

PACIFIC ELECTRIC

Magazine

Vol. 19—No. 8



February 10, 1939



IN THE BELL TOWER
OF OLD SAN GABRIEL MISSION

PACIFIC ELECTRIC Magazine

Volume 19, No. 8 Feb. 10, 1939

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

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

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

E. C. THOMAS.....EDITOR

IN A DETERMINED effort to reduce traffic accidents to a minimum, the Kansas City Police Department has organized and placed in operation an Accident Investigation Bureau. Through this Bureau it is believed by those in charge that the functions of the Police Department may be extended beyond that of a law enforcement body to an accident prevention agency. The Public Service News (Kansas City) of January 18, 1938, states that the Bureau is one of the most effective agencies in the war against traffic accidents.

Its findings for 1938 contain many interesting and significant facts that unquestionably apply to Southern California, as well as Kansas City. The Public Service News continues:

For instance—did you know:

"That 90 per cent of those involved in accidents were MEN, despite their jibes at women drivers;

"That the most deadly time of day is the evening home-going period, when drivers are jaded from their day's work;

"That more persons between 30 and 39 years of age caused accidents than those in any other ten-year age classification, despite the supposed recklessness of youth; and

"That the CHILDREN "take the rap" for our negligence, more youngsters being killed and injured than those in any other classification?"

"Traffic regulations should be obeyed at all times, but remember that the other fellow may not be obeying them. Eternal care and vigilance is the only price of safety to yourself and others, despite the regulations. Always bear in mind the old couplet—

"Here lies the body of Johnny Day
Who died maintaining his right-
of-way.

He was right, all right, so he sped
along—

But he's just as dead as if he was
wrong."

GEORGE HOWARD GRACE

Closing a career of which some 46 years had been spent in active railroad and affiliated service, George Howard Grace passed away at the St. Vincent Hospital, Los Angeles, on January 30. His death came after but a few days' illness.

Mr. Grace, "George" as he was affectionately known to his host of friends, was born at Philadelphia, Pa., October 12, 1865. He graduated from Lafayette College in April, 1887, as a Civil Engineer. The same month he went to work for Western Union Telegraph Company at New York. His subsequent employment was with the Northern Pacific Railway, Los Angeles & Salt Lake Railway and Pacific Electric Railway.

His service with Pacific Electric started on December 20, 1909, as Head Clerk, Accounting Dept. Prior to his retirement from active service on April 16, 1933, he served as Chief Clerk to General Manager, Chief of Efficiency Bureau, Head of Personal Records, and Asst. Chief Clerk, Transportation Dept.

Outside of his work with this company, Mr. Grace was actively interested in safety work; served as Secretary of Southern California Rod & Reel Club for many years; and as Treasurer of local Semi-Pro Baseball Association for fourteen years.

GRAND CIRCLE FARES NAMED

Low "grand circle" railroad passenger fares, affording an opportunity to see both the San Francisco and New York World's Fairs, as well as to visit many points of scenic interest throughout the country, will be inaugurated on April 28 by member lines of the American Railroad Association.

This new class of transportation is the first of its kind in the history of American railroads and represents a substantial reduction from standard rates. The traveler can purchase a "grand circle" coach ticket for \$90.00 or a first class ticket for \$135.00, plus the regular sleeping or parlor car charges for space occupied. These greatly reduced fares apply from all cities and towns in the United States.

The traveler may go to San Francisco, thence to New York and return to starting point via a choice of many attractive routes with stop-over privileges at all points of interest in both directions.

The "grand circle" excursion fares may be purchased from April 28 until next October 28, and will be good for two months from date of issuance.

The San Francisco World Fair at Treasure Island will open February 18, with a grand premier on February 18 and 19, and will remain open daily until December 2.

AMEN!

AN ANONYMOUS letter came to the Editor's desk the other day. It was not of the usual type of such letters that for the greater part are to be despised. This one will warm the inner recesses of your heart. It will renew your faith in humanity. It discloses a young soul of purity and appreciation that all of us would like to meet personally and pay tribute to.

May the Divine One, whose care and protection she petitions so beautifully and sincerely for another, bestow blessings upon her.

At Home,
January 26, 1939

Editor, Pacific Electric Magazine:

Monday night, January 23rd, I happened to sit in the first seat behind the motorman, with another lady sitting alongside the motorman, who was talking casually with him now and then.

The Motorman, Who? I don't know. Just a grand old man who remarked while we were waiting at a switch on the Sierra Vista Line that he had pulled his car along that route for 14 years, but that in another month or so he would be retired, and he didn't see how he could wait that month or so, for he was going to Grants Pass, Oregon, to the farm he had bought with his savings, and he named ever so many kinds of stock, fruit and etc., and he was eager to begin this new life.

His voice was like a little boy's voice, there was hopes, animation and love in his heart for his faithful wife who had helped build this little nest egg for them. He felt all this happiness too, for he said such a pleasant "Goodnight" to everyone that alighted from his car.

When I left his car, tears trickled down my face as I watched his car move on along the track, and I had a little conversation something like this about that fine old man. "Mr. God, put your arm around that fellow, and let him be protected so that he can enjoy those fine hopes he has. Don't let anything happen to him in these two last months he has to follow his usual routine. Just let him enjoy that farm he has planned so long and worked so hard for—and now that I've mentioned it, I know you will give special attention to him. Thank you God."

