternoon Card Party—1:30 p.m.

Fri., Oct. 7th:
P. E. Bowling League opens Tournament Season at Jensen's Recreation Center — Sunset Blvd. & Logan Streets. Spectators welcome — 8:00 p.m.

Sat., Oct. 8th:
P. E. Agents Association Monthly Meeting—7:30 p.m.

Tues., Oct. 11th:
P. E. American Legion Semi-monthly Meeting—8:00 p.m.

PLEASE NOTE:
P. E. Club Dances will be resumed in October. Ample notice will be given as to date and time.



Santa Anita Playground
By Verne Wickham
Mgr. Golf Course

Since the days of the Spanish Dons the oak-dotted acreage which is Santa Anita has been a mecca for sport loving thousands.

Gay senioritas and bold caballeros gathered under the oaks to witness athletic events and deeds of daring during the quiet days of early California. Then during the first decade of the century, sport loving millionaires and beautiful horses—combined under the mighty name of Lucky Baldwin—gathered under these same oak trees to witness the sport of Kings at the famous Baldwin track. Blooded horses from the Rancho Santa Anita invaded the tracks of the world. Four derby winners carrying the Baldwin colors came from the shady pastures under the shade of the blue San Gabriel mountains.

Then followed a quiet peaceful period in the life of the land of the towering oaks. A quiet that was soon broken when the sound of cannons echoed around the world. Feverish war excitement swooped down on the peaceful Santa Anita. Stables, still standing as memories of the gay

horse racing days, were quickly transformed into barracks. The reservoir which had been used for irrigation, became a swimming pool for the enjoyment of the khaki clad soldiers who were housed in the row after row of barracks as the United States Army transformed the peaceful rolling acreage into the mighty Ross Field Balloon Training School.

There during the length of the world war, Uncle Sam trained its army of "sand-baggers." A small army of young men fresh from technical schools and civilian life became deadly balloon pilots, observers and machine gunners. In the vernacular of the doughboy the balloon men were known as "sand baggers"—so called for their ungentlemanly habit of spilling sand ballast over the heads of the ground crew and soldiers.

The golf course is just one of the recreational facilities of the Santa Anita Playground which perpetuates the peaceful recreational spirit which has always been Santa Anita's except during those hectic exciting days of the world war.

By an act of Congress in 1935 the War Department deeded the land laying against the back-drop of the blue San Gabriels back to the County of Los Angeles with the provision

that the land be used only for park and recreational purposes. The task of creating the playground fell into the Department of Recreation, James K. Reid, Superintendent, and Ralph Brooks, engineer. Los Angeles county and the Works Progress Administration pooled their resources and work began in February 1936.

Starting with a barren tract of gently sloping land and employing hand work almost entirely, the transformation began. To recast the topography into the rolling land needed for the golf links, 230,000 cubic yards of dirt were moved. Over 135 acres of land was put into grass. More than 21 miles of water pipe were laid to throw 1500 gallons of water per minute over the greens and fairways.

Now, completed, it stands as a model for all future projects—one of the finest recreational parks in existence.

The golf course which occupies the southern side of the park, was opened in April 1938 with a temporary nine hole course. The full eighteen holes are now ready. Only the completion of the professional shop and the cafe and locker rooms hold back the formal opening.

The course is located on Santa

Anita avenue, south of Huntington Drive in Arcadia—just a couple of brassie shots from the world famed Santa Anita Race Track. Truly, the spirit of fun and recreation which has always been Santa Anita's lives on! Lives on in the hearts of many thousands who use the golf course, the swimming pool, tennis courts, broad spacious picnic spots, bowling greens, horse shoe pits and other recreational facilities.

[In the creation of the great Santa Anita Playground, has come about another opportunity for employees of the Pacific Electric to create new business, particularly in the organization of party movements, such as the great picnic of the May Company held there recently in the traffic movement of which this company played a large part. Other similar outings can be developed by all of us. It is good business, and your friends will appreciate your suggestions of places of interest such as this ot go.—Magazine Editor.]

JOY DISPLACES DESPAIR

When disaster overtakes us, and material things that we have striven for years to build and accumulate are virtually wiped out, it is small wonder that we are overwhelmed and sunk to the depths of despondency. Then, when the outlook is so dark, and when so seemingly helpless, friendly hands are extended and we are enabled through human affection to again stand on firm ground, what a peon of gratitude fills our heart, and how we long to give expression to those friends who were friends indeed.

Such was doubtless the case in the experience of Joseph Randall and his family, who were overwhelmed in the floods of last March. He has expressed himself to President Smith as the representative of all of us who had any part in the helpfulness extended. We feel that it is certain that Mr. Randall would desire the Magazine, as a representative of the employes, to record for their information his expressions of appreciation; therefore, his letter to President Smith is reproduced in part:

"March 2nd, 1938, will be a day to be remembered by many, for on that day many of our Southlanders lost all they had. The Pacific Electric Railway losses were great and their difficulties many as a result of the floods let loose on that date.

But in spite of all of this, it should go on record that the human side of the disaster was not forgotten in the days that followed, and thus it came that when the circumstances of the loss of homes and loved ones of the Randall families were brought to your attention, all classes from yourself down, employes in every department, came forward with such a quantity of sympathy and practical help as to almost overwhelm us.

"Such kindness compels one to keep going, no matter how strong the temptation to go under. * * * We wish you to know that we appreciate your efforts on our behalf more than mere words can express.

"You will be glad to know that the Red Cross very materially assisted us in the formation of a renewed home at the above address (1006 No. Hyperion Ave.), together with a number of furnishings, etc.

"Again thanking you on behalf of myself, wife, son and granddaughter, who are the survivors of the tragic affair,

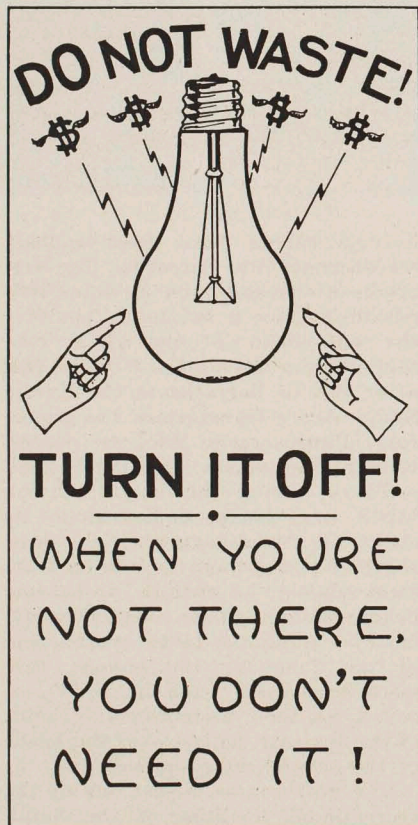
Sincerely yours,
Joseph Randall,
Conductor 2108."

THE CHARGE OF THE LIGHT BRIGADE

By C. K. Bowen
(Assistant to the President)

All recognize the value of a well-lighted office, shop, warehouse, station, and the like, as essential to the welfare and efficiency of those who have to work therein. Eyes are of greater value than any saving due to cutting down on the use of electric current.

But—there's another side: There is no waste quite as complete and unjustified as the burning of an electric light when no one is near to make use of it, and it is to call attention to this aspect of the case that we have prepared the notice reproduced herewith.



It speaks for itself, and it is felt that a careful observance of the message it conveys will result in a very substantial saving of electric current.

Consider these facts: In the Pacific Electric Building alone, there are approximately 2400 separate electric light bulbs needed to give light to our own and to rented offices. 350

of these are 300-watt power, 1500 are 200-watt, 200 are 75-watt, and 350 are 40-watt. The prices range up to 50c each; and the average life is 1,000 light-hours.

This last means, where lights burn all of each waking day, that these must need be replaced two and a half times each year. And while it be true that as a large consumer of electric current we are able to purchase it at a lesser rate than does the individual user, it is likewise true that our electric current bill exceeds \$1,000,000 annually, and any lessening thereof is a thing very earnestly to be desired.

While the building at Sixth and Main Streets has been used as an example of the large number of electric lights required at that point, it must be borne in mind that there are also the Subway Terminal Station; Shops at Torrance, West Hollywood, Macy Street, San Bernardino, Pasadena, etc.; Stations all over the system; substations; and the hundreds of cars which must be fully—even brilliantly—lighted when in use, but which require no such expensive illumination when not in use.

