

PACIFIC ELECTRIC

Magazine

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April 10, 1939



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Volume 19, No. 10 April 10, 1939

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

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

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

E. C. THOMAS.....EDITOR

THE COVER PICTURE

Our feature for this month's issue of the Magazine relates to the two major broadcasting studios of the city, our front cover picture being an auditorium of CBS and depicts the usual set-up for one of the major performances.

Both of the Studios presented in our feature are the "very latest wrinkle" in broadcasting station construction and technical facilities. Their rivalry for business and public approval is very keen.

PASSENGER AGENTS SEE FAIR

One hundred and thirty-five Passenger Agents, representatives of the various roads in Los Angeles made a hurried tour of the San Francisco Exposition on Sunday, March 26th, and on return reported a hurried, but, very pleasant trip and that the Fair is more than has been claimed for it.

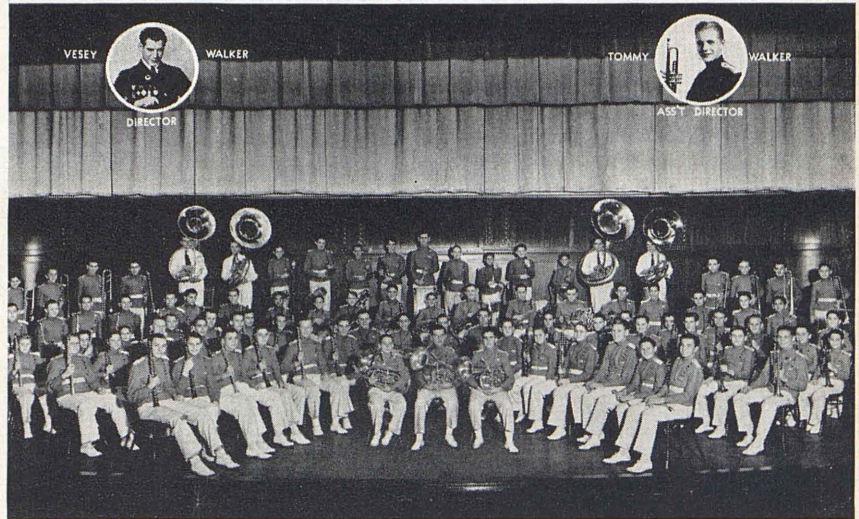
Other excursions are being planned, and a record-breaking crowd from the Southland is anticipated on the occasion of Southern Pacific Day at the Fair on May 14th.

RETIRE FROM ACTIVE SERVICE

Two of our fellow workers retire from service this month after a total 55 years of railway activity; and, as they leave their respective duties they carry with them the very best wishes of their fellows for many more years of happiness in whatever further avocations they may indulge. They have well filled the positions they held and have won the high esteem of all. The retirements referred to are:

Clarence C. Dodge, towerman in the Engineering Department with 34 years to his credit.

Frank Pettegrew, Motorman, Northern District, Transportation Department, with a credit of service of 21 years.



Building Character Through Music

Sheriff's Boys Band A Unique and Effective Organization.

Los Angeles County is really boasting about something this year—something that has very little to do with sunkist orange groves, snow-capped mountains or glamour-ridden movie stars. Los Angeles County has a band of its own and, in case you didn't know, one well worth a second scrutiny.

This band is different in many ways. In the first place, it plays no commercial engagements. In the second, it is sponsored by the Sheriff of Los Angeles County—the only band in the United States to be so endorsed.

Organized in 1935 under the name of the California Boy's Band, the group was soon adopted by Sheriff Eugene W. Biscailuz, who saw in it an opportunity for advancement of the youth activities in which he has always been interested. Gathered together by its Director Col. Vesey Walker, for group study of music, provides the boys with a wholesome occupation, however he planned to have them learn more than music alone, and therefore before a boy can become a member of this band, he is required to subscribe to the following pledge which is made part of his application, and must be attested to by his parents.

"I will carefully and diligently perform all duties expected of me as a band member, giving my unselfish assistance to all band activities. I will be honest, loyal, and faithful, respect my parents, elders and superior officers, keep my character clean and play the game of life fair with my fellow members. I will not

be selfish, but instead will always be ready and willing to help my fellow band members. I will be a loyal music student and always help when it is possible other musical organizations. I will not smoke, swear or lie. I will love America, study Americanism, respect and defend the Star Spangled Banner, love and serve the community and state in which I live."

No little part of the success of the band may be attributed to its Director, Col. Vesey Walker, four time winner of the national band contests and winner in 1934 of the international band and bandmasters competition held in Geneva, Switzerland. Taking 65 American musicians to Geneva, Col. Walker led them to victory as the world's first band, an achievement unequalled by any other American Director.

Concerts are given for parades, hospital groups, and other civic functions. Responsibility for the bands administration, rests with an executive committee consisting of Sheriff Biscailuz, Sponsor; Col. Vesey Walker, Director Manager; Capt. Gregg, Co-Ordinator; Chief Walter Gilman, Secretary; Mr. Shirle Goedike, Harry Dunn and H. E. Foskett, Pacific Electric agent at Claremont; which is supplemented by a band committee of eight members, and a very active Parents Association.

Plans for the coming summer include in addition to a number of engagements in various parts of Los Angeles and surrounding counties, a trip east as official escort to Dr. Walter F. Dexter, President of Lions International and California delegates to their convention at Pittsburgh, Penna., enroute to and from which they expect to play at the San Francisco and New York Worlds Fair and at the Nations Capitol.

The Source of Entertainment for Millions

Two of Nation's Greatest Radio Broadcast Studios Now Hollywood's Best Entertainment Lure

Both NBC and CBS Present Tours and Shows

Hollywood, the ever changing. Yesterday, the Movie Capital of the world; today, the Radio Capital of the West, if not of the Universe. In both instances, the lure leads to Hollywood.

The great motion picture studios formerly dominated the scene, but they have given way to new palaces of Radio; ultra modern structures, built with a view not only to attract the eye and curiosity of the passer-by; but, constructed to house what is today probably the world's most technical art—Radio—which to the public is yet a mysterious thing, and little understood by the masses.

These great studios are rapidly becoming the mecca of entertainment seekers. Since the early establishment of radio studios the public has always been graciously received by their management and peeps given to the visitors into its mysteries.

But, the "infant industry" has grown up. It is today one of the world's greatest industries. They contribute twenty-four hours each day to the entertainment, education and information of millions of people, to say nothing of the employment provided for thousands by the Broadcasting Stations and by industries allied to this art of electrical production and reception of music and speech.

It is the practice of the Magazine each month to direct attention to some point of interest reached by lines of this company in order that residents and visitors may be induced to visit them, thereby possibly bringing us more passenger revenue; or, at least doing our part as a host of the city.

For this reason, we have this month presented the two great studios—NBC and CBS—from which emanate most of the greatest programs to be heard on the air, and to which come the greatest talent of the Nation.

Each of these great studios upon completion of their new buildings very thoughtfully made arrangements to care for the public demand to see, hear and know more about the Radio. Each of them have organized a "Tour" in which the public will be shown through the institution at a nominal charge, and witness Radio at work.

That favoritism be not shown, the Magazine asked each of these Studios for an article descriptive of its tour.

NBC TOUR

By Walter B. Davison

Under the direction of trained guides, visitors to Hollywood Radio City are conducted through the mammoth broadcasting plant, and shown all the details of studio operation. Tours leave the main lobby at half-

hour intervals, groups of 20 persons being shown the studios and exhibits on each tour. Special tours will be arranged for clubs and other groups upon request.

Beginning with the 200-foot long Sunset Boulevard terrace, the tour includes an inspection of the four big audience studios, a control room, and the sound-proof corridors separating the studios. Visitors will be shown the sound traps, acoustically treated walls and other engineering features which have been incorporated in the new NBC building. The



CBS Building and One of Its Auditoriums

indirect lighting features and the windows set at an angle to deflect sound waves into the floors will be described and explained by the NBC guides.

The basement of Hollywood Radio City, containing exhibits showing every phase of studio and radio operation, is the center of interest during the tours.

Sound effects constitute a special display arranged for visitors. A booth containing innovations in sound effects equipment has been installed, and skilled technicians demonstrate their operation. With the exception of NBC's giant thunderdrum, which will be seen during a visit to one of the audience studios, equipment of almost every type is available here.

The ABC of Radio, an exhibit showing what happens to a radio program from the time it starts into the microphone in Hollywood Radio City until it arrives in the loudspeaker of a home radio, is in operation in booths erected in the spacious basement. Diagrams, exhibits and motion pictures are combined in the display and explained by the guide in charge of each tour. Of great interest is the tube exhibit, showing in enlarged form the working interior of a radio set.

Following their tour of the basement, visitors are shown the artists' corridor, 300 feet long, and the non-audience studios which open from it. Construction of the NBC organ studio, which is erected like a box hung out from the walls, down from the ceiling and up from the floor of the studio, so as to eliminate sound vibrations, are explained in detail.

The studio tours terminate in the main lobby. There the operation of the master control panel is explained, and visitors will see the huge board through its partition of invisible glass, which allows inspection without interference by light reflections.

Ed Trumbull's magnificent mural which occupies the curved wall above the control room will be shown, as its tremendous genie of radio, supporting a radio receiver, and surrounded by scenes illustrating the activity of broadcasting, dominates the lobby.

CBS TOUR

By Edward A. Larkin

Probably every person has wondered at some time or other how radio programs are actually presented. The Columbia Broadcasting System at its new studio in Hollywood affords an opportunity for visitors to see for themselves just how broadcasts are made.

KNX, key station of the Columbia Broadcasting System on the Pacific Coast, is considered by radio experts as being the world's most modern radio station. Here, amidst a setting

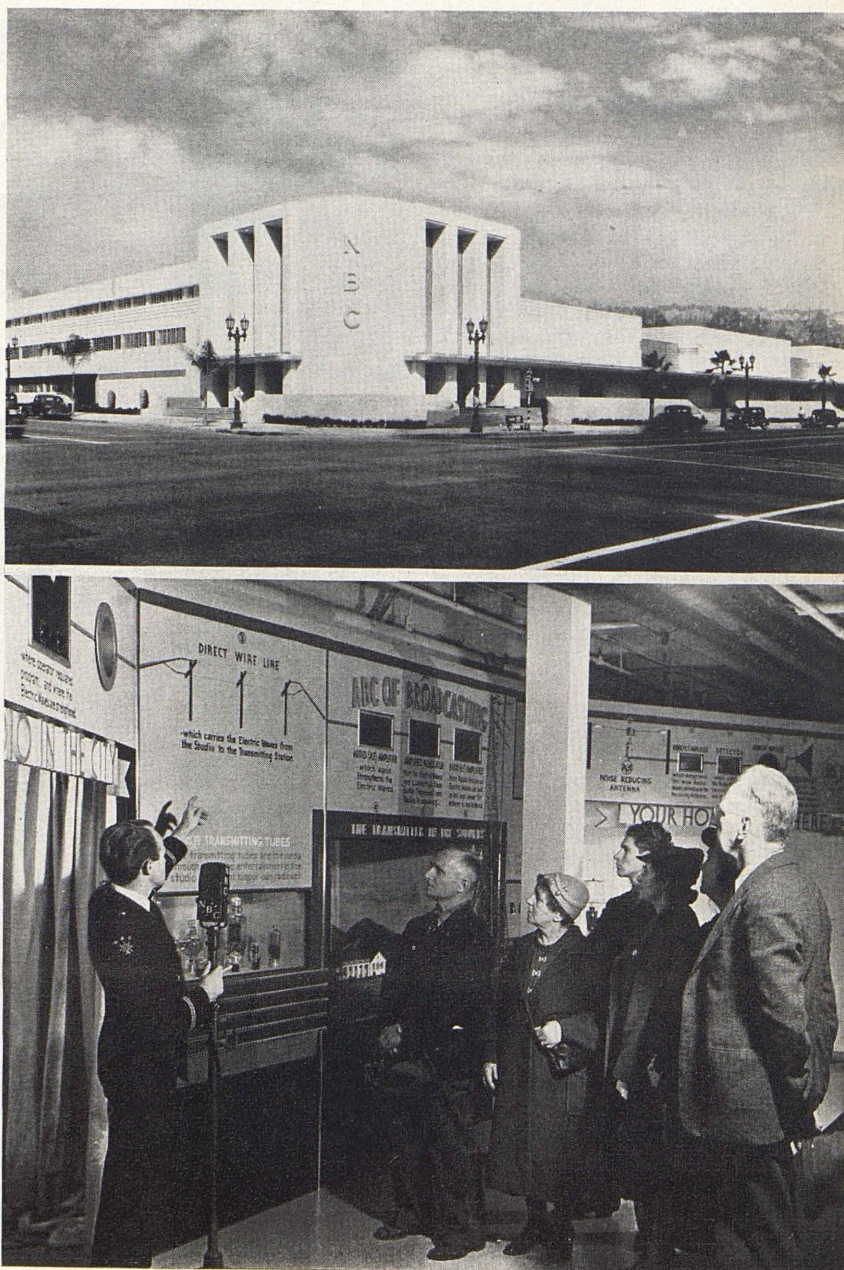
of modernistic buildings some of the foremost radio productions originate with many of the motion picture stars as artists on the programs.