No, I'm not an elderly woman, not a particularly religious one either—I'm just the average woman of 28 years that has learned, and learned early in life, what really counts.

A PASSENGER.

Restoration Of Early San Gabriel Mission Begun

REHABILITATION OF HISTORICAL, ROMANTIC STRUCTURE TO EXTEND OVER MONTHS



"Each broken step worn smooth and deep by pious padres' sandled feet, A Rosary, Yea! a fervent prayer In old San Gabriel's broken stair."

CONSTRUCTED by Fathers Somera and Chambdon under instructions of Fra Junipero Serra and dedicated to Gabriel the Archangel, messenger of God, San Gabriel, fourth Franciscan Mission to be built on the King's Highway in Alta, California, was founded on September 8, 1771.

The Mission as originally constructed comprised the church, monastery, secular quarter and guard-house, all grouped around a patio, in true Spanish fashion. The fortress-like appearance of the Mission and the almost unscalable walls of the outer building is due to the fact that the Indians were at first hostile and unwilling to help in its construction. The architecture was the usual Franciscan style, with many Moorish features. The church and part of the monastery are the only buildings that have withstood the ravages of decay. The old church, having been well kept, is in a splendid state of preservation.

Under the guidance of Reverend Juakin De Prada, C.M.F., Father in charge of the Mission, much work of restoring the history and beauty has been done both to the church and grounds.

Of current interest is the Re-dedication Ceremony of the "Campo Santo", which took place on Sunday, January 29, 1939. This event stirred memories of the first Dedication long ago during the time of Fr. Junipero Serra. Showing the way that other cemeteries were to be dedicated, a document found in the archives of the Mission gives the following covering dedication of the first cemetery of Los Angeles.

"The Cemetery was first consecrated in 1778, three years after the Mission was moved from the original site. According to this entry, permission to bless the cemetery was received, and on the day before the blessing was to take place, a wooden cross of the height of a man was set up, and in front of it, in the ground, there was placed a small stake of the length of a cubit (measure from elbow to the tip of the middle finger) and on it three slats of wood to hold at equal distances three candles. On the following day, the ceremony of the blessing took place."

In this enclosed area, there were six thousand Indians and whites laid to their last resting place from 1778 to 1845. Recent excavations and improvements of the last year have disclosed the ancient tombs (bovedas) and crypts, of the first settlers. Since restoration, the grounds has been lowered to the original level and walls built on the same crumbled ruins. A reproduction of the first cross now stands in the center of the

burial plat. Signs have also been placed on spots of historical interest. Besides all this shrubs and plants have been attractively arranged to correspond to the surrounding atmosphere.

In this splendid work of restoration, being carried on by the Padres alone, the cherished dreams of the Founder are being brought to a realization. Father De Prada intends to go ahead with the work, restoring the patio, with its columns, and later the old graneries and soap factory.

Points of Interest

Of especial interest to the tourist visiting the Mission are:

The Baptistry — note the Font of hammered copper, original silver pouring vessel still in use.

The Altar — Profusion of adornments, newly painted, statues, paintings.

The Sacristy—note the Font and Bowl, Holy Water Vessel—Processional crosses carried by the Missionaries in their excursion among the aborigines.

The Museum including the original main doors.

Productions of noted painters, among which are paintings done by the Indians, depicting the Five Stations of the Cross, made with coloring gleaned from wild flowers and painted on sail scrap.

The Campanille — has achieved world-wide fame.

The old bake ovens.

The "Summa Alex" 1489.

Poetry and romance still linger around San Gabriel. On the old Plaza is the Mission Curio Shop, with



Old Gardens to be Transformed to the Beauty that was theirs in Ancient Days.

a charm all its own and managed by Miss Frances Hannon, one of San Gabriel's own native daughters.

Here Raoul de Ramirez, grown up in the famous old Mission Play, has one of California's outstanding dancing studios, where the true early California music and dances are taught.

El Pintado with his painted gourds and Mexican novelties adds much of charm and atmosphere. The Old Grapevine, the largest in the world, stands guard over old adobe, as it has for many years. An Art Gallery displays works of Southern California artists and the famous Mission Playhouse attracts tourists for its beauty and history.

While the City of San Gabriel has gained a record in recent growth, it is still a town of homes, retaining the quiet, serenity of the Old Mission.

NEW FAST LESS CARLOAD FREIGHT SERVICE TO ARIZONA

An improved less carload freight service from Pacific Electric points became effective on February 1 with the inauguration by Southern Pacific Company of a new fast overnight less carload freight service from Los Angeles to Arizona, the official announcement of the service having been made by Mr. O. A. Smith, President, and Mr. W. G. Knoche, Freight Traffic Manager, in a letter to employees late this month.

With the beginning of this new service, less carload freight from Pacific Electric points will make connection with the ARIZONA OVERNIGHT and be delivered the day following shipment at Yuma, Phoenix and Tucson, making morning delivery at Yuma and Phoenix and afternoon delivery at Tucson. It will also mean a saving of 24 hours in time to other points in Arizona and New Mexico.

In connection with the "San Francisco-Los Angeles Overnight", the "Arizona Overnight" also saves 24 hours from the San Francisco Bay area to Arizona. Free pickup and delivery service is a part of this new and faster service for less than carload freight.