There is a lesson for all of us in the terse notice accompanying this article, and it is hoped each one who sees it tacked above the switch in his office, shop or elsewhere, will take it to heart.

When you leave your light burning when it isn't needed, you are burning money which IS needed, and—we have no money to burn.

"Turn it off—when you're not there you don't need it".

A REGULAR "BAH-HA" BIRD

A denizen of the hills of East Tennessee, who was appearing as a witness in a lawsuit, was being questioned as to his educational qualifications by the plaintiff's lawyer.

"Can you write?" asked the lawyer.

"Nope."

"Can you read?"

"Wa'al I kin read figgers pretty well, but I don't do so good with writin'."

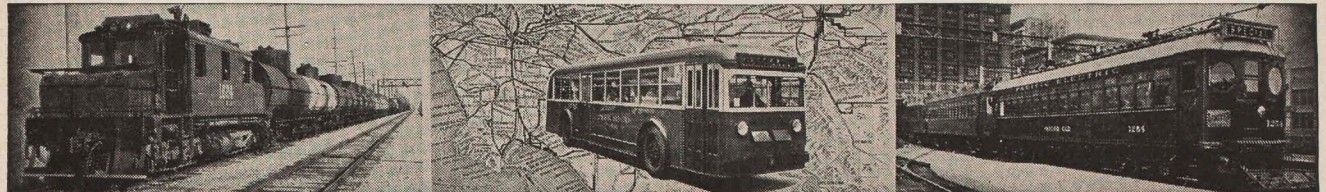
"How is that?"

"Wa'al, take these here signs along the road when I want to go somers; I kin read how fur, but not whurto."

The officers of the Ladies' Aid disclaim responsibility for the wording of the following announcement which appeared on the bulletin board of the Pumpkin Hollow church a week ago:

"The women of this church have cast off clothing of all kinds. Come and see them in the church basement any time this week."

SAFETY NEWS



APPOINT SAFETY ADVISORY COMMITTEE FOR SEPT.

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, Sept. 30, 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 Sept.:

- | | |
|---------------------------|-----------------|
| Northern District: | Terminal |
| J. W. Loyal | Pasadena |
| J. W. McDonald | Macy Street |
| A. E. Babcock | San Bernardino |
| Southern District: | |
| R. T. Boardman | Los Angeles |
| R. W. Pontziou | Long Beach |
| C. S. Coutts | Butte Street |
| Western District: | |
| W. F. Leadbetter | West Hollywood |
| E. A. Abbott | Subway Terminal |
| R. H. Ludvigson | Ocean Park |
| C. E. White | 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."

STEP ACCIDENTS

The month of July, 1938, has passed into history, and we have before us the chart of accidents experienced during the month. We note that about the usual number of step accidents occurred. The average per month for the seven months of the year was nearly 24, and we had 21 in July.

We are pleased to report that **not one step accident** was had by any motor coach on the system!

There were 742,959 passengers carried on our motor coaches during the month, without a single step accident while this large number were boarding or alighting.

Who said it could not be done?

It has **been** done!

Of the 21 accidents at car doors, 20 occurred to women and one to a boy. Ordinarily there are about 9

women to one man who have such accidents, but during July this proportion did not hold up.

While there are two of the reports upon which the investigations are not yet complete, in none of the others were our men held responsible.

The small high heels on ladies' shoes again entered into the picture, as six of the accidents were directly traceable to this feature.

In none of the unfortunate mishaps was the car in motion, which, in times past, has been blamed for the accident.

In our drive for accident prevention, we must not be satisfied with our efforts merely because no fault of ours has caused the accident. Our responsibility is to **prevent** such mishaps, regardless of cause, if it is within our power.

PERSONAL SAFETY

Absolute personal safety to each one of us while engaged in our daily occupation is the most important consideration that confronts us. Shelter, food, clothing and social relaxation for ourselves and families are in a measure all dependent on our individual personal safety, or, in other words, our physical ability to perform our duties and earn our wage.

For many years our Company has followed up the correcting of unsafe conditions over the entire system. Today unsafe conditions contribute very slightly to the cause of accidents. Personal accidents still continue, and the thoughtful man must ask himself, "WHY?"

An analysis of personal injuries shows that practically all these accidents are caused by unsafe or careless methods used by ourselves individually, or by fellow employes. In other words, either we hurt ourselves or we are hurt by the man or men working with us. Obviously, therefore, the correction of these conditions lies in our own hands, and the more we think about it, the more we must be convinced that our best insurance against accidents is the careful performance of our duties.

The most important factors con-

tributing to the safe performance of our duties are:

1. Observance of Rules and Instructions.
2. Vigilance.
3. Mental Alertness.

Out of the experience of years of railroading, Books of Rules have been evolved. These rules are the guide-posts pointing out the methods to be followed. When we travel the indicated path, all is well. When we wander from this path, we invite the unforeseen.

Vigilance and alertness are mental habits. By vigilance we recognize, or are conscious of, the conditions in our immediate vicinity. By alertness, we are enabled to adjust ourselves immediately to these conditions. If we exercise vigilance and alertness, our duties will not be performed mechanically, and we will have contributed intelligently to the safe performance of our duties—Safety for ourselves and for our fellow employes. Eternal vigilance, we repeat, is the price of personal safety.

We are experienced railroad men. Our experience has taught us how to perform our duties, and, if our duties are properly performed, they are safely performed. It should not be necessary for a supervisor, or a fellow employee, to caution us against the unsafe way. It is just common sense to know that the right way is the safe way and the only way. It is for each of us, as individuals, to see that ours is the safe way.

REWARD FOR PERSONAL COURTESY IS REFLECTED WHEN SECURING NAMES OF WITNESSES

No part of the trainman's duty requires more tact than of securing the names and addresses of witnesses to accidents. The conductor who is acquainted with and well liked by the passengers, as a rule, does not have much trouble in this respect, unless the accident is due to his negligence, while the inexperienced conductor frequently finds it a very difficult task. The mistake of asking persons if they saw the accident is often made, which suggests an excuse to them for not giving their names,

while, as a matter of fact, passengers who do not see accidents, frequently prove to be the most valuable witnesses. If it is step accident, they know whether car stopped and started again, or whether only one stop was made, and if a collision, they should know something of the speed at which car was moving, whether gong or whistle was sounded and the distance car went after the accident.

TIME MARCHES ON

Time marches on! We must keep up or be left behind.

In New York City there is a law on statute books which prohibits a person from opening or closing an umbrella in the presence of a horse.

An old ordinance of Aurora, Illinois states: "No person shall drive along any public street more than five head of cattle."

There was a reason for these laws; they were appropriate to their time, else they would never have been passed, but they had their day and have passed along with the gas light, the surrey and other things which have been left behind in the onward March of progress.

Forty years ago it would have been a foolish thing for a railroad to post signs along the highway reading: "Next time try the train." In those days the people had no choice; it was either "Go by train or drive the mule and the mule offered little competition. In those days, the railroads were not so concerned about getting business as they were about extending their lines and securing the equipment to handle the business that was forced upon them. Armies of men were laying more rails; other large groups were building equipment; every effort was being made to overcome the delays and congestion which increased traffic brought to the railroads. The public had to take what service the railroads could or would supply and like it or, at least, make the best of it.

Time marches on! What a change these few years have made! The country is a network of good highways! Buses, trucks and private automobiles have increased into millions! Even the air is becoming filled with the most comfortable, rapid form of transportation man has been able to imagine!

The railroad has plenty of competition now and the public may select from several forms of transportation that one which best supplies their wants. All this does not mean that railroads have passed their day of usefulness but merely that they must adapt themselves to conditions of the present period. It is only those things which cannot or will not change and

keep step with progress that must go into the discard.

The day when business beat a path to the door of the railroad begging for service has gone with the silent movie and the cobblestone street. That form of transportation which gets the business today is the one which goes out after it most actively and efficiently offering the more attractive service.

This "more attractive service" does not consist of a single element. If it were price, no one would use the airplane; if it were speed, everyone would.

This "more attractive service" is a rare blend of price, speed, comfort, convenience together with a large proportion of the personal element.