On the CBS Radio Tour of Columbia Square, guests are shown the ultra modern "floating" studios with their slanting walls and acoustical treatment designed for the control of sound waves within the studios. The manner in which the engineer and producer control these sound waves during a broadcast is pointed out. One of these studios is the "organ studio" which contains the great Wurlitzer heard on many Columbia programs. Visitors may view the organ loft and see the maze of pipes and accessories with which this organ can reproduce almost any of the or-

chestral instruments, and other effects.

In the recording room each visitor has an opportunity to speak into a real microphone and record his own voice which is then played back on the record a few seconds later so that he may "hear himself talk". This has proved to be very popular with the visitors.

Among various displays in the Exhibit Room is the large map of the United States showing the number and location of the different stations affiliated with the Columbia Broadcasting System. Here also, the visitor will see a specially constructed exhibit that demonstrates how a typical CBS program produced at Columbia Square travels to the na-



NBC Building and Radio Exhibit

tions listeners over the worlds largest network. Programs produced at Columbia Square for national release are relayed over thousands of miles of telephone wires to radio stations throughout the country.

The visitors may see the largest radio playhouse outside of New York. Another point of interest is the amazingly complex Master Control Room through which all programs to and from the Pacific Coast are routed: this is the most important control and switching point on the network west of Chicago.

Sound effects which add realism to radio programs are presented in a fifteen minute "Sound Effects demonstration" by the engineers who actually work these effects on the various shows. Every sound known is demonstrated, from rain and thunder to automobile crashes, train and boat effect, galloping horses, crying babies, etc.

Recently CBS acquired a new ultra short wave transmitter which has been installed at the KNX studios and operates under the title of W6XDA. Members of the Tour Department and Guide Staff produce, direct, write, announce, engineer, and in general do the complete programming for this radio station within a radio station. These young staff members are known as the Junior Workshop Group. Each month this group elects a new contingent of executives and department heads from among their own number to take charge of their respective departments and gain actual experience in its functioning. By rotating each month the officers have an opportunity of getting experience in the various departments of radio production. These are the men who conduct the CBS Radio Tours. Their background and experience in radio is full so that they may impart to the visitor a comprehensive and interesting insight into the "background of radio".

P. E. MASONIC CLUB

Regular meeting of the Masonic Club will be held on April 19 at 7:40 P. M. preceded by dinner at 6:30 in the Club Dining Room.

The Club will entertain the ladies this year at Granada Temple at Main and Almanson Streets, Alhambra for our Annual May Party. An excellent dinner, exceptional program of entertainment and the best of music to dance to is promised. The date is May 27, the last Saturday of the month.

"Darling, I'll go to your father and ask his consent at once."

"Wait until after the first of the month, when my store bills reach him. He will be more willing to part with me then."



RAMONA: California's Greatest Outdoor Play

Produced at the Ramona Bowl
 Three Week-ends, Apr. 22-23
 April 29-30, May 6-7

The 1939 Ramona play, the sixteenth annual presentation, will be offered on three Saturday and Sunday afternoons, April 22 and 23, April 29 and 30 and May 6 and 7, in beautiful Ramona Bowl, three miles south of the cities of Hemet and San Jacinto, 100 miles southeast of Los Angeles and 35 miles from Riverside in Riverside county. The Ramona Bowl is a natural outdoor theatre so magnificent in its setting and so unique in its development that it has become a shrine to the memory of the peaceful and happy days of early California, visited each year by thousands of people who come to pay tribute to those bygone days. Motor Transit coaches, offering special reduced rates on this occasion, run directly to the Ramona Bowl from Los Angeles and other principal Southland cities. Pacific Electric trains connect with Motor Transit coaches at Riverside.

The play opens at 2:45 P. M. with the cast winding in colorful procession up the canyon trail. It closes at 5:15 P. M.

The Ramona play is a labor of devotion on the part of the people of the twin communities of Hemet and San Jacinto that gave it birth. More than 600 residents, under able leadership and management of professionally trained directors, donate time, talent and energy that tens of thousands of others from far and near may be thrilled by the beauty and power of this awe-inspiring spec-

tacle. Outstanding professional actors play the leading roles, ably supported by a tremendous cast of local residents. This extraordinary devotion and enthusiasm is one of the most remarkable examples of inspired community enterprise to be found anywhere in contemporary American life.

After the elapse of half a century, Helen Hunt Jackson's Ramona remains one of the world's most popular books, and nothing has been lost in its translation to a dramatic vehicle by the late Garnet Holme. In its swift action and beautiful lines the half-historical, half-fictional characters are made to live again their tragic lives in the shadow of the mountain peak where much of the story occurs.

The Hemet-San Jacinto Valley is so closely associated with the creation of Mrs. Jackson's novel that it is altogether appropriate for the love story to be immortalized through the medium of living drama in that particular locality. It was while visiting in San Jacinto that she first heard the tragic story of Ramona and conceived the outline for her great novel, a story which swept the country in the 1880's and aroused the nation to its first consciousness of the great wrong done the Indian. Many of the incidents and characters of the book were taken literally from the life of the valley and transposed to the printed page intact. In the beautiful outdoor theatre which is a monument to their memory they are made to live again these hours of their lives; to laugh, to love, to see their cherished dreams of happiness fade into tragic memories of what might have been.



Now It's 'Junior Midgets of America'

Midget Track For Midget Cars Breaks into Nation-wide Publicity

In San Marino, one of the beautiful little cities on our lines, a new organization came into existence just a short time ago, and so great has become its fame because of the novelty of it, that it made the pages of one of the magazines of greatest circulation in the United States two weeks ago—see the issue of "Life" for March 24th.

The new juvenile organization is known as the "Junior Midgets of America" and prominent among its members is James Howard McDonald, 13, son of our own H. C. McDonald, Manager of the P. E. Building, and "Dad" helped to build the racer with which "Jim" has "brought home the bacon" in some of the races.

"Junior Midgets of America" came into being on November 18, 1938, and came about in this manner:

Three boys driving junior midgets about the streets of San Marino, caught the eye of Coyle Tracy, who, knowing the danger of the boys driving upon the public highways, and knowing that a state law prohibits same, decided that something had to be done to give the lads an opportunity to drive their vehicles in safety.

A vacant lot was secured and a dirt track laid out, the distance around the original track being some 500 feet.

The first race drew a crowd of some twenty-five spectators and three midget cars. Spinner Patten, Dave

Weber and Ace Weber being on hand to zoom about the newly made track for the first time. Dave Weber had the good fortune of winning first.

The second race drew a crowd of some one hundred spectators, the third racing day brought out a record crowd of some one thousand spectators, and so it was, every time a race occurred a larger number of cars began to show up at the track and the number of spectators steadily increased.

The original track outgrew itself and a new track was established. The location which is now at Huntington Drive and San Gabriel Blvd., affords plenty of space for spectators and parking space.

New track is one-tenth of a mile in length.

Track rules have been adopted which are in common with those used at Gilmore Stadium. Track Flags are identical with those used by the A.A.A.

The Charter Chapter of this organization was formed in the city of San Marino, California. It is a non-profit organization for youths between the ages of six and fourteen years inclusive.

Its purpose and endeavor is to foster and to encourage in its members, at an age when their future lives, character and habits are most easily molded: First, a spirit of sportsmanship and fair play during competition; Second, the building of a closer companionship and common interest between father and son; Third, to instill a knowledge of mechanics which will be valuable to them in later life as it is a certainty

that they are living in a mechanical age.

With the thought that possibly other fathers in the Pacific Electric Family might desire to assist their sons in the construction of a midget auto and have a part in the laudable work of the "Junior Midget" organization, we print in full the requirements for membership.

First it should be stated that while the objectives of this organization are obtained by the driving or racing of Junior Midget motor cars, equal competition and safety, not speed, are the desired results.

Accordingly, the size of the engine in the car must not exceed 6 cu. in. Further, this engine shall be of the single cylinder "L" head type, and under no circumstances shall the list price of the motor exceed \$45.00. This amount refers to retail or catalogue price when new. There is a choice of four manufactured motors that are ideal for this use and have the approval of the organization. They are, namely: Lauson Model RSC or RLC, Briggs & Stratton Model IBP or WI, Johnson Iron Horse 5/8 H.P. and Sears & Roebuck which is manufactured by Briggs & Stratton.

Two-cycle motors are barred.

The maximum and minimum chassis specifications are a wheel-base of not less than 49 inches nor more than 52 inches. A width or tread of not less than 32 inches nor more than 34 inches. For safety's sake and in order to avoid minor injuries, car should be built so that the driver's legs and body are protected by some sort of body or cover. Car must be equipped with efficient braking means.

Once a car is available or completed and complies with the above specifications, the boy is then eligible to make application for membership as a driver.

The membership fee is \$5.00, which includes registration of the car and driver. This fee is used to offset the cost of putting in a proper and safe track for the cars to run on.

There is also an entry fee of 75 cents, payable whenever the car is entered for a day of official racing. However, the original entry fee entitles the member to use the track for practice or pleasure driving at any time and it is not compulsory to enter the competitive events.

If the member desires to participate in the competitive racing he must first pass an examination which includes:

1. Driving test to prove that he can handle his car properly.
2. He must be able to name and understand the meaning of the various flags which are used on the track for safe conducting of a race. These

flags are the same as used by the A.A.A. Automobile Racing Association.

3. He must have satisfactory grades in his school work.

4. He must not at any time drive the car on a public highway.

5. No driver will be permitted at any time to participate in any racing without a proper pair of goggles.

If any further information is desired it may be obtained by contacting Coyle Tracy, Director of Junior Midgets of America, 116 South Michigan Ave., Pasadena, Telephone—Sycamore 6-7780.

If you have any doubt that you are elected to build a midget racer for the boy, take him out to the Midget Race Track on a race day, the next being April 16 and 30. You will have the desire to build one all right, and it will not take much persuasion to get the boy to run it.

HERMAN D. PRIEST PASSES

Victim of a heart attack, Herman D. Priest, Manager of the Pacific Electric Building, died suddenly at his home early Friday morning, Mar. 17th.

Residing at 2177 West Live Oak Drive, Los Angeles, Mr. Priest, who was apparently in good health, had arisen and dressed, but before leaving for his office suffered from the heart attack that proved fatal before medical aid could be summoned.

Mr. Priest was born at Johnstown, Ohio, July 9, 1878. He came to California and entered the employ of the Pacific Electric in July, 1916 in the Passenger Traffic Department and successively served at Ticket Agent, Travelling Traffic Inspector, Passenger Agent; and, in December, 1922, was installed as Manager of Mt. Lowe Tavern, our famous mountain resort that was destroyed by fire in 1936.

In September, 1924, Mr. Priest was appointed Manager of the Pacific Electric Building, which position he held at the time of his death.

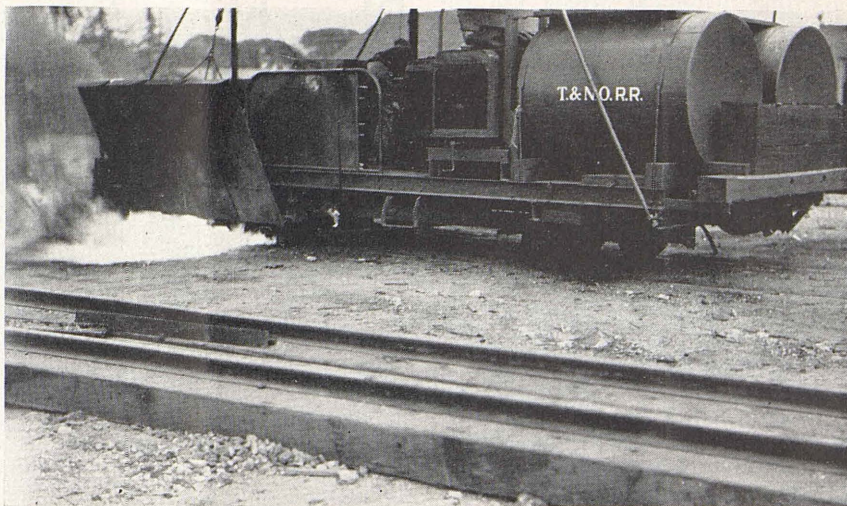
He is survived by his wife, N. Ida Priest; his mother, Mrs. Edith Priest; three sisters and one brother, Mrs. Aubrey Rusler, Mrs. Lucile Egan, Mrs. Nellie Williamson, and Roy O. Priest.

Funeral services were held on Monday, March 20th at the chapel of Graham & Isbell, followed by interment at Forest Lawn Memorial Park.

The sympathy of a host of friends is extended the bereaved wife and relatives.

A Real Artist

A very small boy, on being asked how he learned to draw so well, replied: "I just fink and then draw around the fink."



TRYING OUT WEED-BURNER

Engineering Department To Make War on Weeds

The control of weeds and brush on railway right-of-way and property is a problem which necessitates a large cash outlay each year.

Pacific Electric has approximately 800 single track miles of open track on which weeds must be controlled. Based on past experience, the estimated cost to apply non-poisonous chemicals on all this mileage amounts to approximately \$38,000, or almost \$50.00 per single track mile.