Inauguration of the "Arizona Overnight" affords an excellent opportunity for all employees in connection with the Business Getting Campaign. Tell all with whom you come in contact of this greatly improved freight service. The assistance of all employees and friends is necessary in order that this and other improvements of service can be justified and additional improvements made.

Perfect gentleman: Sorry I bumped into you. I did not see you.
Stout lady: Flatterer.

SEVEN RETIRE IN JANUARY

Honored for long and distinguished service, seven fellow employes have recently been retired. That during the years to come may the leisure afforded by retirement from active service give each a reward of joy and satisfaction "for a job well done", is the sincere wish of the Magazine on behalf of the entire employe family.

Name	Department	Occupation	Service	Retired
Oscar S. Breese	Equipment	Carpenter	19	12-31-38
Kentarō Kageyama	Equipment	Laborer	33	1- 1-39
Harry Brumter	Equipment	Machinist	21	1- 1-39
Louis A. Bowman	Engineering	Track Foreman	36	1- 1-39
Charles G. Broman	Transportation	Motorman (North)	19	1- 1-39
Michael Reckinger	Transportation	Motorman (South)	19	1-10-39
Chris. H. Westmyer	Special Agents	Watchman (Torrance)	15	1-14-39

MANY VIEW ORCHID EXHIBIT

As unusual as it was beautiful, an Orchid Show was presented at the Bernheimer Gardens, 16980 Sunset Blvd., Pacific Palisades, during the three day period, February 4-5-6.

Many hundred visitors viewed the large exhibit, which featured the evolution of Orchids from a plant with a seed pod on through the various stages of growth to mature plants in bloom. This exhibit contained a flask of young seedlings of a rare hybrid that produces grand white blossoms, the value of which was placed at \$10,000.

Attendants, well informed in the culture of Orchids, were present throughout the exhibition period and answered questions of visitors pertaining to the cult. A demonstration showing method of transplanting young seedlings from flasks into pots was given daily. Contrary to popular belief that these flowers are very delicate, Orchids are said to be one of the heartiest of plants.

All plants shown at the Orchid Show were grown by the Rapella Orchid Company in nursery at Hawthorne and exhibited through the courtesy of Bernheimer Gardens, which latter location is provided with direct transportation service via the Beverly Boulevard (Castellammare) Motor Coach Line of Pacific Electric Railway.

Upon proper identification, Pacific Electric employes are extended courtesy admission to the Bernheimer Oriental Gardens.

Heckler: "I wouldn't vote for you if you were an angel."

Candidate: "If I were an angel you wouldn't be in my constituency."

"Pardon me," said the stranger in a small town, "but are you a resident here?"

"Yes," was the answer. "I've been here going on fifty years. What can I do for you?"

"I'm looking for a criminal lawyer," said the stranger. "Have you any here?"

"Well," said the other, "we're pretty sure we have, but we can't prove it."

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Special Attention to P. E. Employees—Mention This Adv.

Pleasing Praise From Our Patrons

Employees Commended for Real Service.

Conductor W. C. Montgomery, Western District, was highly commended by a patron for the courteous and efficient manner exhibited in the performance of his duties, and more particularly for the tactful manner in which he handled a controversy with an elderly couple. "I noted that he answered quietly but firmly when they became insolent," and letter read, and settled them quickly and skillfully, demanding order in his car. I think everyone who witnessed the incident felt great respect for his restraint and dignity."

Commendation for their efficiency of motor coach operation, courteous conduct and helpful attitude generally was received by operators on the Highland Park-Avenue 64 Motor Coach Line by a representative of the patrons of said service who appeared before the Railroad Commission Examiner in Los Angeles on January 24.

In discussing the service on this line, it was stated that the personnel of the line had an excellent attitude in the performance of their work and were making friends for the service, as well as themselves. While all operators were commended, J. A. Streff and J. K. Kennedy were the recipients of particular praise.

For courteous and efficient service rendered in operating train between Los Angeles and Pasadena on January 2, Motorman W. R. Grisinger and Conductor T. O. Trowbridge, Western District, were the recipients of a letter of commendation, which read in part:

"I wish to say we had very efficient and competent men in charge of our train. The motorman never becoming impatient at the incidental stops caused by the heavy vehicular traffic. There were several people sitting near me who remarked about the splendid conduct of the Conductor, who seemed always calm and pleasant. These men in charge of the trains had much to do with the efficient service performed by the red cars."

A recent letter of commendation from a lady who stated she had been using our transportation service during the last 17 years called attention to the kind, courteous and efficient conduct of Conductor B. E. Wasserman, Southern District. "If all conductors were as helpful as he is, it could not help but be a pleasure to use your service," concluded the letter.

February 18—the event being the Seventeenth Annual Banquet.

C. Johnson, President of the Agents Association informs that Paul Shoup, former President of Pacific Electric Railway and until his recent retirement, Vice Chairman of the Board, Southern Pacific Company, will be the speaker of the evening. Toastmaster duties will be handled by our President, O. A. Smith.

The Annual Banquet having grown to be the largest and most publicized event on the Agents Association calendar, all persons intending to attend are urged to make reservation promptly. Chas. P. Hill is Chairman of Committee.