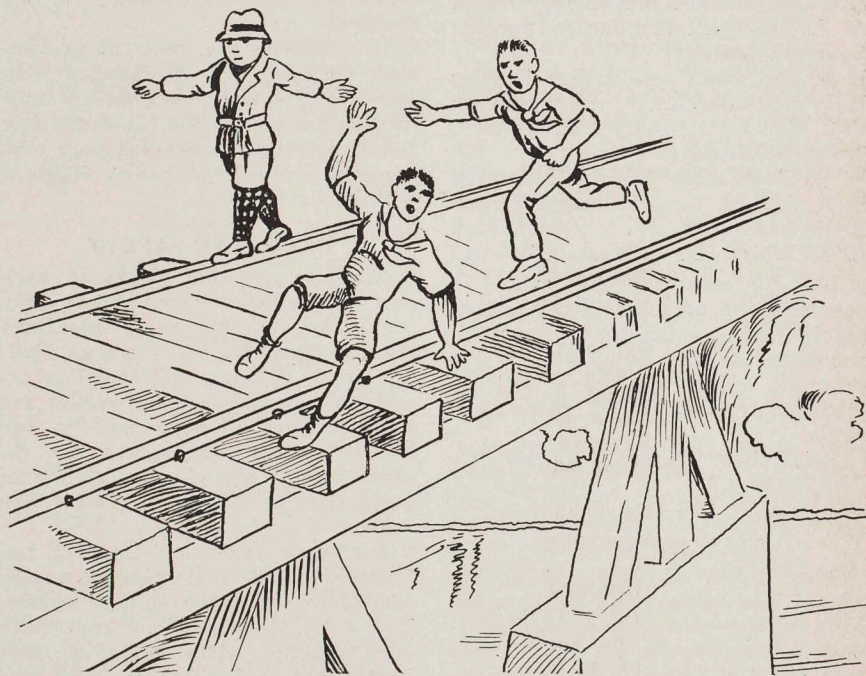
To bring this into our own daily lives, how many people do you continue to patronize whom you dislike? How often do you find yourself going farther or out of your way to deal with someone who is always friendly and courteous even when it would be

more convenient to trade with the party you do not like?

Realizing this, check up on your attitude towards those who deal with you. Try to see yourself as others see you. How near like that man you like to deal with are you?

This friendly attitude cannot be forced but must originate from within. A courteous act done under compulsion or because it is the rule is never pleasant to the one receiving the favor. When a conductor goes up to the old lady's seat, gets her suitcase and helps her to the ground then hands her the suitcase, she can tell if he is forced to do so by rule or if he is a kindly young man who enjoys being helpful and pleasant. In either case the effect on the old lady is lasting.

There is no end to the many little courtesies which enter into making up the element of "attractive service" which, in the end, is the only kind of service for which the public is willing to pay.



The railroad provides the safest method of transportation for passengers and freight ever devised by man, but it is a dangerous place to play.

Railroads have always had a great fascination, especially for young boys. Ask most any of them what they are going to be when they grow up and they have the answer ready for you; "An Engineer."

Trainmen realize all this and are ever on the alert to prevent boys playing around bridges and trestles from being hurt, but are not always successful. In the ten years between 1928 and 1937, there were 1369 children under 14 years of age killed while trespassing on railroad right-of-ways.

No one expects children under 14 years of age to have a knowledge of speed, distance, clearance, etc., nor to have judgment as to how to meet an emergency such as when a train approaches and they are out on a trestle.

The whistle sounding the warning throws them into a panic so that what little judgment they may have had is lost.

Parents, school authorities, Boy and Girl Scout organizations, police authorities, all should cooperate to teach the very young that they are NEVER safe when playing on a railroad track.

Classification of August, 1938, Accidents

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

CLASSIFICATION:	Collisions:		Increase or Decrease	Percentage
	1937	1938		
1. With Pedestrians	8	8		
2. At Railroad Crossings (Other than Company's)	0	0		
3. Between Cars of Company	8	3	5 Dec.	62.50%
4. With Vehicles and Animals	143	111	32 Dec.	22.38%
5. Derailments	8	10	2 Inc.	25.00%
6. Equipment	1	0	1 Dec.	100.00%
7. Boarding Cars	13	9	4 Dec.	30.77%
8. Alighting from Cars	19	12	7 Dec.	36.84%
9. Injuries on Cars (Not in Collision)	23	17	6 Dec.	26.09%
10. Falling from Cars (Not Purposely Alighting)	1	0	1 Dec.	100.00%
11. Doors, Gates and Guard Rails	9	5	4 Dec.	44.44%
12. Ejectments and Disturbances	2	3	1 Inc.	50.00%
13. Employees	4	6	2 Inc.	50.00%
14. Miscellaneous	2	6	4 Inc.	200.00%
15. Total—All Accidents:				
Passenger Rail	209	164	45 Dec.	21.53%
Motor Coach	23	13	10 Dec.	43.48%
Freight	9	13	4 Inc.	44.44%
Total	241	190	51 Dec.	21.16%

Collisions with vehicles; 111 this year; 32 less than last July. That is the best record in a long time. Let's keep it up.

Boarding and Alighting accidents; 21 this year; 11 less than July, 1937. Another good record.

Injuries on cars, not in collision; 17 this year but six less than last year. If every month was like this, we would soon run out of accidents.

Doors, Gates and Guardrails: These are usually cases of passengers caught in closing doors. Again we made a good showing, as we had but 5 in 1938 as against 9 in 1937.

Total all accidents: In 1938, 190; 51 less than 1937. This is a splendid showing and indicates that we can and will prevent accidents.

Going back over these charts for the first six months of 1937 and 1938, we find the following favorable comparisons, which should encourage us to put forth greater efforts to continue the good work:

186 less collisions with vehicles.
221 less total all accidents.

WORLD FAIR TRANSPORTATION

Dwarfed streamlined trains will speed Fair visitors over a special course on Treasure Island's Gayway, as contracts were signed for the operations of a three-quarter mile miniature rail route.

On the Exposition grounds, colorful motor-driven caravans will provide intra-mural transportation on the main boulevards, while man-powered Oriental rickshas and wheelchairs will roll individual sight-seers over Fair byways.

Construction is already under way on the \$1,200,000 Chinese City, feature attraction of the mile-long promenade of thrill rides, shows and concessions scheduled on Treasure Island's entertainment roster.

TRAINMEN URGED TO REPORT SUSPICIONS IN MISHAPS

Most transportation companies have experienced dealings with fake accident racketeers, and only recently a gang who had plied their trade successfully in other cities were uncovered and brought to justice here.

Throughout the nation these fakers, who prey upon insurance companies, business firms and individuals, are being arrested and sent to prison for long terms. Their victims, which include not only transportation companies, but other utilities, have been most successful in unearthing the ingenious methods used by these crooks in their efforts to be awarded huge damages unjustly.

In this city an aggressive campaign has been conducted against both "ambulance chasers" and fake accident grafters by a special committee of the California State Bar. The campaign has been instrumental in the investigation of a number of lawyers and laymen, with jail sentences for some and a marked cessation of activities by others.

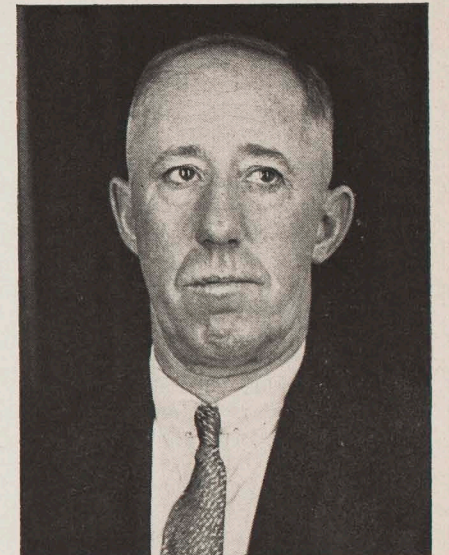
Trainmen and Motor Coach Operators, in making out accident reports, are requested to give complete details of any evidence, or suspicion, they may have regarding what they may believe to be a faked or pre-arranged accident happening.

France has increased its international participation program in America's World Fair on the Pacific with the announcement of a \$380,000 appropriation for a dramatic building for Metropolitan France, covering 60,000 square feet. This will complement the exotic French Indo-Chinese building to portray the attractions of France's famed Pacific colony.

HIS QUICK ACTION SAVES LIFE

Since the last issue of the Magazine, heroic action on the part of another Motorman has saved a life, and the action was at a great personal risk, the rescuer barely escaping with his own life.