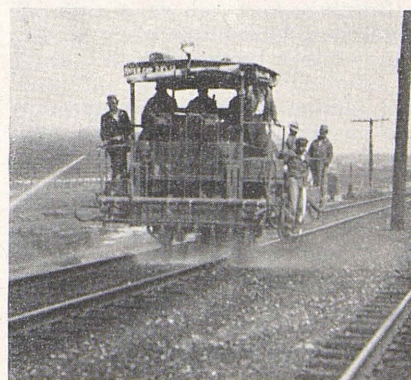
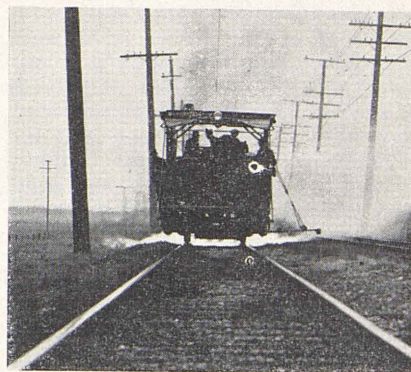
Not only are weeds unsightly and a fire hazard but they often interfere with train operations. A heavy growth of weeds interferes with the tractive power of motors and makes it almost impossible to operate where there is a slight grade and a heavy load.

The weeds not only crush under the wheels, forming a greasy substance on the surface of the rails, but they also catch and carry oil and grease drippings to the rail.

Even a light growth of weeds make it difficult for the section foreman to get a proper sight in surfacing the track. With a moderate or heavy weed growth, section foremen find it difficult to surface properly and to line the track.

There are many types of weed spraying equipment and various formulas of chemical solutions on the market. The non-poisonous formulas have proven just as effective as any and eliminates the danger of claims for livestock. During some years we used sodium arsenite which proved very effective in destroying or controlling the growth of weeds, but we had some claims from adjacent cattlemen due to stock eating poisoned vegetation.

Until recently the general impression as to the action of chemical



weed killers was that the poison absorbed through the leaf pores and was carried down the stem and deposited in the root structure where in some mysterious way it reacted with the sugar concentrations and reversed the action of osmosis, or upset it in such a way that the plant starved for want of water.

Recent experiments disprove this theory and show that it is very improbable that enough of the poison can be absorbed through the foliage to do the plant any permanent harm. Instead, it is more probable that the weed is destroyed by the burning effect of the chemical and the resulting destruction of the outer cells,

and that perennial weeds are destroyed by the toxic effects of the chlorates which drip off the plant onto the soil around the roots.

While the non-poisonous chemical solution sprayed under pressure is the most modern method of weed control and is definitely a step in the right direction, the cost has been prohibitive this season.

At the present time we have working on our lines an oven type weed burner which is the property of the Southern Pacific Co. The Texas-Louisiana Lines of Southern Pacific have been very successful in eradicating weeds on the roadbed with this type of weed burner. Our parent company has permitted us to use this equipment for experimental purposes and it will be in service here for approximately 40 days.

The use of weed burner equipment provides the most advantageous means of getting rid of track weed growths at locations where it is seriously objectionable from the standpoint of slipping drivers, interference with track inspection and the performance of track work. Ordinarily the weed burners are not operated with the principal objective of removing the vegetation to improve appearances. During the past several years we have fallen so far behind in keeping the ballast free from vegetation that now the removal of vegetation with the objective of preventing fouling of the ballast is more or less a secondary consideration.

Burning does not as a rule kill vegetation. It has been observed that regrowth can be retarded to a greater extent by not burning it off clean. The searing effect on the stem and leaf surface accomplished by a light burning treatment seems to have the effect of calling on the plant structures to attempt to repair the damage done with a consequent slowing up of regrowth, although of course light burning in this way does not leave as presentable an appearance as would be obtained by a thoroughly clean burning operation.

Weed burning keeps vegetation down to an extent that is not seriously objectionable to better advantage than similar treatment with chemicals and at less cost than by use of chemicals, particularly where the question of appearance is not of first importance. If the objective is to provide a permanently clean track, the regular use of the chemicals is undoubtedly the only effective way.

In addition to the weed burner we have a small type power weed mower in operation, which was recently purchased from Fairmont Railway Motors. This mower is a substantial saving in labor costs and eliminates considerable hand cutting which is very expensive.

Plan New Winter Sports Project

Arrowhead Hot Springs Hotel Corporation Purchase "Snow Valley" and will Develop Winter Sports Resort.

We are in receipt of information to the effect that the Arrowhead Hot Springs Hotel Corporation, the recent purchasers of that famous San Bernardino Resort, all of the principal buildings of which were destroyed by the forest fire that raged in that section several months ago, not only will begin immediately with the construction of the new hotel property and have it ready for formal opening early in the coming December; but, they have just purchased "Snow Valley", a large, scenic area located between Arrowbear Lake and Lake View Point, and develop a Winter Sports Resort that from description furnished will rival another famous resort known as "Sun Valley".

The area purchased is admirably adapted for ski, toboggan and sled sports, and the adjacent lake will provide for skating. Plans are not as yet completed for the housing of prospective guests, but will doubtless provide a central building with lounges, dining rooms and other hostelry needs, lodging to be principally in attractive cabins.

The location of "Snow Valley" is approximately 12 miles west of our Pacific Electric Camp.

SIERRA MADRE'S WISTARIA FETE

Sierra Madre's 19th annual Wistaria Fete, the civic event which takes place during the blossoming period of the world's largest Wistaria Vine, opened Friday, March 31 and will continue throughout April.

The World Famous Wistaria Vine, about which Sierra Madre's Annual Festival centers, was planted in 1893 by Mrs. W. F. Brugman. The vine extends in every direction over pergolas covering approximately one and one-half acres. This particular Wistaria is what is known as Chinese or Chinese Wistaria. Horticulturists from all over the world have pronounced it unmatched in both spread and beauty. The garden has been called "An Acre of Lavender Loveliness" during the blooming season.

Sierra Madre's Civic Committee which sponsors the fete were hosts at the opening day. Patrons and patronesses of the Fete, number many prominent folk in civic, social and horticultural life throughout Southern California.

Throughout the Fete, entertain-

ment events of a wide variety will be presented. One highlight is the Botanical garden containing hundreds of rare and interesting flowers and shrubs, which surround the Wistaria Vine.

A number of welfare, fraternal and civic organizations are planning to participate on special days which have been set aside as "benefit days" by the Wistaria Association. Prize competitions for artists, poets, photographers and one-act plays form a part of the Fete activities.

PERSONNEL CHANGES MADE

Changes in assignment of duties have been made by the Management during the past month as follows:

D. W. Lane appointed Industrial Agent with headquarters at Los Angeles, under jurisdiction of Freight Traffic Department.

D. E. Porter appointed General Agent at Long Beach to succeed Mr. Layne.

H. G. McDonald appointed Manager Pacific Electric Building, succeeding H. D. Priest, deceased.

M. B. Morris appointed Chief Clerk Executive Department, succeeding H. G. McDonald.

Don Lewis appointed Assistant to the Chief Clerk Executive Department; formerly Junior Engineer in Engineering Department.

W. A. McCammond appointed Acting Superintendent Redondo Beach Bath House, succeeding H. C. Froude, retired because of illness.

J. E. Blackburn appointed Secretary to the Freight Traffic Manager, succeeding J. A. Padou, resigned.

R. McClelland, Clerk of Passenger Traffic Department, transferred to Freight Traffic Department as Rate Clerk and Tariff Inspector.

A Sad Awakening

The foreman of a gang of railwaymen was walking along his section of the line when he found one of his men fast asleep in the shade of a hedge. Eyeing the man with a smile, he said: "Slape on, ye idle spalpeen, sleep on. So long as ye slape ye've got a job, but when ye wake up ye're out of work."

As Bad As That

"Don't talk to me about lawyers, my dear. I've had so much trouble over the property that I sometimes wish my husband hadn't died"

Ready for the Worst

Auntie: "And what will you do, my little darling, when you grow to be a great big girl?"

Child: "Reduce."



Sierra Madre's Marvelous Wistaria

WALTER WATCHALL
 "There's a Mon Amang Ye Takin'
 Notes, and Faith He'll Print 'Em"



We again reach into the family album and bring you a picture and story of another member of the Pacific Electric family — Ernest Andrew Stevens.

It was a few years before the turn of the 20th century, on the 24th of February that Andrew Stevens cried from his housetop in Central City, Colorado, that the stork had left an heir-male package at his home. Our hero missed being truthful by two days.

His father had ideas he might be a "Romeo", so he moved to Loveland, that he might have the proper environment. Here the young man prospered but he had a far away look in his eyes and his father saw he was no "Romeo" but a "Swell" and moved to England. The young man attended St. Ives Grammar School at Cornwall. He then studied for the Ministry. Here he showed his

sterling qualities and gold tooth. One day a platinum blonde made eyes at him and he was lead away from his chosen profession. This was a sad day for a lot of souls. They thought at last they had found a young man with the gospel on his tongue, but he became uninterested and they turned out to be heels. His father saw he was a "Casanova" at heart and moved to Long Beach.

He found employment in the winding room of the Pacific Electric because they needed boys.

Hobby: Speaks Spanish well, and likes to hire a mule and tour around in old Mexico.



Hal Smith got hot a few Fridays ago and knocked all the pins clear out of the Bowling Alley. His teammates now call him "Blow Torch Smith."

Heard amongst the Lady bowlers: "Just because you are in an alley you

do not have to get catty about it."

Did you notice the Editor put the Watchall on the same page as the Adv. for Cuckoo Clocks last month. I wonder if he meant anything by that?

Walter Watchall Writes Home to Mother

Alhambra, Calif., April 1st,
 Mrs. Willie Watchall,
 Corn Crib, Iowa.
 Dear Maw:

I bet you are surprised to hear from me this time of year. I usually write the early part of December so you will know where to send my Christmas present.

This being April 1st, I thought I would turn over a new leaf and write more often. I'm not fooling either. I am still working here for the Pacific Electric on the same job. What you might call a fixture, but that is what happens to a guy born in Grand Rapids. I talked to the boss about getting a head and he said it was a good idea. I sure had a nice pair of shoulders to carry one around on.

You know, Maw, I write for the Pacific Electric Magazine now. I am the Walter Winchell. Only eighty per cent of the people know who I am and the other twenty per cent suspect me, so it is just like a secret at the Corn Crib Womens' Club. There is one fellow here who I said fit the part of "Dopey" in Snow White, and he said if he found out who I was he was going to hit me in the nose. Say Maw, I wonder if you will send me that nose guard I used to wear when I played center for CCHS. It might come in handy.

You meet a lot of odd people around a RR like this Maw. It has been rumored that a few years ago a troupe from the side show of a circus went stranded on the Company Lines; and, the Company, being kind hearted, put them to work. I won't say I can prove this but I think I could if hard pressed.

I go to church every Sunday now. I hear they are going to have an egg hunt Easter. I wish they would hide a few hams also, so a fellow could have ham and eggs.

You know Maw this R R is made up of a lot of different departments. The top one is the Executive Dept. I do not say much about the big bosses they might slap my ears down, and you know how tender I am around the ears. There is a lot of nice people in this Dept. There is one fellow by the name of Morris, I think he is the telegraph operator; then there is Grey Oliver, who they keep around on account of his good looks. It adds personality to the Dept. Then there is Evelyn Welch who is awful nice and serves grape juice when you call. Mr. Salmon also works in this department but I understand he is only in certain seasons of the year. Then there is V. Westerborg who got married a while back but his wife wasn't married long before she decided it would be nice to keep it a secret. Will write and tell you about some of the depts.

Your loving Son, Walter.

OUR QUESTION BOX

Walter Watchall:

Q.—Do you think George Perry washes the dishes at home?

(Signed) Sugar Plum

A—No, George will wipe but not wash the dishes. He says what would girls say with him going around the office with dish pan hands.

Q.—Last month you said Robert Labbe was an accountant. What is an accountant?

(Signed) Rather Interested

A—Dear R.I.: An accountant is a man who knows his figures and can account for his whereabouts on his night out without being caught.

Q.—Don't you think Nancy Kelly must have been a beautiful baby?

(Signed) Roy S.

A—Roy S.: Yes, records show that at the age of five months she won a baby contest at New Castle, Penn., receiving a perpetual trophy which she has successfully defended every year since. She is returning to New Castle this summer to defend her laurels.

Q.—Is Earl Moyer musically inclined?

(Signed) Ann B.

A—Dear Ann: Yes, he plays the piano by ear and now sings tenor in the Alhambra Men's Glee Club.

Q.—Why is Mr. Vickery so interested in us young girls?

(Signed) A good looking Blonde

A—Dear Blondie: Mr. Vickery is not interested in any one person more than another. He is a trained man in meeting and handling the public, and the fact that you think he is interested in you, shows how well trained he is.

Q.—Why does Irene Falkner live at Strawberry Park?

(Signed) G. Watson

A—Because she is the berries, George, of course.

GET READY FOR SUMMER

"Bill" Gillespie Advises You for Your Health's Sake

In a few months it will be "beach time" again and the desire will come to parade your masculinity before a very appraising public. Are you going to be content to look just a little more drab than you did last year?

It is surprising the amount of "streamlining" you can attain in only 90 days of scientific exercise, not to mention the increase in strength, health and vigor.



The Gillespie Family

Strength alone is not the sole aim in health culture, although it is generally recognized that their ratio is practically the same. As you increase your strength, your health automatically gains likewise.

If you have just a little more than average health and strength your ordinary labors are just that much easier for you than it is for someone less hardy; because, you have just that much more "steam" to do it with.

Fat is now almost universally classified as out of style, as well as a physical and financial handicap. However, it is comparatively easy to turn this "extra fuel" into "steam"

through modern, scientific exercise. When you scale down needless weight your "mileage" and endurance automatically increases.

Do you know that Los Angeles' largest athletic club has a roster of over 4000 members—people who consider their health of sufficient importance that they set aside a certain definite period of their time to safeguard and re-build their health; and, that many of them are executives, lawyers, doctors and ministers?