The result of having a perfect attendance record at regular Agents Association Meeting during the last year, 22 members will be honor guests at the Banquet. They are:

J. B. Black, Agent, Orange; E. R. Burke, Agent, Yorba Linda; C. A. Bruce, Agent, Culver City; W. H. Bratton, Agent, Torrance; G. P. Barkhurst, Agent, Wingfoot; E. S. Donaldson, Agent, El Segundo; H. E. Foskett, Agent, Claremont; N. F. Graham, Agent, Sierra Madre; C. J. Hileman, Agent, Compton; H. C. Hall, Agent, Alta Loma; D. W. Holtby, Asst. Agent, El Monte; J. F. Jenkins, Agent, Glendora;

C. Johnson, Agent, Garden Grove; Walter Kraft, Clerk, Torrance; R. L. McLaughlin, Clerk, Compton; A. G. Owen, Agent, Covina; George Orr, Terminal Freight Agent, Los Angeles; Fred C. Pittinger, Asst. Agent, El Segundo; Mel Soper, Relief Agent; Leo Vincent, Asst. Agent, Hollywood; Clyde Whiteley, Agent, Monrovia; and E. A. Riley, Agent, Hollywood.

AGENTS ANNUAL BANQUET

Members, Associate Members and Guests of Pacific Electric Railway Agents Association will gather at the University Club, 614 South Hope Street, Los Angeles, on Saturday,

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AMERICAN LEGION BIOGRAPHY Axel Alfred Malmberg

There were five Malmberg Brothers. One lost part of his fingers, so he never became a soldier. The other four served in the Army during the War. Two of them in the Hawaiian Islands. One died at Sawtelle Vets Hospital, after an operation. The third soldier served with the 91st Div. in France. The fourth was Axel A. Malmberg.

Axel was born in Sweden, came to Utah in 1909, and was working at the U. S. Smelter, at Midvale, when war was declared. He enlisted at Salt Lake City, April 17, 1917.

He served with Co. H, 21st Infantry, at Balboa Park, San Diego, did guard duty twice on the Mexican border, for a total of five months. Co. H went to Camp Kearney in Aug. 1918, then to the Presidio of Monterey, Calif. in Jan. 1919. In April he was transferred to Co. L, 44th Infantry and was discharged with the rank of Corporal, June 24, 1919.

Axel returned to his old job, but in May 1921, he became a motorman in Salt Lake City. Four years later he came to Los Angeles, where he worked in lumber yards for a year, then about a year as a P. E. motorman.

In 1927 he went back to Utah, for about six months, but he has been a P. E. motorman, from October 1927, till—he hopes to stay till he is “pensioned off.”

He was a charter member of this post, and the first chairman of the Ways and Means committee. He is now a member of the Auxiliary Committee and his wife, Lily M. Malmberg is Chaplain of the Auxiliary.

LEGION POST 321 NOTES

By James E. Davis

In addition to the joint Legion Post-Auxiliary meeting reported elsewhere in this issue of the Magazine, members of Post 321 held their regular meeting on January 24, at which time the Executive Committee voted to invite the 23rd District to hold the March meeting at our post. Past 23rd District Commander and Past 4th Area Commander Paul Ballinger talked of National Defense and urged support of his candidacy for the office of Department Commander next year.

Chaplain Nichols told us that when a veteran dies the United States would furnish \$100 towards his funeral expenses plus \$50 for a marker, except when the Government handles the funeral itself at no cost to relatives. The Vet does not have to belong to a Veterans' Organization to get this help.

First Vice Commander Broberg read an interesting account of the last 23rd District meeting. This post received a Community Service Citation and the Gold Star Citation for exceeding our quota before Nov. 11th.

Our Post will present the American Legion School Award, Certificate, Plaque and Button, to the boy and girl to be chosen by the Robert Louis Stevenson Junior High School, in the High School Auditorium, Jan. 31st, at 10:15 A. M.

In the next issue we expect to tell you the names of the students that receive the Award.

Comrade Mosier, recently “lost” his tonsils. Assistant Adjutant Wm. Getz is much improved. He is getting tired of staying in the hospital and is anxious to go home. We hope his wishes will soon be gratified.

P. E. AMERICAN LEGION JOINT POST—AUXILIARY MEETING

Initiation of members and installation of officers was held on January 10 in the Pacific Electric Club at a joint meeting of the Pacific Electric American Legion Post 321 and Auxiliary, which proceedings are reported jointly by James E. Davis and Mrs. Martha Harper, scribes of the respective units.

The meeting was opened by Commander Newman, who in turn handed the gavel to Mrs. Sylvia Winters, 23rd District President. Mrs. Winters was the Installing Officer, assisted by the Leonard Wood Auxiliary Drill Team, which organization gave a very interesting exhibition drill following the meeting.

Mrs. Lillian Le Valley, 23rd District Distinguished Guest Chairman, introduced a number of District Officers and Unit Presidents.

Mrs. Elsie Vaughn, 23rd District

Americanism Chairman, presented the Unit with the National Colors, after the dedication of which Mrs. Irene Bergoon, Los Angeles County Council President extended an invitation to become a member of the Council.