On August 8th, an outbound Sierra Vista local was approaching Turquoise Street in Rose Hill when Motorman T. M. Lloy observed a quite seriously crippled man hurrying across the



Pasadena Main Line tracks to board his car. Just as the hurrying man reached the tracks he stumbled and fell across the rails directly in front of a rapidly approaching inbound Pasadena train.

Without thought for his own safety, Motorman Lloy jumped from his car, hurried across the intervening tracks and dragged the helpless man to safety, the passing car grazing him as it passed.

Report of the heroic action of Mr. Lloy was made by one of our patrons, who wrote a very commendatory letter to the Management, and confirmation reports were also made by trainmen of the Pasadena Line.

Personal commendation has been made to Mr. Lloy by General Superintendent Squires, and congratulations are extended by all his friends that he so miraculously escaped injury in his performance of the meritorious action.

Mr. Lloy was recently transferred to the Alhambra Line service, and possesses a very fine record extending over 17 years of employment by this company.

"I need a holiday," said the pretty cashier. "I'm not looking my best."
"Nonsense," said the manager.
"It isn't nonsense; the men are beginning to count their change."

NEWS

OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY

BY OUR
CORRESPONDENTS



TORRANCE SHOP NOTES

By W. M. Brooks

There is a general movement of vacationists going on just now among the Shops personnel. Geo. Evans, Shop Superintendent returned August 6th from his two weeks and Joe Hardesty August 29th after trying out the fish off the Redondo Pier. Frank Taylor who holds sway over the Drafting Room Force, starts his on August 29th and Stephen Roulsey, Machine Shop Foreman also starts on the 29th. Steve is going to visit points east. Frank Taylor to the last date at work had not yet determined what or where he would do or go.

We are happy to learn that Ralph Mohr who has been in the hospital for sometime, has been released from their care and is now convalescing at home.

Also that E. E. Barkdull, who had an argument with a Santa Fe Locomotive is mending as rapidly as could be expected. Ellsworth is a mighty lucky man, if he only knew it. He has eleven fractures of the left leg alone, we are informed. But a short time ago in medical history, a compound fracture either meant the loss of the limb or death.

George Bailey who has a broken arm, is reported as doing well.

Far be it from us to sermonize or even moralize, but fellows, the above three friends are victims of accidents, that could have been avoided by the exercise of care and reasonable prudence on some one's part. They would have been spared great suffering and maintained their earning power. Don't misunderstand us, we are not criticising these men who are all personal friends. We sympathize with them and are but using them as an object lesson to the balance of our Shop Force. We all like to gamble a bit, but a real gambler plays it safe.

Gas electric shovel 0328 is in the Shops getting a rejuvenation.

Nels Swanson enjoyed a trip to San Francisco over the week end of the 20th.

William M. V. Prediger was a bachelor for a short time while Mrs. Prediger was in the hospital. She is

now at home convalescing very nicely from a dangerous and unusual operation.

An inquiry comes to us to please ascertain for R. Bert Boyd of the Blacksmith Shop, where he can get his fish, now that the usual source of supply has been closed. A fish and line is no good so don't suggest that.

Walter Burgess is again at his lathe in the Machine Shop after a quick recovery from an infected foot.

Richard Fullenwider was a visitor at the Shops on August 22nd. Dick served for many, many years in the Machine Shops and is now enjoying his well deserved leisure. He looks about 40, feels 30 and is nearing 80 on his next.

Edward McGuire is in the market for a newer and better radio. He is a distance fan and after getting Scotland direct the other evening, his ambitions for more and more distance required more and more radio. Who knows he may contact Mars or Venus. Venus preferred of course.

Mr. Harry Pierce with Mrs. Pierce attended the annual picnic of the United Workmen of America and reported a very happy annual reunion. There was one blank however. John Stroh, Torrance newly appointed Chief of Police and a Past Master of the United Workmen was absent. Last year Mrs. Pierce clamped a chunk of dry ice to John's neck and this year, apparently he is playing it safe. Harry, we might mention is also a Past Master of the United Workmen of America.

Matteo Olocco, is temporary at his old stand in the Torrance Paint Shop, on assignment from Macy Street.

Oscar Breese is on sick leave. He reports a slow recovery, but we hope to see him again on the job soon.

And here's a challenge from the writer to the first one to accept it for 100 points of snooker pool, the as recorded by the Club Secretary, loser to buy a dinner for the winner at Lymans' costing not more than one dollar and a half.

Young Motorist: "That's an attractive village we're coming to, wasn't it?"

PURCHASING DEPARTMENT

By Ray Cragin

Have you noticed the big smile on Mr. Thorburn's face lately, and the way his chest has been sticking out. When asked the reason for this was informed that he is now a Grandfather and further more the Grandson looks exactly like his Grandfather much to the delight of the Grandfather.

Mr. Earl McCall has returned from his vacation spent in the High Sierra Country. He reports lots of small fish but the big ones must have been in Washington as they could not be found.

Miss Dorothea Bereanek has returned from her trip to Wisconsin and says that the big six foot six inch man she met was just a passing fancy, and her boy friend should not get excited as that good looking Blonde boy you see her with is her cousin George Havlik from Chicago.

George Quesenbery traveled over to Catalina a few days ago. May be mistaken but as I recall it he told me he saw the Bird farm when he was out riding in the Glass Bottom Boat.

Floyd Gill with the wife and daughter Rose Mary spent a week at Redondo Beach. They were there for the Covered Wagon days and Floyd grew a handlebar mustache and goatie for the occasion.

Jimmy Livermore spent his vacation working on a P.W.A. project directed by Mrs. Livermore in the Livermore back yard.

Ruth Buscard says every bride should have a safety first kit in the kitchen. A can opener can slip so easily.

The following news comes from Torrance:

Mr. Ward McCall and wife are vacationing in the Lake Region of Minnesota near St. Paul. We understand that he has a nice cabin alongside a lake full of fish and a nice boat to go after them in. Some people have all the luck.

Mr. Charles Stock received the sad news of the passing of a brother in St. Louis on August 18th. We extend our sympathy.

William Jolley spent his vacation visiting San Diego and Fontana for one week and one week at home. The second week Bill met with an accident in which he received a badly cut hand. The moral of the story is do not work at home when on your vacation.

Nick Vasilieu and family spent two weeks at Big Bear. Nick is Superintendent of Hydrophonics at Torrance and took advantage of a lull to visit the mountains.

Jim Wageley is plenty close mouth these days. He just will not talk. He has worn out all the teeth nature gave him and is now waiting for the second pair from the Doctor. He is just like a pullman—he has plenty of uppers and lowers.

Three weeks ago a "Night Shirt" ball game was held at Torrance and the following Store Men took part: Tom Wilkes, Bill Nicolay, Cliff Ruppel, Fred Maisey and Jim Wageley. Cliff Ruppel was the hero as he hit a home run and was awarded a piece of pie by Mrs. Olca Davis, proprietor of the P. E. Cafe. Bill Nicolay wore the girl friend's pink silk nighty and a large crowd escorted him home.

Phyllis and Dan Ordway, daughter and son of Bert Ordway are visiting in the old home town of Clebourne Texas. Burt is anxious to know how a fellow would be treated if he returned. Miss Ordway graduated from Torrance High in June and plans to go to L. A. Junior College.

Rumor has it that Bill Nicolay is about to fall a victim of Dan Cupid. He was recently seen scanning a S. P. Time Table and it is said a well known man of the Torrance Store will soon be calling him "My Son".

Bill Bone, the globe trotter, is in the East, visiting at St. Joseph, Missouri, Chicago and other points. Fred Maisey is taking Bill's place and says it sure is hard to keep his hair curled like Bill has his.

Miss Alpha Barrett is disappointed. She planned to enter the contest to be Miss Compton at the Venice Mardi Gras but Compton had no contest. They say she has the snappiest bathing suit under them slacks. Do not worry Alpha, maybe the Sequoia Rangers will hold one next year.

Mr. and Mrs. VanDerZee and two youngest daughters took the family trailer to Sequoia and report a very pleasant vacation. John was disappointed when the Bears did not call on him as he just felt like wrestling.

Fred Hopkins is going to Finland. Well, at least he is going to try and make the Olympic team. He wants to be in a walking event. A few nights ago he attended the Greek Theatre in Griffith Park and when the show was over all the little red

cars on the Torrance line were home in bed so Fred and boy friend rode a San Pedro car to Dominguez Station and walked to Torrance. Just six miles.