Our own illustrious George Washington was known as an exceptionally strong man, both physically and mentally.

Abraham Lincoln was known as "the rail splitter" and could sink an axe into a log deeper than any other man of his time.

Further, a certain European nation has recognized the great value of athletics as a health builder for both men and women and has put it into practice on a national scale. Since its inception the health statistics of the nation has shown an amazing gain in the general health of its people.

From these facts you will note that it is not common-place to exercise and recover your health. In fact, it is about the only medium known whereby you can reclaim both your health and strength. You cannot buy them in the corner drug store.

Your gym is equipped with all necessary apparatus to "render" that fat into "steam"; to train you down into efficient working order again; to make you become not only physically fit for "beach" competition, but for life's competition as well.

Three exercise periods a week will do all this for you.

Instructor is at the Gym on Monday, Wednesday and Friday evenings from 5 to 7 o'clock to correctly start your building process. After your first instructions you can come in any time that is most convenient for you.

A Scotsman, noticing a pair of horns in a second-hand store, went in and said to the dealer:

"How much do you want for these horns?"

"Two pounds, sir," said the dealer. "I think thy're awfu' dear," was the reply.

"Why, of course, they're off a deer. Did you think they came off a rabbit?"

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LOS ANGELES

**PACIFIC ELECTRIC CLUB
MONTHLY BULLETIN**

- Tuesday, April 11:**
Regular Semi-monthly Meeting of P. E. American Legion Post No. 321 and American Legion Auxiliary Unit No. 321—8:00 p.m.
- Wednesday, April 12:**
P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m.
- Thursday, April 13:**
P. E. Women's Club Afternoon Meeting and Program—1:30 p.m.
- Friday, April 14:**
P. E. Club Bowling League Playoff Matches, Jensens Recreation Center, Sunset Blvd. and Logan Street. Come out and support your favorite team. Plenty of entertainment assured—8:00 p.m.
- Monday and Tuesday, April 18 and 19:**
Transportation Engineering Class—7:30 p.m.
- Wednesday, April 19:**
P. E. Masonic Club—6:30 p.m. Dinner and Regular Monthly Meeting.
- Thursday, April 20:**
P. E. Women's Club Afternoon Card Party—1:30 p.m.
- Friday, April 21:**
P. E. Club Regular Monthly Dance—Departmental groups are becoming popular. Enjoy an evening of dancing to the music of Flo Kendrick and her Dance Orchestra. 8:30 to 11:30 p.m.
- Monday and Tuesday, April 24 and 25:**
Transportation Engineering Class—7:30 p.m.
- Tuesday, April 25:**
American Legion Post No. 321 and American Regular Semi-monthly Meeting of P. E. American Legion Auxiliary Unit No. 321—8:00 p.m.
- Thursday, April 27:**
P. E. Women's Club Afternoon Meeting and Program—1:30 p.m.
- Friday, April 28:**
Transportation Safety Advisory Committee Meeting—10:00 a.m.
- Monday and Tuesday, May 1 and 2:**
Transportation Engineering Class—7:30 p.m.
- Thursday, May 4:**
P. E. Women's Club Afternoon Card Party—1:30 p.m.
- Monday and Tuesday, May 8 and 9:**
Transportation Engineering Class—7:30 p.m.
- Tuesday, May 9:**
Regular Semi-monthly Meeting of P. E. American Legion Post No. 321 and American Legion Auxiliary Unit No. 321—8:00 p.m.
- Wednesday, May 10:**
P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m.

WOMEN'S CLUB NEWS

My Mrs. W. A. Hasty

March seems to be the month of birthdays. The Fourth was a gala day for the San Bernardino Club, which celebrated its ninth birthday with a lovely luncheon at the home of Mrs. C. O. Stephens. Twelve guests were invited to help celebrate the happy event.

March 9, the Los Angeles Club celebrated its eleventh birthday.

At one o'clock the doors were opened into the club room and a lovely sight greeted the eyes of members and guests. The tables were beautiful with their flowers, potted plants and baskets of flower favors. In the center of each table were holders filled with lighted tapers in pastel shades.

The officers and guests of honor were escorted to a table beautifully decorated and each officer's place

was marked with a daintily dressed doll. Cake, ice cream and coffee were served.

The chairman, Mrs. C. L. Curle and Mrs. W. A. Bishop were responsible for the happy affair, with a committee of club ladies to assist them.

The guests of honor were F. E. Grible, Ed. C. Thomas, C. Thorburn and N. B. Vickey, all giving us a few words of encouragement and praise. Being women, we are always glad to hear any and all flattery. Another friend we are always glad to welcome is Miss Sybil Mather, a faithful guest at our parties, and a staunch supporter of our bazaar.

Our President, Mrs. Fuller sang two lovely solos.

Speaking of songs, there is one which all good Americans should learn. "God Bless America," is the name. The club sang it, lead by Mms. Fuller, Stephens, Crunk, Johnson and Hasty, accompanied by Mrs. Bishop. It took so well we intend singing it at the close of each meeting.

With the cooperation of Mr. Vickey and the printing department, copies of "God Bless America" have been made and we hope all members will learn it.

Outings are being planned, so we know Spring is surely here. Invitations have been issued by the San Bernardino and Riverside Clubs, for picnics in June, dates to be announced later.

The May-day party given by the Torrance ladies will be held May 3, in the parlors of the Christian Church.

A trip to the Bernheimer Gardens is on the calendar for April 19.

Mrs. Rand and her group of ladies are having a Chinese checker party in the Club lounge March 30.

Mrs. Andrews, hospital chairman, reported 53 calls in February, the most calls ever made by her in one month. We sincerely hope all the sick are well on the road to recovery by this time.

The skit produced on March 23 by eight of the Torrance ladies, was very clever and true to life. It was the "Trials and Tribulations of a Mother" in trying to raise her children. The cast included Mms. Villinave, Leatherman, Edwards, Confer, Gilbert, Davis, Barnard and Grambling.

Mrs. Lloyd Murphy entertained the "Rocking Chair Club," with a lovely luncheon at her home, 440 E. 16th St., Long Beach, March 16th.

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P. E. ROD & GUN CLUB

By Arlie Skelton

Foggy mornings and warm days mean good fishing days are near at hand. Before this goes to press many good catches will have been made. Rod and Gun Club members are coming out of hibernation and getting their reels oiled up and filled with new lines, making up new leaders, and getting ready to meet the first schools of yellow-tail to appear off the local fishing banks.

Fishing Captain Scott Braley and B. F. Manley have laid their checker board aside and decided to call it a draw, gone hand in hand down into Mexican waters to determine the progress of the fish on their northern migration. Scott says he was beating B. F. at checkers until he took up the number system, and that changed things. B. F. has the number system down pat.

We are sorry that D. F. Porter could not be present at our March 8th meeting. Several matters for discussion came up that the Club would have appreciated Dave's views on. One thing in particular was discussed and apparently settled to the satisfaction of the members present as to the eligibility of members who use private boats and boats with out-board motors to compete for May 1st special prizes. This is permissible provided you pay your portion of the prize fund and bring your fish to the Camp for registration at the prescribed time.

WARNING—Do not take this information to mean that you can attach your out-board motor to a P. E. boat, or take your own boat along

\$15.75 **\$18.75**

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\$22.50 **\$24.50**

without a permit to put in on the lake. I believe that such permit can only be obtained through courtesy of lake property owners.

The movement has already been started to make this May 1st one of the outstanding features of the year. As has been the rule in the past, the P. E. Camp will be reserved for Rod & Gun Club members, the affair will be stag and you will have to hurry to get your reservation in before the accommodations are gone. C. G. Gonzalez has charge of reservations and collections. Scott Braley is the man to blame if you get a leaky boat. He has charge of assignments. B. F. Manley is the man to see about arrangements or grievances, but with a crowd of good sportsmen such as we will have up there, grievances are quite unlikely. Many prizes will be offered this year and competition is expected to be keen.

For those who would like a little practice before the trout season opens, good catches of crappie and blue gill are being made at Hinshaw Dam. Steve McNeill, Floyd Bennett and party of friends secured their limits there in short time recently.

Our 1939 Year Book will soon be going to press. Members are asked to secure advertising and send in as soon as possible. Call on your favorite bait or tackle store. They will appreciate advertising in our Year Book. The rate is \$6 per page, or \$3 per half page. Don't let the big ones get away.

BOWLING NOTES

By Don Houston

With but two more weeks of bowling left in the 1938-1939 season, the two leagues have turned into a nip and tuck fight for second place honors.

Those pesky Engineers, winners of the gonfalon last season, are again winners of top honors in their group, while the Claim Department team have but to win one more game to cinch the top spot in the 8:15 P. M. league. From then on its gets interesting. The P. E. Club, the Freight Traffic Team and the South five are neck and neck, while in the 8:15 P. M. group the North team has a slight lead on the Los Angeles Motor Coach and the Timekeepers. The two winners in that free for all will certainly know they have been in a battle.

The Engineers won their right to meet the top team in the 8:15 P. M. group due to their consistently good bowling, and that man Walter Ohlinger has been hotter than a firecracker during the closing weeks of the season.

The Claim Department, with the flag practically won, have also been a very evenly balanced team during

the whole season and paced by Jay Gowanlock and Mattison have been plain poison to their opponents. When these two clubs collide for the play-off there'll be "sumpin doin" in the diggings.

The play-off for the four leading places in the entire league will take place immediately after the close of the season, the final winner to be given a prize of \$15.00, second place \$10.00, third \$7.50, and fourth place \$5.00.

In addition there is a special prize for the lady bowler having high individual series and also for high individual game.

Although the high point bowlers manage to win the games, the tyros down in the lower half of the sheet averages really have the fun. It's a picnic to watch Monte Brucker throw his "snake" ball or to see Jones really get his chin down on the waxed boards and let loose of his "sinker". But then he has the sweetest smile returning to the doghouse after picking a cherry. No wonder Captain Cross is getting grey hairs in his noggin. Another very entertaining performer is Reed Christiansen, on the same team. Boy his back up motion after letting loose of the globule is really something to look at. The Passenger Traffic team may not have the best bowlers in the league but if you want to be entertained, watch em!

Harry Hampton has finally managed to get his North team hitting on all five and from the looks of things they will be in the final play-off. "Hootchy-Kootchy" Cuccia, R. M. Jones, Potter and Hudkins are all turning in good games. The same goes for the Los Angeles Motor Coach boys who are still in the fight for second place in the 8:15 P. M. group. Epp has a good line-up in Shafer, Davis, Nelson and Cahill.

The Timekeepers have had tough luck all season, most of the tough luck being the responsibility of carrying "Horse Face" McIntire and "Farmer" Grenke. Boy what a load those two palookas have been. Welch was seen out pricing sleds on which to carry the cargo but couldn't find one big enough to hold the two of 'em. Another unfortunate has been Ned Rich who hasn't been able to keep a complete line-up together all season. Ned deserves a lot of credit for carrying on the way he has and we all look forward to his having better luck next season. He lost his "Star" bowler for some time due to Willie Getz coming off second best in an encounter with an automobile.

The Easy Aces team (Transportation Department to you) are another bunch of dillies. They can get hotter than a Roman candle and as cold as a mother-in-law's heart.

When they're hot and George Orr has his "bender" working, coupled with Worthington and Bombadier Perry hitting on all six, they could take anyone but when they are cold, they are very, very cold. At such times they, well we had better not mention it.

The winners of high individual series and high individual games for the past four weeks are as follows:

W. Ohlinger, Harry Hampton, Fred Maddy and R. C. Vanderpool won high series and H. "Lefty" Smith, J. Blackburn, Gordon Hall and W. Ohlinger copped the high game prizes. Congratulations!

Operative 2323 reports as follows:

Jay Gowanlock's pin boy has been coming equipped with shin guards.

The pin boy assigned to Frank Epp should wear a catcher's mask. One of those bounces will get him in the phiz some day.

"Bunny" Converse, back from a safari in the San Joaquin Valley, would get a better score if he could use a 16-gauge on the pins. The latest report on his kill was that the rabbit died of fright.

Gonzalez and Hasenyager get their spares by practicing with a BB shot during the week.

Yeager takes setting up exercises to keep "loose as a goose" for his high scores.

Lefty Kinney and Pop Henry are both one ball artists, they are too lazy to throw two of 'em.

Harry Hampton, the most enthusiastic of 'em all, has to be good. If he wasn't, the rest of the Macy crowd would crown him, and he wouldn't be a king, either.

The king of curves, Bobby Weir, starts his hook from behind his back and never gets it straightened out.

Cupid Swanson and H. Smith have one thing in common. They are both left-handers, although Swanson has been going around disguised as a normal person.

Black and Les Lutes keep their ball straight by a mysterious form of hypnotism, similar to remote control. They sure crowd the alleys on the way down.

Paul Jacobsmeyer, the percentage merchant, would give a toothpick for a lumber yard any time. He comes from Pasadena.