The following officers were installed: Mrs. Alice Dale Newman, Pres.; Mrs. Ellen May Bryant, 1st Vice President; Mrs. Florence H. Salisbury, 2nd Vice President; Mrs. Myra Belle Clemmons, Secretary; Mrs. Phyllis Withee, Treasurer; Mrs. Lily Malmberg, Chaplain; Mrs. Mabel Smith, Historian; Mrs. Anna Tucker, Sgt. at Arms; The Executive Committee Women are Mrs. Cora Newhouse. Mrs. Bessie Fackler and Mrs. Pearl Stratman.

After the Installation of Officers the Gavel was returned to Commander Newman, who introduced Patriot Eugene Seibring, National Instructor of Military Order of the Purple Heart. The medal of the Order was presented to Comrade Roy Meade and Comrade David Kennedy of the Post, both of whom were wounded while in France. The Military Order of the Purple Heart was originated by General George Washington during the Revolutionary War.

AMERICAN LEGION AUXILIARY By Martha Harper

The American Legion Auxiliary, Pacific Electric Unit No. 321, held its regular meeting on Tuesday, Jan. 24, in the Pacific Electric Club. We are off to a good start. The honored guest of the evening was Mrs. Sylvia Winters, 23rd District President. There were also several members of Teddy Rough Riders Unit 516 to lend their support.

Mrs. Bernice Nichols, Hospital Chairman, wishes to remind us to save old worn out silk stockings, which we take to the hospital. They are made into many useful articles by the boys, many of whom have no income of any kind and this is their only means of making a little money. Ask your friends and neighbors to save them for you. Then bring them to the meetings and the Chairman will see that they get to the hospital. They are also asking for cellophane, no matter how wrinkled it may be; and save your old tooth brushes, they too are used to make many useful articles. Old magazines are always gladly received.

There are many interesting phases of this work. Anyone who would like to make a trip to the hospital, should notify Mrs. Nichols and arrangements will be made.

“Your breath smells of gin.”

“Yes, I am trying to get rid of the smell of listerine.”



WORK THE SAFE WAY

Accident Prevention is composed of a multitude of little things safely done. Every thoughtless, careless or heedless act is an invitation for an accident to occur.

Many accidents of a similar nature happen again and again, sometimes at the same location and under similar circumstances. You would naturally believe that one accident of a particular nature would impress everyone acquainted of its occurrence of a method to observe in avoiding a repetition.

The two accompanying illustrations are intended to show one of the little things which may contribute to the avoidance of accidents.

In the first picture the conductor has gone ahead to flag his train over a railroad crossing at grade. Under these conditions it will be observed that the rear platform of the car must be left unprotected. Apparently the conductor's main objective is to give his train a proceed signal after making the required and proper observations at the crossing. Thoughtlessly he gives this proceed signal without a glance at the rear steps, which illustrates one type of accident hazard that has occurred many times in the past. The possibility of accident arises under conditions where a passenger has decided to leave the car at this point. The motorman, having in mind the desire to operate on schedule, fails to look back through his car and starts up just as the passenger is going down the steps, resulting in a hazard and possible injury to the passenger.

In contrast, the second illustration shows the conductor on the ground ahead of his car, ready to give the proceed signal, but first he looks carefully at the rear steps. After getting the proceed signal, the motorman observes back through the car, and if a passenger is moving around near the rear door, waits to see what the passenger is going to do before starting the train.

This simple, easy precaution is illustrative of the value of experience and proper performance of work as one of the most important factors in accident prevention.



WRONG WAY
Conductor has not crossed tracks or observed steps to see if any passengers are boarding or alighting.



RIGHT WAY
Conductor has crossed tracks and has directed attention to steps to see if any passengers are boarding or alighting.

SAFETY ADVISORY COMMITTEE APPOINTED FOR JANUARY

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, Feb. 24, 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 February:

Northern District	Terminal
C. E. Tomkinson.....	Pasadena
O. C. Jordan.....	Macy Street
L. J. Middleton.....	San Bernardino
Southern District	
V. M. Bagby.....	Los Angeles
M. Greco.....	Long Beach
H. B. Blount.....	Butte Street
Western District	
M. W. Dawson.....	West Hollywood
O. G. Room.....	Subway Terminal
C. A. Wilson.....	Ocean Park
L. A. Howell.....	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.”

HIGH “ACCIDENT TAX”

A large part of the newspapers is devoted to complaints of high taxes. The man running for office knows that the surest way to get votes is to promise lower taxes. When a group of men are discussing politics one of them may mention taxes and then all begin talking at once.

However, by far the heaviest tax and the one most seldom mentioned is the “accident tax”. This tax is heaviest because in addition to billions of dollars in money there is pain and suffering which no amount of money can equal.

We are so accustomed to talking and thinking in large figures that five, six or eight billions means little to us but when we think of such sums in what it would buy we realize that one year's accident bill in money alone would rebuild an entire medium sized city.