Mrs. Olca Davis, proprietor of the P. E. Cafe, better known as "The Place to Eat, Across the Street", says do not think the "G" men are around when you find finger prints on the pie. It is just the prints of "Cap Gun Kitto" who always tastes the pie before serving to be sure it is the right flavor.

News from the West Hollywood Store is hard to get. Cliff Curle and Charles Wakefield have a, well would any one dispute me if I said a "Gentlemen's Agreement" not to talk. However, they are Legion boys and with the Convention soon, they have the old paint brush ready to go to town.

MACY STREET TERMINAL

By L. I. Mosier

C. E. Robitson of San Dimas has just returned from a two weeks leave motoring to Boulder Dam and Carlsbad Caverns.

I. H. Lundy is at present on a three weeks leave visiting relatives and friends in McCammon, Idaho and Bridgeport, Nebraska.

A. E. Spohn is on a three weeks leave departing August 19th for Dixon, Ill., where he expects to spend a couple of weeks resting and fishing.

Rex DuSan started on a 30-day leave August 14th, motoring to the wide open spaces in the great northwest. We received a card from Rex stating he had visited Timberline Lodge, Mt. Hood, Oregon, and was on his way to the Rogue River to do some salmon fishing, also having a wonderful trip and would see us about Christmas. Oh yes, he took friend wife along and they are in company with Lou Hatch and family of San Bernardino.

Terminal Foreman Eddie Fox returned from his vacation on August 22nd. Eddie and family spent most of their time at their camp in Idyllwild.

J. R. Houseman and family spent the last two weeks of August back in St. Louis, their old home town. Joe says it was really hot there and that every time he raised his arm and bent his elbow he thought of us.

H. T. Carter is at present on a three weeks leave, motoring with his family to Kansas City, where they are visiting with relatives and friends.

At this writing, the "sick, lame and lazy" list includes J. W. McDonald, G. W. Sigler, R. D. Taylor, Peter Barich and E. W. Steinmueller. We wish them all a speedy recovery.

W. E. Smith has just returned from a two weeks visit in Denver.

B. L. Copeland returned to work on August 24th. We mentioned in the last issue that he was visiting his old home in Tennessee.

R. M. Jones, H. F. Trockel, and G. Osman returned to the passenger board at Macy Street early in August, after spending several years in freight service. Welcome to Macy, boys!

R. S. Copeland joined his brother B. L. in visiting their parents in Tennessee, early in August. R. S. taking an extended leave, will return to work early in September.

The P. E. Bowling league starts its regular season on Friday, September 16th at Jensen's recreation center and your terminal will be represented by the following bowlers of various ability: H. C. Hampton, Captain; W. H. Potter, R. M. Jones, J. G. Ralston and yours truly, so come out on Friday nights and help support the home team. But mind you, better watch a certain individual of the Freight Traffic team as this person (his picture was on page 8 in the August issue of your magazine) will bear watching. Understand there will be 16 teams competing this year so there should be quite some rivalry.

WEST HOLLYWOOD

By G. R. Stevens

Mrs. Betterworth, wife of night Terminal Foreman R. H. Betterworth who has been ill at her home is now much improved.

Mr. Day, Terminal Foreman at Ocean Park was a visitor at P. E. Camp recently as was Motorman Cronin and family of West Hollywood, and Mr. and Mrs. H. H. Hubert and son of Hill Street. Incidentally, Mr. Hubert excels at pitching horse shoes. Any talent out of West Hollywood is requested to contact him.

G. H. Kornegay, wife and boy, left for Dallas, Texas, to visit relatives. He will be gone two weeks for a good rest, and will make the trip by train.

We are sorry to report that motorman Charlie Neighbors is in the hospital. "Hurry up and get well, Charlie, the boys at West Hollywood are looking forward to seeing you back on the run real soon."

H. L. Miller and family left for a two weeks train trip back to Muskogee, Oklahoma, where they will visit his father.

Conductor Shields is leaving for a ninety day train trip back to Florida for a real rest and a vacation, he leaves on the 25th.

Motorman H. L. Raney is anticipating a trip to P. E. Camp real soon, and we know he'll have a swell

time. Yours truly and wife returned from a trip to Lake Arrowhead and Big Bear where I had the rare treat of holding a big three and one-half pound rainbow trout, caught fresh from the lake. Both lakes are full of water this year. The pines are unusually green. The skies are blue, the water is cold, and the food will give you an appetite that will keep you hungry. What a day to go vacationing!

We are sorry to report that con- in an automobile accident, and has ductor A. J. Charland's wife was hurt been confined to the hospital.

Cashier W. A. Bibbons is a proud grand-daddy again. His son "Buzz" is the proud father of a baby girl, born on the 15th.

Conductor P. C. Steg. off two weeks with intestinal flu, is back on the job.

On leave of absence are H. R. Kerby, J. Watson, W. Lambert, V. L. Webb, F. L. Miller.

On the sick list are J. R. Beakley, R. C. Cole, V. Felston, and C. Neighbors.

SUBWAY TERMINAL NOTES

By W. F. Sevranc

On July 31st Ingram Brearley passed on to a better world after a brief illness. Our deepest sympathy to the bereaved family.

R. D. Webb passed away on Aug. 8th after a long illness. "Doug." had grieved considerably over the loss of his wife some 2 years ago, and never got over it. To his son and the bereaved family we extend our sincere sympathy.

Pensioners Tom Croteau and "Doc" Holder paid us a visit the other day, just to show the boys how to really play pinocle. They both look the picture of health. Call again boys, glad to see you.

Conductor H. H. Richardson just returned from a trip east and reports a swell time.

Motorman B. R. Goodwin took a leave of absence for 30 days to meet his wife in New York City and to make final arrangements for the World's Fair to be a grand success.

W. J. Stewart made a hurried trip to Texas, asked why he returned so soon, he replied, "rattlesnakes galore." C. L. Morrell claims he got a hot wire from Texas and that it was the Sheriff. How about that, Warren?

Another of our fellows was glad to be back here. None other than Motorman E. Newberry, who returned almost minus his ears. They having been nearly burned and blown

off while driving through a very hot windstorm in Texas.

J. R. Groom has a grand hobby of picking up tin foil now.

Your truly visited W. Hollywood Trainmen the other day and found that Bennett, Bankston and Latimer played pinocle with a clean deck of cards. Joe Gerst came in with a big grin on his face; Paul Porter wore a brand new—well, he calls it a hat. Peter Koeffler got married much to our surprise. What no news reporter in W. H.? Gouty is going to be married Sept. 1st and move into a new home. Don Sheets wanted to introduce me to a certain party. O. L. Price came in very happy and says he is now working out of Van Nuys. Glad to have seen you boys. Pay us a visit down town sometime. Cheerio.

H. W. Bradbury spent two enjoyable weeks at the P. E. Camp and at San Diego, where he had one day of rain. Glad to see your smiling countenance again.

Heard on the San Fernando Valley Line: Motorman R. D. Burdsal going outbound, suddenly exclaimed "gosh, 3 miles to go and no minutes left. What will I do now? Tsk, tsk." and after all we have done to tell him just what to do in a case of that kind.

Three famous men at the Subway—J. C. Gaines, L. P. Bright and "Tiny" M. N. Miner, held a serious conversation with Ed. Cermin, and from all appearances it must have been a hot one for Cermin took off his hat and coat and displayed a very cute bald head.

Jess Hauselman and wife spent their vacation at Lake Arrowhead and the Pacific Electric Camp. After working in the rain for about 3 days he rented a cabin and then went fishing in the lake and caught all the trout. No wonder the boys did not find any more fish.

Some one stated the other day that they have seen cobwebs on the bath tub of C. L. Morrell. Confidentially boys, they really are not what you think they are. You know the "Sheriff" is quite an artist, and what you have seen is some of his artistic work. C. L. paints pictures of cobwebs. What a man!

Jack Church left us to work a run at Ocean Park. Your gain, our loss.

Ted Cuccia took great pains explaining what a hairsplitter is.

And now my friends Max Stolpe tells us that the beer in the old country was the best. Atta boy, Maxie; we realize you have to be careful. Hitler might hear of it.

Ray Hightower informs us that he knows where the softest seat is located in the Glendale busses. Boy, page our well known Harry Coode.