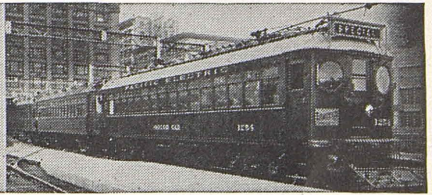
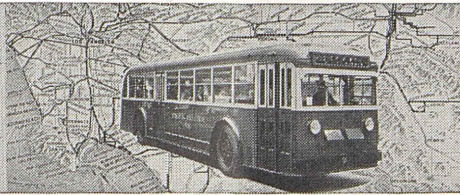
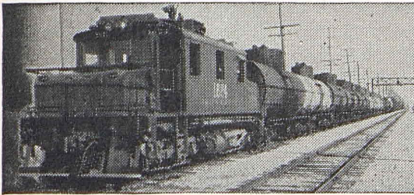
The rest of us are just good citizens (I hope) with a few feather merchants such as Laurel Jones, Jack Worthington, Frenchy DuBose and Turner. I almost forgot Kewpie Jackson, sprinkled in with the roses.

I almost forgot the noblest Roman of them all, George Orr, who has been carrying the Easy Aces on his broad back all season. He deserves honorable mention for this feat.

Adios.



SAFETY NEWS



WATCH YOUR STEP

This piece of good advice is painted or posted at car steps, stairways, and many other places where a misstep may result in accident, and, while intended primarily as caution to the public, should be a reminder to trainmen at all times when passengers are boarding or alighting from a train.

Our responsibility begins at the moment a passenger starts to board one of our trains and continues until such passenger has safely alighted and is clear of the train.

Step accidents, as they are called, have been and continue to be a source of suffering to our customers and a heavy expense to the company.

While there are conditions, times and places where such accidents cannot be prevented by a trainman, there is at least one condition where none should occur. This is when a train is discharging or receiving passengers at a station, where rules require a trainman to be on the platform at the steps of his car, supervising the movement of passengers.

Due to the nature and construction of a car, it is necessary for the steps to be narrow and steep, and there is a hazard of accident in using them under the most favorable conditions, unless thought and care is given to footing.

Note the two illustrations accompanying this article.

In one, passengers are crowding onto and off the car with no assistance in handling baggage nor a hand ready to steady them if one should stumble or slip. Should an accident happen, the company will be dependent upon the word of strangers as to the cause and other details.

In the other picture, the conductor is taking no chances. Not only is he thinking of the safety and convenience of his passengers but is taking practical steps to protect his employers from any expense which would be sure to follow an accident.

He realizes that it is as much a part of his duties to assist and guard his passengers from accident as it is to collect their fares.

In the shortest month of the year, we had nine more step accidents than in January.

Five of the six men involved in such accidents were boarding or alighting from moving cars. When passengers appear to be about to step from a moving car, if the conductor, who should be right there and see it, will call out "Wait until the car stops, please" it may not stop the passenger nor prevent the accident, but it will create a favorable impression on other passengers who see the accident and may cause them to be more cautious.

One report read, "Door of car blew shut and injured woman's ankle." This was a case of defective equipment, and shows all of us the importance of looking over our equipment for possible defects.

Two of the women who fell were quite elderly, and another was partially paralyzed. These three cases required special handling by the conductor. Our moral responsibility demands that such passengers be given whatever help may be needed.

The motor coaches made a better showing than the cars this month in the number of passengers handled per accident.

In no other class of accident do we have a better opportunity to make a showing in Accident Prevention than in step accidents.

The elderly, the infirm and those physically defective should appeal to

our better natures and cause us to give them the care and consideration we would appreciate someone showing to our own mother or father under similar circumstances.

SAFETY ADVISORY COMMITTEE APPOINTED FOR APRIL

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, April 28, 1939, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10 a. m.

Following are the members selected to serve on this committee for the month of April:

Northern District	Terminal
J. W. Kelley.....	Pasadena
H. W. Polzien.....	Macy Street
I. L. Myers.....	San Bernardino

Southern District	
H. J. Schwertfeger.....	Los Angeles
K. C. Kemp.....	Long Beach
C. E. Ridgeway.....	Butte Street

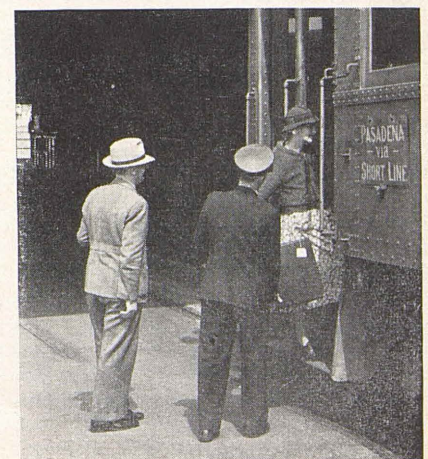
Western District	
R. F. Hintz.....	West Hollywood
O. D. Mansoon.....	Subway Terminal
A. W. Freas.....	Ocean Park
M. E. Shay.....	Glendale

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."



The Wrong Way



The Right Way

CLASSIFICATION OF FEBRUARY, 1939, ACCIDENTS
Train Service Accidents During February, 1939
Compared with February, 1938

	SYSTEM		Increase or Percentage	
	1938	1939	Decrease	
1. With Pedestrians	6	7	1 Inc.	16.67%
2. At R.R. Cross. (Other than Co's)	0	0	-----	-----
3. Between Cars of Company	0	1	1 Inc.	100.00%
4. With Vehicles and Animals.....	198	125	73 Dec.	36.87%
5. Derailments	6	6	-----	-----
6. Equipent	0	0	4 Inc.	400.00%
7. Boarding Cars	8	14	6 Inc.	75.00%
8. Alighting from Cars	19	15	4 Dec.	21.05%
9. Injuries on Cars (No in collis'n)	25	19	6 Dec.	24.00%
10. Falling from Cars	0	0	-----	-----
11. Doors, Gates and Guard Rails.....	3	1	2 Dec.	66.67%
12. Ejectments and Disturbances.....	4	2	2 Dec.	50.00%
13. Employees	7	6	1 Dec.	14.29%
14. Miscellaneous	2	6	4 Inc.	200.00%
15. Total—All Accidents:				
Passenger Rail	235	169	66 Dec.	48.89%
Motor Coach	33	22	11 Dec.	33.33%
Freight	10	15	5 Inc.	50.00%
Total	278	206	72 Dec.	25.90%

TALES THAT ACCIDENTS TELL

Some thoughts suggested by the Chart of Classification of Accidents.

We now have the report for the second month of the new year before us, so let us see how we are doing.

1. Collisions with Pedestrians: Seven this month; one more than last year. Nothing to brag about.

2. Collisions Between Cars of this Company: Only one, but why any? Each one is a plain case of Man Failure.

3. Collisions with Vehicles: Now here is something encouraging. While we had 125, several of which should have been avoided or prevented, we made a reduction of 73 over the same month a year ago.

4. Boarding and Alighting: Twenty in January and 29 in February of this year. What are you doing to prevent these on your car?

5. Injuries on Cars (Not in Collision): We had the same number (19) in January and February. No improvement. Many of these could have been prevented.

6. Doors, Gates and Guard Rails: Only one passenger caught in closing doors. This shows we can prevent such accidents when we try hard enough.

7. Employees: Six of the boys injured in line of duty. That is just six too many. Were any of them hurt through your carelessness?

8. Total All Accidents: Here is where your efforts show up. The men in rail service showed a reduction in accidents of 66 under last February, and the Motor Coach Operators cut theirs down by 11, but the Freight service was not so good. Freight showed an increase of 50 per cent over last year.

All told, we had a total of 206 accidents (too many) but a reduction of 72 under the same month of last year.

BE A BOOSTER

In no other part of the country are the passengers of the transportation companies so largely made up of strangers to the community. This is the land of the tourist. They spend more money and create more business in proportion to the time they are here than do the regular residents.

The hotels, restaurants and transportation companies are most vitally interested in their coming in large numbers and returning frequently.

To them this is a new, strange and wonderful country, and they are full of questions which all of us "natives" should be pleased and proud to be able to answer.

When they board your car or coach, think of them as guests at your home. They know where they want to go but have little idea as to how to get there. This is where you are supposed to be an expert. In a few brief, pleasant words you can start them on their way for a happy day of sight-seeing, or, if you are the wrong sort, you can spoil a large part of their day.

The questions they ask may, many of them, seem unnecessary or foolish, but if you have ever been a stranger in a strange land remember how much you wanted to know, and how much appreciated any consideration shown to you.

Be a good fellow and help make this large army of visitors glad that they decided to come to California. Send them home to tell their friends

"If you don't know how to get to any point, just ask a P. E. Trainman. They know all the places and how to go there."

This year, with the attraction at San Francisco, we should see more tourists than ever before. Let's do our bit to make their trip a pleasant one.

It's good business; it's good manners; it's good fellowship.

AS OTHERS SEE US

A well known actor, while being interviewed over the air recently, said that his chief regret was that he could not sit in the audience and watch himself act. He knew that to see himself as others saw him would be to get a true picture of his ability.

How many of us would enjoy seeing ourselves as others see us? Imagine a mirror in the end of each car where, every time he looked into it, a conductor would see himself not as he looks to himself, but as he looks to his passengers.

Would he see a neat appearing, pleasant gentleman, attending to his many duties in an efficient and courteous manner, or would it reflect a rough looking, sour faced man going through his work as if he hated himself and all around him?

This magic mirror which we are imagining would show more than the physical appearance; it would reflect the spirit and nature of one looking into it, for this is what the public sees in us.

Sometimes it might show a conductor hanging onto the bell cord while a poor old lady struggles onto or off the car, burdened down with suitcase or packages.

At other times it would show some timid old passenger who wanted to ask a question about the journey, but was afraid to do so on account of a former experience with an uncivil trainman.

Maybe it is just as well that we cannot see too clearly just what the public sees. We might become so embarrassed and uncomfortable as to be unable to go on with our work.

Frequently this mirror would be a good thing to have for it would assure us that we are succeeding in our efforts to present a satisfactory appearance, and are creating a favorable impression upon the public.

A Family Affair

MacTavish purchased a pair of boots, which were guaranteed for a year.

After eleven month he returned, and complained that they were not standing up to the guarantee.

"Are you sure they fit you all right?" asked the manager.

"They fit me a'richt," was the reply, "but my brother on night shift says they're a bit too tight for him."

PACIFIC ELECTRIC POST 321, AMERICAN LEGION



AMERICAN LEGION BIOGRAPHY

Burgess Nelsen Broberg

Broberg worked for the Oregon Short Line Railroad, from September 12, 1912, until he enlisted in the United States Army, in August 1918. August 16, 1918 he was assigned to the University of Utah Training Detachment Detachment at Salt Lake City, where he received a few weeks intensive training in telephone set and switchboard wiring and line stringing.

Later he was transferred to the Forty-third Co. C. A. C. at San Francisco, where he was assigned to Battery B as Range Recorder for a twelve-inch disappearing rifle. He served later with Battery E, Eighteenth Artillery until he was discharged Dec. 19, 1918.

He again worked for the Oregon Short Line, at Salt Lake City from Jan. 1, 1919 until Oct. 1921. He started working for the P. E. Railway October 26, 1921 as a passenger Conductor on the Southern District. July 27, 1922 he transferred to the freight service as a brakeman on the South.

Broberg was a charter member of this post. He is 1st Vice Commander, Chairman of the Membership, Disaster, Relief, Rehabilitation and Child Welfare Committees.

He is Chairman of the Delegates to the 23rd District, and the Los Angeles County Council of the American Legion. He was a delegate to the last Department convention.

Last September while loosening a hand brake on a box car his brake club slipped and he fell off the car and smashed some of the cerebrum in his back. He was in St. Vincent's

Hospital for nearly three months, and still wears a cast. We are glad to have him back with us and we hope he will soon be at work again.

3RD ANNUAL BOYS' STATE

P. E. Legion Post To Sponsor One Attendant From Our Industrial Family

The strength of a nation lies not alone in the size of its army and navy, but rather in the character, loyalty and intelligence of its citizenship. Citizenship confers many privileges but it also imposes duties and obligations. If these duties and obligations are not understood and not fulfilled, the privileges may be lost. That person is a good citizen who understands his government; who recognizes his duties and obligations to it, and who fully and intelligently participates in its problems and shares its burdens.

In order to prepare the youth of today to become a good citizen tomorrow, youth must be trained to understand the structure and the "workings" of his government.

To encourage and develop a deeper interest in, and study of these problems of government, beyond what the boys get in high schools today, the "BOYS' STATE" was founded, and it is today an established part of the Americanism program of the American Legion.

"Boys' State" is a program of education. It is a program of practical Americanism. It is a course in practical civics, with the purpose to teach the youth of high school age that there is nothing wrong with our form of government, that it has not outworn its usefulness, and that all it needs, to insure the well-being of all, is an intelligent and loyal citizenry, and a clean, honest and impartial administration of all the departments of this government.

In Boys' State the young citizens divide themselves into groups and become members of one or another mythical party. The names of political parties now in existence must not be used. The majority of the Boys' States last year named their two parties the Federalists and the Nationalists. Cities and counties are established and a state government organized. Nominations and elections are held in strict accordance with the laws governing the state in which the boys live, and by use of the established method of voting.

Recreation is not forgotten, and swimming, tennis, volley ball and

(Continued on Page 16)



AMERICAN LEGION BIOGRAPHY

Loyd A. Finley

Loyd A. Finley was born at Greenfield, Missouri. In 1917 he was a motorman at Douglas, Arizona. He resigned and returned to Missouri, where he enlisted, in the Quarter-Master Corps, at Springfield, December 6, 1917.

He was stationed at Jacksonville, Florida, for about three months, then he was sent to France, via Hoboken and Brest. His outfit became an Ammunition Train, attached to the U. S. First Army. He served in the St. Mihiel and Meuse-Argonne campaigns.