To further visualize these figures let us consider only funeral expenses. Records show that one accidental death occurred every five minutes in 1937. These expenses differed greatly according to the circumstances of the victim but we can

CLASSIFICATION OF DECEMBER, 1938, ACCIDENTS
Train Service Accidents During December, 1938
Compared With December, 1937

	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
1. With Pedestrians	15	6	9 Dec.	60.00%
2. At R.R. Cross. (Other than Co's)	0	1	1 Inc.	100.00%
3. Between Cars of Company.....	2	1	1 Dec.	50.00%
4. With Vehicles and Animals	210	174	36 Dec.	17.14%
5. Derailments.....	12	8	4 Dec.	33.33%
6. Equipment	2	3	1 Inc.	50.00%
7. Boarding Cars	12	7	5 Dec.	41.67%
8. Alighting from Cars	19	23	4 Inc.	21.05%
9. Injuries on Cars (not in collis'n)	20	21	1 Inc.	5.00%
10. Falling from Cars.....	1	1
11. Doors, Gates and Guard Rails....	11	3	8 Dec.	72.72%
12. Ejectments and Disturbances....	3	2	1 Dec.	33.33%
13. Employees	9	10	1 Inc.	11.11%
14. Miscellaneous	3	2	1 Dec.	33.33%
15. Total—All Accidents	319	262	57 Dec.	17.87%
Passenger Rail	275	219	56 Dec.	20.36%
Motor Coach	31	29	2 Dec.	6.45%
Freight	13	14	1 Inc.	7.69%
Total	319	262	57 Dec.	17.87%

safely estimate them at an average of \$150.00 each, which is no doubt low, but even at that modest figure, this part of the "accident tax" was \$30.00 every minute of the year.

Funeral expenses are often less than severe or permanent injury with large hospital, doctor and nurses' bills, not to mention the loss of earning capacity over a long period of time.

When we get facts and figures like these before us we realize that other taxes are but small incidentals when compared to the "accident tax."

Other forms of taxes are figured on the ability of the person to pay, thus more is paid by the wealthy than the poor but the "accident tax" takes nothing into account.

When are the American people going to wake up and take whatever drastic steps are necessary to reduce the "accident tax".

TALES THAT ACCIDENTS TELL

Some thoughts suggested by the Chart of Classifications of Accidents:

1. Collisions With Pedestrians:

To bad we had six. Wonder if any resulted from carelessness of a trainmen. We did better than in December 1937 but if we could only have avoided some of those six!

2. Collisions at Railroad Crossings:

Only one but these are a by-product of "man failure". Let us hope that some man learned a valuable lesson from this experience.

3. Collisions With Vehicles:

More than all others combined. A total of 174 but that was 36 less than December a year ago. There were only 111 in July, but shorter days cause more traffic after dark and wet streets call for much more care on

the part of both motormen and auto drivers.

4. Boarding and Alighting:

No questioning about these. Some of them could and should have been prevented. Thirty is just too many.

5. Injuries on Cars (Not in collision):

Twenty one passengers had boarded cars safely and were not yet to their destination when they were injured. Somebody caused these; they did not just happen.

6. Doors, Gates and Guard Rails:

At last we have a little good news! These are usually caused by doors being closed on passengers. We reduced the number over last December by eight.

7. Employees:

A total of ten. Were any or all of these caused by carelessness or thoughtlessness of a fellow employee? Ten of our buddies suffered pain; ten little families had less to spend; wives and children caused worry and grief; not a pleasant thought, is it?

8. Total All Accidents:

When we note that there were 57 less than December a year ago we feel encouraged. We realize that at least some of us are taking the subject of accident prevention seriously but when we remember that, regardless of the showing of improvement, we still had 262 accidents we see that we must put forth even greater effort at **Accident Prevention.**

STEP ACCIDENTS

After our experience during the month of December when we had thirty step accidents, one of which resulted fatally, it is time for all of us to give serious thought to ways and means for prevention.

Rule 202, like all of the others,

should be complied with in spirit as well as in letter. Because this rule was not at all times being observed in its fullest meaning, the management followed it up with Notice J-1154 but we are still short of 100 per cent cooperation. Briefly, Rule 202 states that conductors will take position where they can assure themselves that passengers alighting are safely clear and that those desiring to board the car safely aboard before giving proceed signal. Notice J-1154 followed this up by requiring that conductors take a position on the rear platform before giving the proceed signal and remain there until car had started. Both Rule 202 and Notice J-1154 can be observed in a slipshod manner which will not result in safe operation by carrying out the thought behind them, accidents will be avoided.

Some customers, approaching a point where they know their train is going to stop, do not go to the rear platform until car has stopped by which time several passengers have alighted. Others, after giving proceed signal and feeling the power applied step into the car while it is moving so slowly that some passengers are tempted to try to board it. In neither case has the intention of rules been observed.

An apple core, piece of orange peel, a wad of paper or any other loose article on a step or platform is a hazard of accident and the car is not ready to receive or discharge passengers until it has been removed. In nine of the accidents experienced in December the report could have been summed up into "Woman apparently slipped or misstepped and fell when alighting" and these same words would have covered the accidents if caused by a loose object on the step. Moral: Remove the loose object before the accident. The passenger will remove it when falling but that is too late.

We cannot leave this subject until we have said a good word for the motor coach operators. During December they carried 936,559 or 312,186 passengers for each accident. There is something for the trainmen to ponder over for with 4 1/3 times as many passengers they had 10 times as many accidents.

I know there is no one that I know as I know myself. And no man knows me as I know myself. And though I may see other men commit many faults, I never see any man commit so many as I can number in myself.

—Cardinal Manning

Operator: "It costs 75 cents to talk to Springfield."