GLENDALE DISTRICT

By C. L. Settle

Glendale will be the setting for a Spanish Fiesta Week, depicting California life from the Early Dons, down to the present, one of the highlights will be a huge parade Saturday night, Sept. 10, consisting of bands and all kinds of marching units, most of the civic and fraternal organizations of the city will participate.

I am happy to report that our regular Supervisory force have had their vacations, and will be on the job steady from now on.

T. G. Cooney is blaming young Tommy for not setting the alarm clock, anyhow it was the old man who walked 3 miles to work.

Crash, bank, clunk—There was no evidence of a smile as E. E. Jarvis, placed an accident report on file.

H. Snyder is very busy remodeling and repairing the home he recently purchased here in Glendale.

George Malhoit, and family recently spent a week at the P. E. camp, and reports a wonderful time.

For a good laugh get Andy Habura to describe for you, the actions of Jay Hawley at a ball game when the favorite team is losing.

George Franklin and E. D. Sale were victims of sneak thieves, both had their changers stolen, sad part both changers were full when taken.

For the past 8 years when mechanical trouble developed we called for Pat and were soon on our way, but he was bumped out of Glendale in the last shake-up and is sorely missed. Come on back, Pat, the first chance you get.

ENGINEERING DEPARTMENT

By Victor P. Labbe

Charles Thompson Jr. wishes to state that the mansion I mentioned where he spent his vacation was only a broken down shack.

Milo C. Halsey and wife are spending a very enjoyable vacation in Honolulu.

Harvey "Skipper" Smith went to Frisco for his vacation and it seems he really tries to navigate a boat but with very bad results—wrecking the boat, losing his clothes, etc. Knowing Harvey like I do—suggest he take up golf which would be more economical.

H. H. Copenhaver—vacation just around town.

Caleb Martin and family are spending their vacation at the Pacific Electric Camp.

Frank Brown, formerly of the Engineering Department and now with the Transportation Department, took

unto himself a wife. Not letting anyone know—account he says it happened so sudden like. They will be home to their friends at 8023 So. Figueroa St.

Prosperity just around the corner—Hugo Meneghelli acquires a "Pontiac", but no money to buy gasoline.

James Selfridge and wife to the Pacific Electric Camp for their vacation.

Jean Fogarty has fully recovered from being her sister's bride's maid—the wedding being held at St. Ignatius Church in Highland Park.

Miss Shipman is spending her vacation in Vancouver.

Understand the quartet from the field dept., Don Lewis, Chester Davis, Bill Hibbard and Hugo (Candid Camera) Meneghelli, attended a stag sometime ago in Alhambra. Wonder what Don was doing on the floor.

Has Charles "Elmer" Erhman gone Chinese?

Russell Duguid, C. F. Quirmback and Thos. Clark all received promotions with the transfer of Leslie Appel to the Research Department. We are all sorry to lose our very good friend "Les," but a well deserved promotion, so here's lots of luck.

Leo Bush is building a "rumpus room" for his boy, 10 years old; but, from all reports, Leo just shows the lad what to do and he does all the work.

Understand Miss Alpha Barrett caused quite some excitement at Sequoia this summer with her slacks. All the forest rangers, etc., just wondered who she was. Well, for your information, she works at the Torrance Store.

Who are the two big fishermen in the Field Department that just won't get along with each other.

Dan Gilmore says the only way to get his name in the Engineer column is to have Vic Labbe out to dinner and he will "write beautiful home, lovely wife, etc." Well, Dan, I always write the truth, and friends are just real friends after all.

Geo. McClure sure must know his horses, as he certainly dolls up—every day in the week. A new ensemble for each day. Page Warner Bros., M. G. M., First National, Fox, Hal Roach, R. K. O. Studios and Meglin Kiddies.

College-bred requires a fearful amount of dough, is seldom self-raising, and often proves to be a four-year loaf.

Marriage is the part of a girl's life that comes between the lipstick and the broomstick.

A Committee is a body that keeps minutes—and wastes hours.

OCEAN PARK TERMINAL

By J. H. Robertson

The spirit of good sportsmanship still prevails at Ocean Park, just one sport after another. Now we hear about a tennis tournament which is to be staged soon. The players are J. R. Lowell, Jim Dainard, Kennedy, (Bring 'em Back Alive) Owens, "Harmonica Pete" Walker, Brodet, Brinker, Pat (Patricia) Garrison, Tom Wilson, Wade Stewart, Frease, Frasier, Osborn, Morris and Duke Boardman. Carl Wright will be their coach. We are expecting some very exciting sets, some of these players are very good at the game and should teach the beginners quick twists of the wrist.

We have some golf bugs too at Ocean Park: "Carrot Top" Dapler, "Flashlight" Comstock and "Sharpshooter" Frease.

Day Terminal foreman, A. W. Day and family have just returned

from a two weeks vacation at the P. E. Camp. Mr. Day reported a very enjoyable time and praised "Pop" Barton, the manager for maintaining a clean camp with no end to excellent services.

Jess Harpe returned from a trip to Texas. Jess took this trip to rest up after an operation. He is back to work once more and quite over his illness.

At least we have one huntsman who can really bring home a deer. The sure shooter is our Mechanical foreman, Bill Tingler. If anyone wants proof just look above his door.

Mrs. Jerry Meyers is back on the job once more after being off ill for some time. She took a trip north for a rest. Jerry took leave for a few days and went up too. They returned together. Also Bob Morris is back. He couldn't step over a rail out in the yards without falling and injuring his shoulder. He is known as light foot on the baseball field but lead while at work.

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TRANSPORTATION DEPT.

By D. Houston

Members of our Department certainly took advantage of the annual vacations given us by the Company.

Our boss, Mr. Squires, spent some time at June Lake in the high Sierras.

C. H. Belt, with National Guard, San Luis Obispo as General Staff Officer. They say he had the recruits stepping around plenty.

T. L. Wagenbach, motor trip to Lake Tahoe, Reno and vicinity.

Walter Monroe, Kentucky to visit his mother, also drove his new DeSoto to Lake Arrowhead. He's mighty proud of that bus.

Herbert Norton, to San Francisco, Sacramento and vicinity.

L. J. McGrath, to Yosemite National Park.

Paul McDonald, Youngstown, Ohio. Bill Getz, Philadelphia and Atlantic City—giving the girls a treat.

J. D. Hart, Boulder Dam in his new Pontiac.

Alex Hartman, Vancouver and Yellowstone National Park.

Laura M. Harris, Ojai.

Helen Freedle, Denver and vicinity.

Helen Semnacher, high Sierras, Mono Lake region.

Alpha Sands, Mono Lake, Reno, etc.

Katherine Salmon, Catalina.

Charlie Hill, Catalina.

Jack Worthington, Oakland and San Francisco, renewing old acquaintances.

Les Lutes, Pacific Electric Camp. Yours truly, Kansas, and was it hot!

The following are expecting to squander their vacations as follows: Jim Douglass, P. E. Camp.

Lonnie Campbell, either a trip to South Carolina or digging in the backyard, boy that must be a hard decision.

Harry Long, going to Chicago. Ralph Perry, beach cities.

A new face in our office belongs to William Martin, who has joined the "gang" as Junior Clerk, replacing Robert Lowe, promoted to other duties.

It is rumored that the box of salt water taffy Bill Getz brought back from Atlantic City was in the nature of a return gift he having received a back scratcher from one of the other members of our office. Who was it, Bill?

Walter Monroe is contemplating the erection of a new home, he having recently sold his home in Riverside. How about a house-warming when the castle is built, Walter?

Haven't heard much from Carl Belt in regard to his golf game lately—wonder if he is finigling around

for a wager in order to take some of the smart boys?

Where did "Andy" Antista get that new cognomen of "Andy Dear"? Did it have anything to do with Christmas Cards?

Have a quiet tip that "Sugar Plum" Semnacher is contemplating purchase of a few shares in Best Drug Store Stock. Wonder if she wants a cut of the profits since she has fattened their business due to her sojourns to the fount downstairs.

Well, the Bowling season is on again and if you don't think the rivalry in our ranks is plenty hot, what with our gang split up and members of rival teams, you're badly mistaken. It has reached the point of "The end of a perfect friendship." Even your best friend is ready, willing and able to play you for money, marbles or chalk.

The heat during the last week in August made it rather uncomfortable in the office, however some relief was felt when Roy Swanson came into Room 221 and moved the air around a bit. Sorry to say though there was considerable hot air mixed up in it.