After the war was ended, he returned to the United States by way of St. Nazaire, to Newport News, Virginia. He was discharged at Camp Lee, Va., May 23rd, 1919.

From October 1919, 'til December 1926, he was a motorman on the Kansas City Railways. He came to work for the P. E. Railway on Friday, the 13th of May, 1927. He now has a regular run, on the Hollywood Line.

He became a member of the P. E. Railway Post 321., November 9, 1937.

HIS NAME

"So your name is George Washington?" the old lady asked the small colored boy.

"Yessum."

"And you try to be exactly like him, or as nearly as possible?"

"Lak who?"

"Why, like George Washington."

"Ah kaint he'p bein' lak Jawg Washington, 'cause dat's who ah is."

—Long Beach Press-Telegram.

"BOYS' STATE" — Continued
base ball are the recognized recreational activities each day from 4:30 to 6 P. M. A program of instruction and entertainment is provided every evening.

"California Boys' State" was inaugurated in California in 1937. That year, and again in 1938, these "experimental laboratories in government" were held at the State Fair Grounds in Sacramento. They were unquestionably a great success. Eighteen other states (with a total enrollment of approximately 9,000) last year, conducted similar programs, all under the sponsorship and guidance of the American Legion. No more enthusiastic supporters can be found for this program than the boys who have already attended these "Boys' State".

The Pacific Electric Railway Post 321 of the American Legion will this year sponsor a boy to the third California Boys' State to be held at the State Fair Grounds in Sacramento, June 24th to July 1st, both dates inclusive. The boy must be in Junior High School and his parent an employee of the Pacific Electric Railway Co.

The boy will be chosen on general scholarship, student body activities and interest in public welfare. His railroad fare and expenses at the camp will be taken care of by the Post.

The Boys' State Committee appointed by the Pacific Electric Post are A. M. Cross, L. H. Appel of the Electrical Department and Myra Belle Clemons, Secretary of the Pacific Electric Post Ladies Auxiliary.

A short competitive examination will be held at the Pacific Electric Club the first week in May. The members of the Pacific Electric Railway Post and the Committee request that as many boys as possible register their names and ages at the Pacific Electric Club at the earliest opportunity. Further registration sheets will be sent them at their homes.

Parents of the Pacific Electric, if you feel that your son is eligible and is a Junior in High School and would like to have him learn more about our State government, please see that he is registered.

Please keep in mind that this project is not a Picnic, not an outing, not a recreation camp. It is purely an educational program. In substance it is designed and sponsored by the American Legion as an Americanism program to instill into the youth of today a practical working knowledge of government.

She: "You are always leaving me without any reason."

He: "Sure, I always leave things as I find them."



P. E. Legion Presents School Award

AMERICAN LEGION SCHOOL AWARD

By James E. Davis

The picture of the American Legion School Award, was taken at the Robert Louis Stevenson, Junior High School, by a Los Angeles Examiner photographer. Front row, left to right, Fred Sotomayor, 17, president of the student body, and Gwendolyn Wildey, 15, the two students chosen by the school to receive the Award. Reverend Richard Keech is shown presenting the Award to Miss Wildey, while School Principal J. H. Hutt looks on. At the extreme right is Post Commander C. A. Newman. In the back row Chaplain F. W. Nichols, Adjutant W. E. Sames and School Award Chairman W. L. Hume.

The assembled students listened intently while Reverend Richard Keech, made the Presentation Speech, and at its conclusion they cheered enthusiastically for about five minutes.

As there are 32 nationalities represented among the students of this school, we consider it an ideal place to carry on our Americanization Program. At our former School Award at this school the students chosen to receive this honor were Ramon Ohnemus, and Alice Tomasian.

At the Feb. 14 meeting of the P. E. Railway Post we were glad to see the smiling face of Assistant Adjutant Getz. He was in his chair, for the first time since his collision, with an automobile, December 23rd. We never heard what happened to the auto, but Comrade Getz, got his mail at St. Vincent's Hospital for quite a while.

We were visited by a delegation from Teddy's Rough Riders Post 516. This delegation included First Vice

Commander Doc Campbell, Sons of the Legion Chairman Overley, Assistant Adjutant 23rd District and Past Post Commander Gahorn and Comrades Lillywhite, Porter, Purkiser and Gardner.

Comrade Walter L. Hume received the door fund of \$2.

The Angler's Angle

The visitor came to the lakes for the fishing season and was curious about his prospects.

"Tell me," he said to a local fisherman, "what weight was the largest fish you ever caught here?"

"Waal," drawled the fisherman, "we don't bring weighing machines along when we go fishing, and I'm an honest man and wouldn't like to guess, because I might be wrong. But I can tell you this for certain. When I pulled that fish out, the lake went down a foot."

Not Entirely Bad

"I don't like the looks of your husband," said a local doctor.

"Neither do I," the wife replied, "but he's good to his children."

Rodney (after attending Sunday school): "Say, dad, our lesson today was about the evil spirits entering the swine. Was that how they first got deviled ham?"

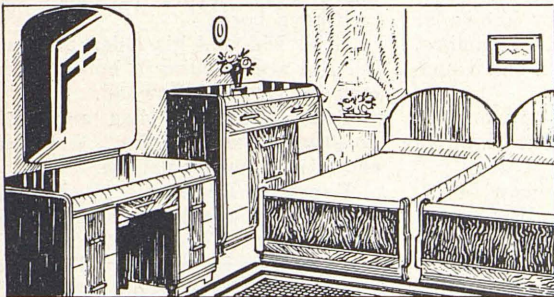
Different

Mrs. Mandy Johnson: "Ah wants to see Mistah Remson."

Office Boy: "Mr. Remson is engaged."

Mrs. Mandy Johnson: "Go 'long, boy. Ah doesn't want to marry him. Tell him his washlady wants huh money."

Sale! Sale! Sale!
DRASTIC CLEARANCE PRICES!
TO RAISE CASH! TO REDUCE STOCK!
Savings that are Savings!

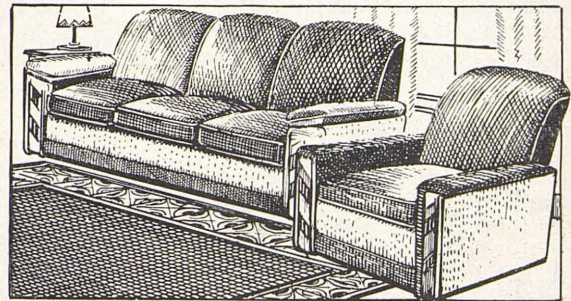


BEDROOM—

	Reg. Price	Sale Price
3-Pc. Early American Maple Finish. Bed, Chest, Vanity.....	\$59.50	\$39.95
4-Pc. 2 Twin Beds, Chest—Vanity or Dresser—Waterfall Veneer	72.00	59.50
3-Pc. Full Size Bed, Chest, Vanity. Large square mirror	93.25	79.50
4-Pc. 2 Twin Beds, Chest, Dresser with Round Mirror. Blondwood.....	192.75	89.50

LIVING ROOM—

	Reg. Price	Sale Price
Modern Davenport and Matching Club Chair	\$57.50	\$37.50
Pillow Arm Studio Couch. Makes into Full or Twin Size Bed.....	49.50	39.50
Davenport and Club Chair—Rich Blue and Fawn Velour Cover.....	77.95	59.50
Pillow Arm. Davenport and Club Chair. Sagless. 2-tone Pile Fabric	125.00	79.50



RUGS

Reg. \$14.95 9 x 12 Bigelow Marval Rugs.....	\$12.95
Reg. \$21.50 9 x 12' or 8 x 10' Priscilla Alden Reversible Rugs	17.95
Reg. \$36.50 9 x 12' Alexander Smith Seamless Axminsters	29.95
Reg. \$62.50 9 x 12' Wilton Rugs—Seamless.....	49.50

DRAPERIES

Venetian Blinds

Any Color. Slat or Tape. SPECIAL, Sq. Ft.....	\$.35
Reg. \$1.00 Marquisette Panels. Choice of 6 colors69
Reg. 79c Kitchen Sash Curtains. Marquisette. 45" long. Pair59
Reg. \$6.95 DAMASK CURTAINS. Lined — Full Width by 7'. Pr....	4.95

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NEWS
OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY

BY OUR
CORRESPONDENTS



ENGINEERING DEPARTMENT

By Victor P. Labbe

E. "Divot" Hayward will have to think up some good ones now as it is reported that Hibbard and Lewis no longer are interested in bringing rain for his week-ends of batting the little white pill around the pasture with his various assortment of glorified garden tools.

For some time now it has been the extreme pleasure of these two individuals in furnishing our Chief Clerk with a suitable alibi for the scores he has been turning in. However, rain or shine, the total number of "whacks" is just the same. The only difference is a change in alibi, ranging from chopped hands or housemaids knee to hearing the voice of Leon W. Perry shouting "Fore!"

Ernie will miss the support these boys have given him in explaining his weekly total and we wish him all the luck it is obvious he will need.

NOTE: It is rumored that Mr. Hayward our genial Chief Clerk is gradually approaching the zenith of perfection in his golf game. He attained the perfect score of 100, an attainment which is accomplished by few.

Jessie Eaton wishes to announce the adoption of Gus Guercio to fill in with the seven dwarfs. The ceremony will not be open to the public.

C. F. Quirnbach who was confined in the hospital is well on the way to recovery and will return to work shortly.

Congratulations to Mr. and Mrs. D. W. Duncan of 6207 Maywood Ave., Bell. The occasion being the arrival of a 7 lb., 4 oz. baby boy, born Sunday, March 19th at 12:50 A. M., Bell Mission Hospital.

Charles Hunt was called to jury duty and has been away some time now on the Werner trial. Paul du Par also was called but unexpectedly returned. J. W. B. will be next.

Harold Miller would like to know when he can have his vacation this year.

Fred Linne celebrated his birthday Sunday, March 12th. Some event—twin goats arrived.

Sir Don Lewis and Bill Hibbard

wish to correct a statement about the dark skinned gals in the elevator. They didn't have any luck, account Roy Swanson was with them.

How did Bill Moseby get the boil under his eye.

Joe Frownfelter is now known as the roundup cowboy from Alhambra. Perry, Lewis and Hibbard can vouch for that.

Jean Fogarty returned to work for a short period account Miss Shipman off sick.

Harvey Smith, the woman killer, has taken up ice skating and ended up the other evening by tripping his lady friend causing a traffic jam on the ice. Understand Harvey was on the bottom of the pile. Why Mr. Smith!

Happy birthday to you, Rollin Podlech, Nancy Kelly, Wm. F. Hibbard, Paul DuPar, James E. Flathers. Nancy Kelly was born on April Fool's Day.

Speaking of appendix operations. "Seagull" Swanson holds the world's record for convalescence after having his removed—21 days in the hospital before they could rout him out.

WEST HOLLYWOOD

By G. R. Stevens

The boys at West Hollywood had a first hand opportunity of seeing real motion pictures made, for Columbia Pictures spent a full day taking scenes around the car barn. Trainmen with time to spare witnessed the director and actors go through their stuff with interest.

Motorman Hanna, genial Bus operator, did a real service to the community of West Hollywood when he turned in the auto license number to the police of the automobile used by the men who had been looting homes around West Hollywood and vicinity.

Ezra Danforth, section foreman who retired two years ago, passed away recently. He was well known and had many friends. He is survived by his wife and a married daughter.

Jack Wentz, a familiar figure around West Hollywood car barn, also passed away, from heart trouble.

Conductor J. E. Hawksworth has

two smart little dogs. He has trained them carefully and it's a treat to see them go through their stunts.

Motorman J. H. Robertson of Ocean Park has been spending his spare time during the past years writing a book.

J. N. Ehl and his elder brother J. W. Ehl are building a home of their own in North Hollywood.

Cashier Gibbons has a trick he does with a silver dollar. Get him to show it to you sometime.

Henry A. Roberts, retired cashier, boarded the car looking in excellent health.

Conductor Hamilton, of Hill Street, has bought himself a brand new automobile.

"Steve" Wilson, retired Asst. Supt., has been seriously ill for the past two weeks in the California Hospital. He is now at home, residing at 1535 N. Formosa. He will be glad to have boys call.

A. Hornbuckle, who was injured some time ago, is still in the hospital.

With the coming of early spring, talk everywhere turns to fishing, to the rip, roaring, tall tales of the fisherman, for the opening day of trout season is but a few short weeks away, and the boys out West Hollywood way are planning big times. If you think fishing season this year isn't getting away to a good start, look in on Bill Jones, or any of his fisherman friends. You'll find him greasing up the old reel, or catch him down in the cellar oiling and rewrapping his favorite fishing pole. As to his plans, well, he's got several good places already figured out, the most popular being Lake Arrowhead. If the fishing bug hasn't got you yet, rest assured it will before the opening day, for you, too, will be going to your favorite stream with rod and reel.

Conductors, L. C. Lambert, and L. C. Lubbee are in the hospital.