Patron: "Well, what's your listening rate? I want to call my wife."

Now For The Winter Sports
40 INCHES OF SNOW NOW
COVERS CAMP

THE San Bernardino Mountains are covered with the heaviest fall of snow since the record breaker of 1936-37. Snow began falling Monday night, January 30, continued for the following several days, and is now over 40 inches deep. Ideal conditions for winter sports are assured until well along in the spring.

The State has a fleet of large rotary snow plows at work night and day, when necessary, in order to keep the roads open. The heaviest travel to the snow country since Southern California became snow conscious is anticipated during the next month.

At Pacific Electric Camp we are well prepared to take care of our employes and their friends. So many reservations are now being received that all accommodations will soon be reserved for the remaining week-ends of February and March. Act now if a trip to the mountains is anticipated in the near future.

While the roads are kept comparatively free from snow, it is advisable to take skid chains along. Regardless of weather and road conditions, a roaring fire awaits you in the Camp's large social hall, and there's plenty of wood in the cabins. The Camp's store is stocked with groceries, but no fresh meat or vegetables. These, however, may be obtained at the Modern Market at Blue Jay, just a short distance from Camp.

When you come to the mountains take plenty of warm clothes, heavy shoes and all the winter paraphernalia you have, slides, toboggans, skis, skates, snow shoes, etc., so you may enjoy a real winter outing. And don't forget the kodak.

The New Year 1939 at Pacific Electric Camp was ushered in with a gay and festive occasion, a reunion of some 125 employees and friends. The combination of conditions that put the big crowd in a happy care-free mood was a foot of snow, clear sky and a crimp atmosphere.

Many parties in groups of 10 and 20 began arriving early Saturday afternoon, and many stayed until late Monday afternoon. Our own toboggan slide was busy continuously. Several groups drove over to "Snow Valley", just a half hour drive from the Camp, to participate in winter sports in a big way. Others enjoyed ice skating at Blue Jay, but a quarter mile from the Camp. The party was a grand success in every way.

Visitors will be thrilled with this Winter Wonderland! Every effort will be made to see that your stay at the Camp is pleasant and enjoy-

able. Make your plans to visit the Camp soon, while the snow and winter sports are at their best. Reservations may be made at Pacific Electric Club Office, Los Angeles.

H. E. DeNyse,
 Mgr. P. E. Camp.

RENDERS DISTINGUISHED SERVICE

With all means of commercial communication out of commission and the American Red Cross in urgent need of communicating with its workers in the Topanga Canyon fire area, Harold E. Sanders, Operator, Western District, and his amateur radio station W6MSV were drafted into emergency service during the recent Topanga Canyon fire.

Mr. Sanders, who lives at 7701 Hampton Avenue, Hollywood, has been a radio "bug" for a number of years and in his wanderings through the ether waves has communicated with stations too numerous to mention in practically all parts of the western hemisphere. When the emergency arose, Mr. Sanders established contact with station W6PXX in Topanga Canyon and for practically three straight days and nights, until the fire was brought under control, this radio hook-up was the only means of communication between the headquarters at Los Angeles and the field workers in the Canyon. Orders to fire-fighters, requests for supplies, reports on progress of fire, etc., were handled by Mr. Sanders and his radio pal in the mountains.

A letter of appreciation was recently received by Mr. Sanders from Albert C. Gordon, Director, First Aid and Life Saving, American Red

Cross, which read in part as follows: "It is a pleasure for me to extend to you the sincere thanks of this organization for the services you rendered it, also to list your name in our file for call in future emergencies."

Mr. Sanders became interested in radio about the same time as he established his connection with Pacific Electric Railway, some thirteen years ago. At first his radio efforts were confined to receiving sets, but four years ago he built his first transmitting set and since that time has spent most of his "free hours" experimenting in the sending field. At the present time Mr. Sanders is building a new transmitting set.

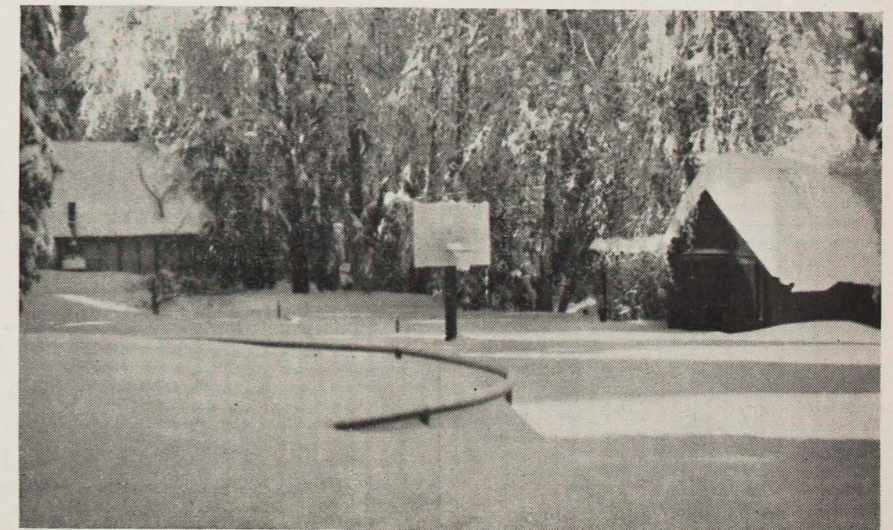
Always a booster of his employing company, Mr. Sanders includes on his radio station identification cards an appeal to "See the west via Southern Pacific Lines" and "See Southern California via Pacific Electric."