Laurel (Choke-Collar) Jones has been around issuing challenges to the rest of the boys for a fight to the finish at snooker. From what we have seen of his cripple shots he had better enter his challenge in the Class E division. He has some excuse, however, due to the number of new schedules he has been figuring during the last several months.

SIXTH AND MAIN TERMINAL

By G. V. Brown

Say fellows, what is this? Accident month, or what? Just look at this list.

A. D. Thompson, of the Santa Ana Thompsons (a Conductor and Farmer) was doing a little gardening during his two days off, when he tripped over a board and fell on a stake, breaking two ribs, bruising his shoulder and spraining his ankle. Here's hoping you recover soon. It is well known that a certain party will be most happy when you do.

From the looks of Traffic Officer Bales' hand, we are wondering how the other fellow looks. How about it Bales?

Talking about the bitter and the sweet, C. H. Hoppenrath, our switch-tender at 9th and Hooper Station, took a vacation and went to Salt Lake City to visit his sister, son and their families. After taking in a nice trip in the mountains, all the amusements and plenty of swell dinners, he came home feeling very well satisfied with the world, only to step off the curb at 103d and Beach Street, knocked down by an automobile, receiving a broken foot and several facial injuries—none however serious. The driver took him to the hospital and Charlie now has an extended vacation (enforced). Here's for a speedy recovery.

It looks like Conductor W. Wild likes to swim a lot at the Huntington Beach Plunge. We are wondering how he received "that beautiful eye" he is toting around. He claims a wave struck him while swimming. Believe it or not. What's the matter with the door-jam story, Wild?

If anyone would like to have his automobile roof re-topped and dressed, just call on Motorman T. C. Garnett, of Santa Ana. He sure can do a good job. If you don't believe it, look at his car.

FREIGHT TRAFFIC COMMENTS

By J. E. Blackburn

Looking at the vacation situation from a broad angle where one gets a wide panoramic view, we see C. C. Dickson, just about the time this goes to press, strolling among the pyramids adjacent to Mexico City and chucking little black-haired senoritas under the chin; and in retrospect, Ralph McMichael driving up through Zion National Park, Cedar Breaks, Bryce Canyon, and Yellowstone National Park (Ralph has an excellent record of this trip in the form of an all-color moving picture film which we all are anxious to see), Dave Gleason in the mountains at Lake Tahoe, Johnny Stockberger entertaining the "Fuller Brush" man, Jack Birmingham at Balboa, George Meyers lounging in a hammock at the P. E. Camp gathering material in his mind's eye for pictures, Frank Conners taking in at least one baseball game, and, although I am not sure, I'd be willing to bet Dave Porter was fishing somewhere.

Some of the boys are still looking forward to that coveted two weeks. Understand Roy Swanson, who is much in the public eye, is traveling to his home town in Utah, George Koltz is just going to take a ride up the coast to Vancouver, with a couple of side trips to Ogden, Utah, and San Diego. George likes to spend his vacations riding the rails of all

those railroads he writes to every day in the year just to see where they go and how smooth the track beds are. Last year he took an extensive trip east, riding on thirteen different railroads. I believe George would benefit more, so far as his daily work investigating freight claims is concerned, if he would ride the freight trains and get a hobo's eye view of the different train operations.

The bowling season is about to start again and there is quite a bit of optimism expressed over here as to the prospects of our team this year. Well, anyway we certainly have a lot of fun.

John "The Slug" Stockberger has taken up the game of chasing a little white ball over approximately six or seven miles of greensward every Sunday with an enthusiastic bang. He will be leaving us soon when every golf course in the country is clamoring for his services as a professional.

Football season is definitely on its way from the football talk in this end of the building. Don't be surprised if, while the U. S. C. games this fall, you see one of the prominent members of this department sprinting out there on the gridiron to take the place of Ambie Schindler. Understand he has infinite faith in his capabilities for the position.

MOTOR TRANSIT COMPANY

By M. J. Creamer

We welcome back F. C. Westphal, who on August 1, 1938, was appointed Acting Driving Instructor for Motor Transit Co. A familiar face to those who have been around these parts for a few years or so. Maybe you won't have to coach a few of the ol' timers anyway. Take Sommerville—he's been driving trucks and buses ever since Dewey was a Midshipman, and incidentally he is an ex-gob. Wickham, Peterson, Goff and several others have been driving heavy equipment ever since the battle of San Juan Hill. But

there'll be those to come, who'll need the instruction. 'Tis rumored that every place Westphal goes, Operator Hicks is sure to be there. They seem to have a habit of running into each other at every turn of the corner.

Well, we still have out fishing trips and vacations. Harper and Clyde Pearson back from two weeks vacation on Feather River and fishing was very good. Didn't get much out of them as apparently they heard the ol' phrase and who was it that said "Fish don't lie, but liars do fish!" "Pop" Reynolds back from Oregon where he brought back specimens of ore for analysis. Maybe there's gold in "them thar hills" says "Pop," and if so—his "Pappy-in-law" will reap the benefits. Rorick back from Russian River—a dandy trip! Knapp back from Sweden and mighty glad to be back in the States! It's rumored that he and Garbo were writing their memoirs. Agent Howard, El Monte, is planning on going deep-sea fishing for the first time in his life! "Never been on a boat before" says he—Ho Hum!—Might as well ring the dinner bell for the fish! Operator Tribble planning a trip to Tennessee soon to visit his folk. Lawrence Allen is relieving Zirckel in the baggage room while he is on a vacation. Willamae Bracklin, matron at the depot is taking a few weeks leave—just to rest up. Not Not making a trip however. Her sister will take her place during her absence.

One of my spies tell me that Geo. Shively and Clyde Pearson seem to be going back to their 'ol school days—leaving notes for each other at the El Monte Depot. Who is she?

I suppose it will always remain one of the mysteries of life to Bob Cruson (that pleasant good lookin'

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chap from Texas) who has been relieving on the M.T. system for a number of months and who recently relieved Mr. Rorick in Los Angeles. From that of an embalmer to ticket clerk is a long jump—but dead or alive we have facilities for handling them at the Fifth St. Depot. The Information counter draws a lot of the young and beautiful to Bob—or was it his winning smile? Maybe

Seventh Heaven may not mean much to a lot of folk but Ira Junkins (Janitor) was safe on the ladder. From his steep perch he was cleaning the sky-lights in the depot. Nope, we didn't envy him and I'm sure that Ed Morgan (Night Janitor) didn't either as his legs are made of rubber when above the 'ol terra firma.

Operator Dufour says there's now only two UGLY men left on the L.A. force since Bob Griffith went to El Monte. "Just Hoffman and me" says Dufour. (Exit—Bob.)

Agent Johnson, Ontario, has just about completed his new home on his avocado ranch near Vista. Operator Seyforth and Bob Cruson has been relieving him at various times.

Jim Tucker is wearing glasses now and we wonder? It was he who built the outdoor patio and the Bar-B-Cue, only he decided later to build a brick floor—so he went out to gather brick. Being a wise little pig, he knew that straw and wood would burn. After laying the bricks, he discovered that it wasn't smooth enough—so up came the bricks! Understand they're down again. Tch! Tch! Well, we'll give you the red flower pot when you find a window to throw it through!

Dispatcher Stone's home in Alhambra is coming along fine and soon the doors will be swinging open. "B.Y.O.L." "Slim" Seifried and Viola make daily visits to their lot in Alhambra to see if it's still there. They're buying it—and their Dream Castle is to be erected on it someday! Dispatcher Deal is not moving to Alhambra as planned—the house he expected to rent was sold!

"Lem" Somerville is interested in Soft-Ball! Been seen at Granada Park, Alhambra several times. There seems to be a number of enthusiasts for the game and a good team might be worked up for Motor Transit Co. Geo. Jehl is another booster for the game.

Catalina is in full swing. Ted Weems orchestra is a dandy band—and if any of you are interested in a good trip—take a jaunt over there before the season folds up.

We are sorry to hear that Superintendent Roy Wilson has been crippled up for a short spell.

Ask Sam Porter (Shop Mechanic) about the time he got pinched? No,

don't get me wrong—not a run-in with the Law, but we heard him squeeling in the shop one day last week?

Rhinard almost wore out a letter from his wife who is in New York City. Noted him reading and re-reading it at least four times in the first ten minutes. "News from home." It's plenty hot in New York City and California will be a welcome relief. She'll be returning soon and they plan to locate in El Monte.