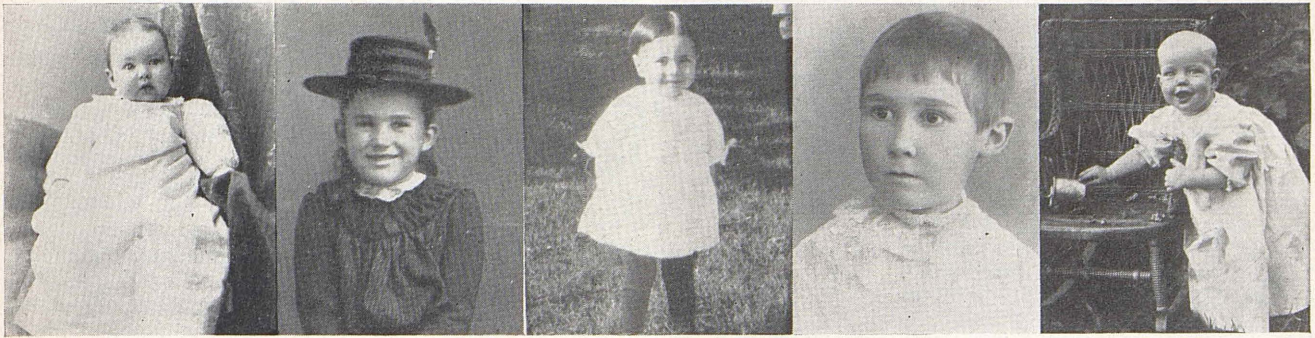
On the sick list are R. B. Goodman and R. Honich.

The Zephyr

Passenger (to conductor of local train): "You're early this morning."

Conductor: "Yes, we had the wind behind us."

WINNERS IN THE ACCOUNTING DEPARTMENT BABY BEAUTY CONTEST



Most Beautiful
FLORENCE COX

Funniest
ESTHER ROSS

Cutest
NINA ROBERTSON

Old Fashioned
EDNA ABELL

Baldest
AGNES HECKMAN

ACCOUNTING DEPARTMENT
By W. C. Scholl

To begin the news in this issue, it is fitting that we take time to give a very deserving word of praise to our past editor of this column—George Perry. After many years of transmitting the news of our Department in a most praiseworthy manner, George has found other duties too pressing to continue further so yours truly will attempt to carry on, hoping to give a brief resume of the goings on.

The Winner

The old saying "A beautiful baby does not grow up to be, etc." was a matter of debate recently in our Conductors' Accounts Bureau. The solution of the problem was brought about by having said members produce their pictures when they were babies. This being done, they secured two efficient and stern looking gentlemen by the name of "Choos-tem" Perry and "Goo Goo" Labbe. Here, my dear friends, you have the results of the contest as rendered by the judges:

Very appropriate prizes were awarded to the winners and the judges are expected to come out of hiding momentarily. The question as to "beautiful babies growing up to be etc." is now up to you to decide.

Both joy and sadness were experienced on the second and third days of March. Twin boys were born to the Bracketts on the second day of March and all was joy; on the following day, tragedy struck and the twins died. To Elizabeth and her husband we extend our sincere sympathy.

Louis Tighe thought he was tough until he ventured to Old Mexico to witness the bull fights. He states that he actually witnessed six bulls killed. It seems the idea of the thing is to cheer the graceful manner in which the matador sidesteps the bull and then proceeds to kill him. Louis says he might be different but he was rooting for the bull because he did

not have a chance. He had to close his eyes when the Picador came in and excited the bull with a lance and then the bull charges the horse and sometimes lifts him completely off his feet. That was too much for Tighe and he says that is no—fish story.

Notes as received from our Car Service Bureau makes a suggestion which we will stick our neck out with: "DUMB SAYINGS BY SMART PEOPLE". Eunice Fischer is the first to get the honor: She would like to know if the little pickled onions or green olives served with a Martini can be purchased on toothpicks. Why Eunice!

Send in your friend's or enemy's "DUMB SAYINGS".

Margaret Hines says if there had been a prize for the fattest baby in the recent contest she would have carried off the honors in that division. Weight, 12 pounds at birth. Some baby, eh?

We have had quite a sick list during the past month; most all have now returned feeling shaky, but better.

Sounds like spring is here because here are the vacationers:

Archie Sharp, home. J. G. Brown, home. U. L. Drake, trying to find his cabin through the "Florida mist". Frank Hardesty at Palm Springs in order to give us a preview of what this year's suntan shall look like. Ruby Binkley at home doing her spring gardening. Tom Gentry, fishing in High Sierras. Bertha Salisbury, taking in the fair at San Francisco. Opal Tucker, home. Olive Rhode, home.

We have just heard that Ruby Sodowsky who planned to take a few days' vacation has now turned in as time out for sickness. The reason: Ruby, while crossing the street near her home in Huntington Park, kicked the street too hard and the next thing she knew the street had retaliated by raising up and hitting her in the face. Result, black eyes, etc. Knowing Mel (friend husband) as

we do we will believe your story. So come on back, Ruby, as soon as possible as we have done the explaining.

Remember Mrs. Rachel Ramer Salyer, former clerk of Conductor's Accounts Bureau? Her many friends will be pleased to know that Rachel now has a son born March 8th at her new home in Anderson, Indiana.

Wanna hear about my operation?

FREIGHT TRAFFIC NOTES

By J. E. Blackburn

That time-worn old saying about March either coming "in like a lamb and going out like a lion" or "coming in like a lion and going out like a lamb" seems to have been somewhat disproved this year with the beautiful spring weather we have had the past few days since it hardly could be said to have come in like a lion. In any event, it certainly stimulates the thought of vacation season just around the corner and everybody is beginning to plan his activities for the two-weeks leave from office duties. From remarks gathered here and there it appears that almost everybody plans at least a short visit to Treasure Island to see the World's Fair.

Ralph McMichael, who spent some time in San Francisco recently working on consolidation of the California oil tariffs, had a passing glance at the Fair and states that from what he was able to see it will be well worth anyone's time.

In the Freight Claim Department we have with us temporarily Duke Carter as assistant claim investigator. Duke worked with the fellows in that department some years ago and has been called back into service temporarily due to the large increase in the number of claims received since the absorption of the pick-up and delivery service by the Pacific Electric Ry Co. which was formerly performed by the Pacific Motor Transport Co. I am sure everyone is glad to see Duke back in the harness even though only temporarily.

It was reported a few months ago that George Koltz' little Pekingese dog had to be whisked off to the hospital one night for immediate attention due to a serious illness. The little fellow had hardly more than fully recovered from that attack and gotten back on his "feed" again when he apparently tried to bite off more than he could chew and got a large bone stuck in his throat which was fatal. George has had him buried in the pet cemetery out on Ventura Boulevard and is very much grieved by his loss, as are we all to hear of such a sad case.

The bowling season is rapidly drawing to a close and from the standpoint of this department's team it promises to be a very exciting close. There are three teams vying for second place honors in the six o'clock group and we can either win second place in the group or fourth depending on what we are able to accomplish in the last two games. It will be a very quiet place to work on Saturday morning after the bowling is over as this has been a very lively subject for discussion on the "morning after" for the last several months.

6TH AND MAIN NEWS

By G. V. Brown

Our very genial passenger director T. T. Shockley has just returned from a ten day period of much needed rest at his desert haven of solitude, Twenty-Nine Palms, after a strenuous and nerve-racking season of being host to our many race track patrons. We hope he enjoyed every moment of his sojourn in the cactus country and that his frayed nerves have been restored. Many of our patrons have been anxiously inquiring as to his health. The long rest and his absence will serve a two-fold purpose—affording the restaurant an opportunity to replenish its much depleted larder.

We were very unfortunate in the loss of our Club barber, Joe Szabo, not only because we miss his congeniality and other virtues which we esteemed most highly, but, because of the fact that he was a workman above the usual in ability, and we were dubious of securing a successor in his place. We have been fortunate, however in acquiring the service of Mr. Kuns in our barber shop. He is affable, efficient, and becoming very well liked by all the patrons of the shop. His previous experience has been with many of the well-known Clubs, such as the Lakeside Country Club, Palm Springs, Bullock's Wilshire, and the Lake Arrowhead Club. On his behalf we solicit the patronage of all the fellows around Sixth and Main.

The most happy event of the year 1939 for the Patzer family, was the birth of a beautiful nine and one-half pound baby girl. Her name is Laura Dorothy Patzer, and she arrived Tuesday morning, March 21st, at the Methodist hospital in Los Angeles. A future beauty for the title of "Miss California." Well, Bob, we all send you and your wife the most hearty congratulations.

We hear that Charlie Button, one of our retired motormen, has been very ill, but now seems to be on the road to recovery.

F. L. McCulley, our day-shift terminal foreman, took a week off and went back to the big windy city and says it sure blows some icy blasts. He's glad to be back to sunny California, even if you can't see the sun.



Well, well, well! What do you folks think of this chubby little rascal? This happens to be none other than Master Roy Marion Crist, son of Mr. and Mrs. Roy M. Crist, and he is now two years of age. Judging from the picture taken March 15th, this year, one would never know that he had been extremely ill with pneumonia in December, 1938. His chief interests in life is his swell backyard, his kittens, choo choo's, and aspires to be a rising young Democrat.

We see Al Silverman is now a regular man.

Dave Barnett, R. R. Ruse and L. F. Foegle have taken leave of absence so they could go places and do things.

Motorman Griffin, who unfortunately received a broken leg in an accident, is coming along nicely. He says he has had some swell nurses to wait on him; but he would like some of the boys to come over to see him or call him up. Take a "D" car to get there, if you have no other mode of travel.

PURCHASING DEPT. NOTES

By Ray Cragin

Miss Dorothea Beranek, Captain of the Amazon bowling team was bowled over by the little flu bug a couple weeks ago. She in turn bowled over the flu bug and is again back bowling with her team.

Floyd Gill also had trouble with the little bug, it seems the insect wanted to remain permanently. After a few days of expert nursing by Mrs. Gill, Floyd is again back dispensing pencils and paper.

You could have called it a wrestling match, as James Livermore and two rolls of linoleum met at catch weights in the main event in the kitchen of the Livermore home. Jimmy got out his hammer, knife and etc. and preceeded to lay the linoleum. About two A. M., Mrs. Livermore found James fast asleep on the floor, the linoleum had won.

It was said Ruth Bushard was seen at Earl Carroll's Revue. This is the place where you get your eyes and stomach full at the same time. We were led to believe that she was an "It" girl there, but she informs us that she was just over giving the place a BREAK.

The following Torrance news:

We regretfully report the passing of our fellow worker and friend George I. Jolley at Saint Vincents Hospital on March 5th. Services were held at Stone and Myers Funeral Parlor, Torrance, on March 9th, interment at Inglewood Cemetery. George had many friends in the Stores and Mechanical Departments and a large number were in attendance. He leaves his father and mother, Mr. and Mrs. George Samuel Jolley, sister Mrs. Bert Ordway, and brother William, all of Torrance, who ask that thanks be extended to the many friends of George for the beautiful flowers.

Fred Hopkins has out his stamp book and is preparing for some choice stamps from his friend Ralph Tuttle who is a sailor aboard the Tuscaloosa, which is now making a trip around South America. They are to visit many countries. Fred is cleaning out his glasses with some of Bill Jolley's special cleaner which Fred found out was water after using it for a year, in order to get a good look at the stamps.

These young men from Arkansas who come to California are energetic. "Red Beeler," Ralph Long to some, arose at three A. M. a short time back, had breakfast and was ready to leave for work when he found out it was four forty and not five forty. Some say the shoes he wears pinch his feet and he can not sleep nights.

A group of boys from the Store called on Allen Nichols a few days ago and report that "Little Man Mountain" is getting along fairly well which is good news to all.

The Torrance dentists are busy. John Van Der Zee had a B. O. Molar and his face looked like Joe Louis had given him one of his best punches. A trip to the dentist and out it come. Orville Strosnider did not stop at one, he had them all out. Orville says he is not interested in an invitation to a Corn-on-the-Cob bake at present but would be interested in a few toasted marshmallows.

The day has been set for the wedding. Bill Nicolay is to marry in May. They had to wait until Bill had his knitting complete and his hope chest full. Bill denies he is to be married wearing snuggies.

Burt Ordway failed to show up for work a while back. There was great concern as to his whereabouts. Some thought he had gone into the Torrance Mountains and like Rip Van Winkle taken a nap and failed to awaken. Others said he had been planning a Torrance World Fair. The mystery was solved when he was found at home in bed playing host to the little flu germs.

We do not understand it, but James Wageley presented Miss Alpha Barrett with a bouquet of one sweet pea. James said she being the only member of the fairer sex she should have the first flower of spring. Others say it is a test case to see if other good looking young men might be interested in bringing bigger and better bouquets oftener.

From Macy Street we learn that Lile Padilla is now assisting Storekeeper Frank Carr in supplying the material and supplies required at that point.

MACY STREET TERMINAL
By L. I. Mosier

We welcome "Chet" Collins back into the fold. "Chet" is attending Stanford University you know, but drops in for a short stay occasionally. This time he will be with us for about 10 days, then back to school until June. More power to you, C. W.

B. E. Edwards departed for his old home town, Bellisca, Iowa, on March 25th where he expects to spend about a month hunting squirrels with his BB 198 (apologies to Charlie McCarthy).

At this writing we are informed that our old friend W. E. Booth is ill. We hope nothing serious and that he will soon be around among us paying his usual visits to Macy Street again.

Last reports about A. S. Cooper and W. M. Jagoe, both have been confined to their homes with the Flu, but are well on the road to recovery and will soon be able to resume work.

We express our heartfelt sympathy to C. H. Kilgore whose mother passed away early in March.

Gerald Osman is back on the job after a sojourn at the St. Vincent's Hospital. Glad nothing serious, "Happy".

"Oddities in the news": Macy Street was the scene of a blessed event on April first. "Mittens" the feline mascot of Macy Street became the proud mother of a fine nest full of kittens. We are afraid that "Bob", our genial chef, will have quite a milk bill in about two or three weeks, so take 'em away boys as soon as they are old enough.