Agent Kennedy (Santa Ana) has taken on a batch of furniture and is moving into an unfurnished house. Incidentally he picked up an old Grandpaw clock hidden away in a second-hand store—one of the original Seth Thomas mantle clocks . . . runs 12 hours to the winding but keeps perfect time, say he. Runs with weights—hand painted face. He is now tracing the geneology of same and hopes?

Motor Transit Company is looking forward to a large amount of traffic to the Los Angeles County Fair this year at Pomona. Of course the usual extra patronage will be handled by our efficient personnel. (Gotta get that in somewhere!)

Agent Jehl finally brought his new suit out for display. Has been threatening to wear it a number of months ago, but states that he was waiting until the office was remodeled. Strong liked it so much (?) that he decided to get one just like it—or did he?

Turning the controls over to Bill Kennedy, Agent, Santa Ana, we pick up news of that vicinity:

Commutation book sales are picking up along the Southern Division . . . ahem. Capt. Phil Kellogg and his

merry men have been up north on the Nat'l Guard concentration manoeuvre. S. fo-- d-

— well, whatever you call it — he don't exactly remember when and how he left but he got back okay. Al Henson has been taking treatments for his stomach — feels a lot better now! Oper. Wickham has been shedding teeth lately—says he didn't know there was so much soup and mush on earth! Forrest Snell on the Inland Stages out of San Bernardino received a broken leg in a traffic accident—he was the pedestrian, believe it or not. Oper. Hal Doig's vacation in the High Sierras turned out to be a grand blow-out or two—but let him tell the story! If it's a suitcase astray see Peterson as he seems to be the chief custodian of the waifs. The old Crown Stage employees are planning a get-together picnic at Orange County Park. (See "Pop" Reynolds, page Henry Miller, Charlie Rhinard, Sam Overholtzer and many others . . . maybe that will take all the ants out of Santa Ana—"dad burn 'em.)

Uncle Dick Butler greased up the Chrysler and struck out to Gold Beach and Rogue River points in Oregon. Watch out people—if it won't be fish stories, it'll be gas mileage or something! Bill Day is officiating during Dick's absence. Incidentally Bill's wife and baby are also in Oregon for a sojourn. Benny Kimball is threatening to take a flyer up to Lake Tahoe, Carson City and Virginia City and other points of interest. Didn't mention Reno, folks so that's that! Oper A. L. Cox, wife, and baby have been spending a rest-

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ful vacation at Balboa Beach. Other than a tremendous seizure of seasickness, a good time is reported by all. Cox says he now believes the report of sea divers that the Catalina channel is paved with false teeth. "Pop" Reynolds was a recent visitor in Santa Ana—like Barnum's circus he gets bigger and better every year! Jack Burgess should soon be wearing a longer belt as he recently stocked his kitchen up with a new refrigerator and range—and what's more he has what it takes to make these work to perfection—that's meant for the missus. Hommy Daiker and frau have moved out on Hickory Street—about as far as he will ever come to being a hard nut.

"Kingfish" Carr was caught in the crush and now slinks up and down the alleys when in Los Angeles. If you don't get what we mean—ask Deal.

MORE PATRON COMPLIMENTS

Gratitude is expressed by Emily G. Grimes, in charge of a touring party of the Sigma Phi Sorority, of Detroit, Mich., to Conductor J. H. LeClair, for his efforts in making it possible for the party to make Southern Pacific connection on return from Catalina recently. Miss Grimes is lavish in her praise of his attention and efficiency.

Conductor C. H. Killgore, of the Northern District is most highly commended by a patron for courtesy shown her on a recent trip between Los Angeles and Upland. Her card to the management indicates thoughtfulness and attention. Comments received regarding his work, show conclusively that the incident is but a continuance of his usual attitude of courtesy to passengers.

From a patron residing in La Crescenta comes a bouquet for Coach operators on the Crescenta-Glendale line of the Motor Transit and for the operators on the Hollywood and Beverly Hills lines. She says they are all most courteous and gracious, and well informed and business like. Especially does she commend Coach Operator Porter for outstanding courtesy and consideration.

Don't give anyone a piece of your mind, you need it all yourself.

Some wag once said of marriage—the more billing the less cooing.

Just about the time you can make ends meet, someone moves the ends.

A bachelor is a man who never makes the same mistake once.

ACCOUNTING DEPARTMENT Geo. Perry

John McDonald makes these pages two months in succession, but this time it's not a bit funny. Apparently John is a better Traveling Auditor than a carpenter, cause when the chisel slipped it slashed his wrist and not the budget. Until the bandages come off there won't be much work done on that new trailer he's building.

You won't hear Henrietta Sten singing "A Tisket, A Tasket, I Lost My Yellow Basket", because she can't sing right now, and besides it wasn't a "yellow basket" she lost, but a pair of bright red tonsils. Have you had yours out lately? Well it's no fun even if the Doctor does tell you you're the best patient he ever had.

The following vacation news from our neighbors in the Treasurer's Office:

M. S. Wade, High Sierras; W. B. Benson, Hibbing, Minn.; Bessie Jackson, P. E. Camp.

We are pleased to welcome to our ranks a newcomer, Grace Boveroux. She takes the position of part-time calculating operator, vacated by Margaret Cantin, who left the service August 12, 1938.

Elsewhere in this magazine you will find a detailed account and tribute of Mr. StJohn, who retired from service effective September 1, 1938. However, there were many in the Accounting Department, where he worked for so many years, who were unable personally to bid him goodbye and wish him well. For these employes and all his friends throughout the Company, we extend our best wishes for his fullest enjoyment of the leisure which comes with retirement.

Clayton School was a merry young soul!
Now no merry young soul is he.
He called off ballots without any snooze,
And now he signs the election board blues.

Frank Screech was fortunate enough to be able to attend the "Press" preview of R.K.O.'s newest picture, "Carefree", starring Fred Astaire and Ginger Rogers. He was so very enthusiastic in his praise of the picture that we thought it not amiss to pass the good word along.

P.S. It further happens that a certain popular young man about the Freight Traffic Department, to be exact, Roy Swanson, also attended a preview of the picture and heartily recommends it—so, if you don't like "Carefree" blame Swanson.

Vacations

- L. A. Lovell, Motor trip through the northwest.
- H. C. Kuck, Yellowstone.
- Edna Bare, Home.
- Phillip Still, Moving.
- Florence Sanders, Bethune, Mo.
- James Gould, Reno.
- Anna Beseman, Sequoia.
- Mildred Upmeyer, Home.
- Ruby Binkley, Home.
- Doris Lindeman, Portland.
- Russell Hollinger, Home.
- Harold Huestis, P. E. Camp.
- Marie Claxton, High Sierras.
- Grace Christensen, Grand Canyon.
- Mabel Kratzer, Catalina.
- Alice Elliott, Home.
- Martha Smith, Seattle.
- Oliver Rohde, Home.
- Dorothy Pearson, Yosemite.
- John Suman, ?????
- Hessel Vanderzee, Yosemite.
- Frank Hardesty, Catalina.
- Emely Prior, Sequoia.
- Elizabeth Walton, Banff and Lake Louise.
- May Chisholm, Big Bear.
- Alfred Beaumont, High Sierras.

OFFICIAL DENTAL DEPARTMENT

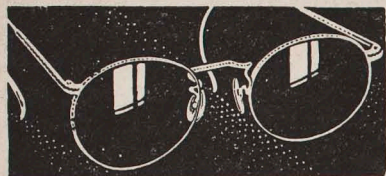
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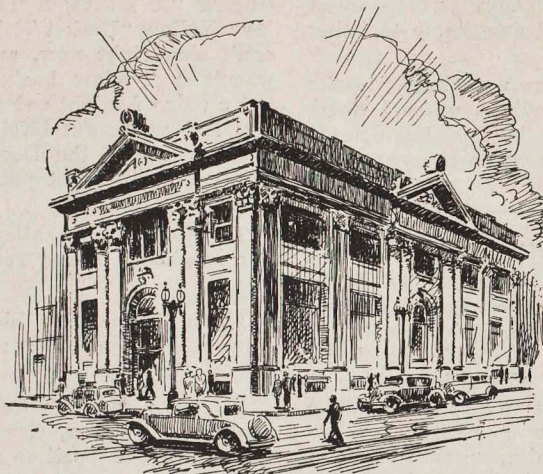
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