F. E. Baker will leave us again on April 10th for another six months or so, going back to his Ranch at Grants Pass, Oregon. Baker says, make hay while the sunshines, as he intends to get his Ranch all ready for his permanent home when his railroad days are over and he retires to that simple life of an Oregon farmer. (Or do they call them appleknockers.)

Pass the hat for John Morgan. John recently left his changer a little too conspicuous while standing at Watts. A couple of colored boys needed a little change money. John heard the clicking of the march of dimes, and gave chase, but after the first ten blocks, said his wind gave

out and was forced to give up the chase. Result: minus \$9.37, charged to experience.

Lester McCabe made a recent visit to his home town in Illinois. Was only gone nine days. Why all the rush, Mac?

Just received word that Frank Grable's father, who lived in Kansas City, passed away on March 23rd. We extend our sympathy.

Harry Hampton just purchased a new home in San Gabriel. Ham says no more rent for him. They say it's cheaper to move than pay rent, and Ham has been doing both, so now they are in their own home and hope to be permanently located.

Must be a real estate boom. We are told that D. V. Van Fleet, Terminal Foreman, Pasadena, has just completed a new home near Sierra Vista and moved into it early in March. How about a house warming, Van?

Introducing our new janitor, "Buzz" Gibbons, son of W. A. Gibbons, Cashier at West Hollywood. W. A. Gibbons was a conductor at Macy Street several years ago.

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

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

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

GRAND OPENING

You are most cordially invited to attend the opening of our beautiful new store here on Broadway.

During the opening, P. E. employees upon presentation of this ad will receive a little GIFT TOKEN and also 20% DISCOUNT OFF regular prices. Good only until Saturday, April 29th.

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MOTOR TRANSIT NOTES

By M. J. Creamer

"Benny" Kimball uses this medium to thank everyone for the many kindnesses and sympathies shown during the illness and death of his brother Ed, who was visiting from Canada when stricken. Benny left recently for Calgary, Alberta, Canada to drive his brother's family home. He plans to return via Minot, N. D., and will make a short visit with relatives and old friends. We hope that the trip will do much to restore him to the usual good spirits and health.

Doc Beckett, L. A. shop mechanic suffered a heart attack which almost proved fatal. Plans to rest up for about thirty days before returning to work. To Doc and the others who are away on sick leave, H. H. Howard, Fred Peters and Harriett Fisher, we extend heartiest wishes for rapid recoveries.

Operator Chas. Mosher out of service. Bob Cruson returns to the fold as operator . . . a good lookin' one too! Said he had the whim-whams or something or other, on his first trip to Sunland. Anyone who hasn't made the trip into the hills could soon be lost. Try it sometime!

Many are becoming vacation-minded, looking forward to those few days off so they can make a trip in their jalopies—the postman's holiday idea. Walt Rorick made a trip to San Francisco recently via Southern Pacific and enjoyed the trip very much. Took in the San Francisco Exposition which must be worthy of note. No, he didn't miss Sally Rand's show either—which is something. Chas. Stein of the P. E. relieved during his absence.

Operator Blackmore has moved to Sunland and is well pleased with the idea. Has always wanted to live up there and thinks the locality is perfect. Bravo for Sunland! Operator O. W. Brown's daughter's wedding was a large affair and attended by many. Amongst the M. T. personnel noted to be in attendance were Operators Blackmore and Casteel.

The "Tuckers" (Jim Tucker) are rebuilding again and temporarily "wedged" in a duplex. How well they can appreciate the country now. Their new home in El Monte is to be completed about May first and should be the "cat's whiskers." Operator E. C. Pearson is building a home in the Bella Vista district and have noted that the home is to replete with a swimming pool, badminton court, etc., that is, if the neighbors next door build same. Anyway it will be a nice place . . . just wait and see.

AT RANDOM. The strangest sight

of a decade . . . Slim Seifried coming to work with a hat on instead of his beloved cap. Very few of his fellow workers recognized him—and what an improvement a hat is! Stanley Moore sporting new choppers—teeth to youse—and deciding upon a menu of thick steaks and all that . . . maybe! 'Jeff' Jeffery having his money changer stolen — so "let's write a check!"



ALEX PETERSON
(AND HIS BOY)
Taken back in the
gay nineties as a
dashing young swain
(yes, in the turned-
up derby).
"Many a milk maid's
heart gave a
flutter,
When he stopped
to watch them
churn butter."

And we tune in to Santa Ana:
CERTAIN SIGNS OF SPRING!

Lem Sommerville planning an excursion to Death Valley before it gets too hot! Jack Burgess figuring on a chicken pen. "Slick" Towers looking up dope on a fishing trip to the Coronado Islands. Dick Butler shovelling around among the posies at home. "Sam" Carr trying to sell a good-as-new car heater. Baby "Le-Roy" Larson talking about a paint and upholstering job on his car. Hank Faulkner JUST talking. John Bailey showing up in a jacket instead of the heavy coat. Bill Kennedy talking trade of a 75 acre cactus garden near Palm Springs to Gene Wickham for 80 acres of redwood stump land near Crescent City. Johnny Hill coming out bare-faced (we suspect that the old straight-edged accidentally skidded into the little "twist-la" (mustache to youse). Agent Hammond stocking up on shirts and such—in other words a "big" event. Al Henson doing a wholesale and retail egg business from his farm. Incidentally a local oil boom has arisen in his neighborhood. Says he hopes oil won't be struck on his place as

he has just painted and fixed things up. "Tommy" Daiker looking up prices and specifications on motorized lawn mowers. Says he don't mind the work with the old one but its the time it takes. Herb McCollum says that it isn't the sewing on of a button that gets him but the threading of the needle. . . . that's a sticker alright. Charley Rhinard ordering a new supply of tickets. Says business is good but will be much better. Anyone knowing a reliable toupe and wig firm desiring a local representative in an excellent field, kindly address R. L. Besett (relief agent) as he covers the field. (P.S. The boys won't fall for vacuum-restorers.)

Back to Pomona: Correction: Don't know how it happened that the name of J. N. Nickolson, Agent, Ontario, was printed in last month's yarn when everyone knows it's J. N. Johnson. (Don't know anyone by that name and my proof had J. N. Johnson—so fo'give me please.)

J. N. Johnson's ranch out near Vista has two acres with about 120 avocado trees on it. Plans to pick about forty boxes shortly which is just a beginner. It's located just across from former M. T. Agent Hough's, who has a five-acre avocado farm. This calls for all associates to be nice to J. N. J. and maybe he will pass around some samples of his fruit. His crop amounts to some tons annually.

It is rumored that a collection will be started to get Tommy Henderson a marble machine. You see, he is a marble machine fan and just can't keep away from the one at Riverside. He is something of a champion. He has a very odd addition to his household . . . a new pooch, half Bull-pup and half Cocker. Has long ears and a pug face. Curly hair and bow-legs. Short. Some mixture, eh? This is the work of Operator Carl McCollum who presented it to Henderson. At this rate it won't be long before Carl crosses a Mack pusher with an 1800 type.

OFFICIAL DENTAL DEPARTMENT

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DR. HENRI H. VOSS
Associate Dental Surgeon

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Lawrence Allen studying course with LaSalle Extension University in Higher Accountancy and selling his candid camera for reasons. Guy Rhinard's wife opening her own beauty salon in Hollywood and even having her portrait painted by a local artist of note. F. G. Wakefield of Sup't. Wilson's office is quite the candid camera fan along with his artistic accomplishments. He's been shooting most everyone lately and the most recent onslaught was a group picture of the L.A. ticket office gang which may or may not have broken the camera. He is having excellent luck with his "shots" and we look forward to some "local atmosphere" prints in this column from time to time.

"Step on the gas, let's go!" said Manuel Rankin (car cleaner) one night recently when he and his family were going down to depot to see his brother, Oscar Rankin (the fighter) off for Chicago. Well, he didn't budge. The car wouldn't start so something must be wrong with the carburetor thought he. He lit a match to see if the gas was getting to the carburetor and bingo! Off came the Sunday best suit coat and after a hasty effort the flame was extinguished. Morale: "Gas and flame do not mix!"



None other than Ivan Erhardt (Chief Clerk to Superintendent Roy Wilson) and Mrs. Sands, our smiling Statistical Clerk.

Many happy returns to those of you claiming the month of April for boithdays: Stanley Moore, April 1st (April Fools-Day); J. M. Smith, April 7; A. L. Cox and W. E. Deal, April 18; H. A. Bubier, April 22; A. G. Evans, April 27; and the triplets, R. E. Drayer, E. H. Harper and C. H. Miller, April 29; R. E. Sype, April 30th. A few anniversaries noted too: Sam Carr, 16 yrs.; R. C. Fabun 14 yrs.; A. Laughlin 13 yrs.; C. D. McCollum 12 yrs.; Mallinckrodt 11 yrs.; E. Wheeler 11yrs.; R. Sype 10 yrs.; Pearson 4 yrs. and then comes E. W. Barnett, the two-year old!

A humorous incident is brought to light by the Pacific Electric Information Desk and is "one" for the book. A would-be patron called in by phone

asking how to get to Burbank by bus and was informed that it would be on the Original Stage Line from the Motor Transit Depot. Patron then inquired as to what the bus would look like—how would he know this original bus. (Apparently he thought it was one of the original first buses to be put in operation and was still perking.)

REFLECT CREDIT ON COMPANY

Courteous service rendered patrons of our railway, not only finds appreciation and response from those to whom it is extended, but the Management of the Company also is gratified on the receipt of letters of commendation and records that fact on the personal record of the employe.

Six letters of interest passed across the Editor's desk this past month, commending employes for splendid service performed. The acts of courtesy and consideration ranged from gentlemanly bearing in performance of regular duties to acts beyond the line of duty in the interest of or assistance to a patron.

The men who are honored for their service by patrons this month are:

- W. E. Hatcher, Conductor Western District.
- S. McLindon, Motorman Western District.
- T. A. Marren, Conductor Western District.
- C. W. Copeland, Conductor Southern District.
- E. N. Denton, Conductor Western District.
- W. E. Cooper, Conductor, Western District.

COMMUNITY CELEBRATION DATES

Huntington Beach Garden Club will hold its annual Flower Show in that city at Memorial Hall on April 27-28.

Orange will hold its annual May Day Celebration in the City Park. Unusual decorations are planned and an attractive program will be produced.

Bell Gardens will present its annual Pageant of Progress May 13-14. Bathing beauty contest, parade and other attractions. A number of adjacent communities will participate in the celebration.

San Fernando's Fiesta will occur on June 10-11, followed by a Horse Show, June 16-18 and the Rodeo, June 24-25.

Policeman—"As soon as I saw you come around the bend I said to myself: 'Forty-five at least.'"

Woman Driver—"How dare you? It's this hat that makes me look so old."

ATTENTION W6s

Transportation Radio Amateur Net To Be Established

The problem and solution of maintaining communication in time of disaster is more and more falling into the hands of the radio amateur. Value of this type of communication is rapidly being realized and its necessity is clearly pointed out with temporary failure of normal communication facilities.

Transportation of persons and supplies is a vital factor in the life of a community, a state or a nation in time of disaster or national emergency, and communication necessary for uninterrupted operation is relatively equal in importance. Realizing this, railroads throughout the Nation are preparing to meet this problem.

The Southern Pacific Company is submitting plans to the Federal Communication Commission with the purpose of enlisting their support and is also asking for volunteers from radio amateurs located along this Company's lines to offer their assistance in time of an emergency.

In conjunction with this the Pacific Electric Railway Company, affiliated with the Southern Pacific, is forming an emergency radio net to be coordinated with that of the Southern Pacific to handle emergency traffic in the Southern California area.

Radio Amateur Station W6OWC, supervising station and coordinator of the Southern California area, reports that already more than 150 Radio Amateurs in the Western States have volunteered their services, however, the area surrounding Los Angeles is not properly covered, and all amateurs in this area desiring to volunteer or obtain further information relative to the activity of the emergency net are requested to communicate with W. F. Hibbard (W6OWC), Junior Engineer, Engineering Department, Pacific Electric Railway Company, Room 660, Pacific Electric Building, 610 South Main Street, Los Angeles, Calif.

In writing please furnish the following information: Name, Post Office Address, Telephone Number, Station Call, whether your station is operated on phone or c.w., Frequencies on which your station is operated, and times you could be available for operation.

Ready to Oblige

Patient: "Doctor, what I need is something to put me in fighting trim once again. Did you put anything like that in this prescription?"

Doctor: "No, but I can put it in the bill."



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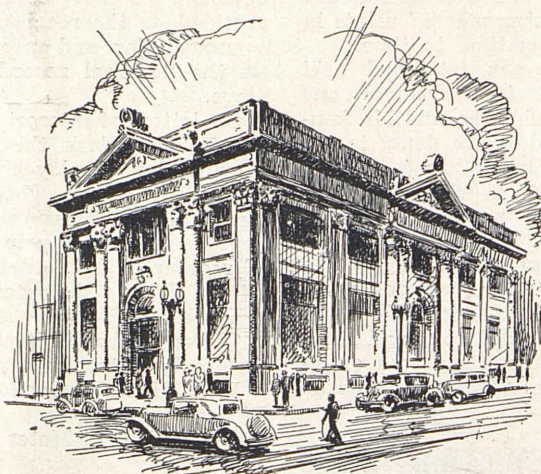
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