Louis Tonopolsky, Motorman, Northern District, won't again be enticed into toying with a watch charm. A few days ago a little girl he knows boarded his car on North Lake Avenue and before going to a seat, invited him to inspect her tiny watch-charm revolver.

"Pull the trigger", she urged. He did! The apparently inoffensive article banged. And he went to the Emergency Hospital to have fragments of the miniature bullet removed from a finger tip.

Still another quirk to the incident was that since it really was "a gunshot wound", Emergency Hospital attendants were bound by law to report it to police, and the police to investigate!

A doctor declares that kissing shortens life. He means single life.



Snow at our San Bernardino Mountain Camp will provide sport for several weeks to come

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



This month we bring you another outstanding member of the P. E. Family, Mr. Clarence S. Swartz. The young man was found at a very tender age riding his Kiddie Kar around the Chicago Loop. He did not like the big City but there was family tradition there. His Grandmother had taken milk from Mrs. O'Leary, who had the cow that started the Chicago fire. He heard the call of the West and San Francisco took him into her arms. He was often seen going up Market Street on his Pogo Stick. Some people say the quake in 1906 was caused when he fell while ice skating, but he denies this. One day he wanted to go to Oakland and started to wade across the bay but it was too deep, that is where they got the idea of the new bridge. One winter he followed the birds South and found himself in L. A. The Red Cars were just like his Kitty Kar, red and with wheels and he has been looping the loop around the P. E. ever since. Hobby, discouraging members of the Grouch Club.



Special. A jaunt out to the Bowling Alleys to see the pin busters in action. Claim Dept. . . . Jay Gowanlock, top man really throws them in there . . . would rather eat than bowl, knows all the good places to eat, finally got married. Art Pabst. . . should sing while he bowls. These boys play to win. Ted Cuccia. . . high man for the North, a good Wop, should have been a grasshopper, likes to jump around. Timekeepers, McIntire . . . legal minded, puts subpoena on every pin. . . H. Grenke . . . hitting pins down regularly, always was good at hitting things. Bonding Fred Maddy built close to the ground, don't have to stoop far to roll.

Engineers, some times known as the "Grouch Club" take the game too seriously. . . Gonzales and his cigar, Hasenyager really smiles after a strike, W. Ohlinger really throws the "ole" ball, prefers to smoke pipe, has over a hundred, its his hobby. H. Black took up bowling at night

school. P. E. Club. . . Young Mr. Cobb pinch hitting for Dad and doing a good job. Gilbert, the telephone man. . . Cannot hit 'em . . . line must be out of order. Converse, a look at his face tells the result of each roll, should take off that vest and let his chest out. . . Don Huston, must have been raised on East side, right at home in an alley. Freight Traffic, Birmingham, should be bowling for the South. Swanson . . . they make him wear his shoes, pins get caught between his toes . . . Loveys, would like to insure every roll. Blackburn, smoking his pipe, Wifey looking on . . . headed for the Ole Rocking Chair . . . Miss Chobostsky . . . has a new roll called "Swan Dive", ends up with her sitting on foul line, (proper place for a chicken) good thing she is a nurse.

B & B Manley has a nice wind up, likes to sneak up on pins, Hal Smith tosses them left handed, some say he thinks left handed. Toland . . . old poker face, always the same, cigar always the same size. McKown . . . not so serious as mates, enjoys game. South. Weir likes his seven up, Pop Henry always bowls with hat on, wonder if he has a toupee? . . . Transportation, B. Norton . . . nice fellow, acts like he was having a good time, really tips the maples over. . . Pass Traffic, Cross, best bowler of his Dept., not much to brag about, L. S. Jones, girls showing him the fine points of the game, has learned a lot from women, his school teacher was a woman. . . J. Shafer, Sweet Jim, nice to girls, I wonder if they appreciate it.

R. Christiansen, often taken for R. Taylor, Brucker . . . the girls inspiration, they always pull for him, must be that mustache and smile. Amazons, Lightning Fischer, rolls 'em slow but hits them square . . . enjoys a pep talk. . . D. Beranek . . . way below par . . . might be love . . . heart not in game, in Wisconsin. . . G. Christenson . . . started out fast . . . slowing down . . . likes to

bowl South. . . R. Bushard, on the bottom of the list . . . should improve . . . lots of room . . . Amazons have the pep and get the most fun out of game. . . Heard on the way out, definition of a negative quantity . . . Engr. Dept. score after playing Pass Traffic.

Can you imagine Roy McClelland's surprise after trudging through the foothills near Delano for most of a day on a recent hunting expedition, when he returned to his car, without game, to find a wild live duck roosting on the seat inside his car? Reports are that Roy's reactions resulted in a somewhat "flushed" face!

Things I would like to see.

Mr. Selznick cast "Gone With The Wind" from our big family. For

Scarlett O'Hara we have just the star. That cute Irish Southern gal, Gladys Howell. For Rhett Butler, that is easy, Grey Oliver, the Clark Gable of our company, and for Ashley, well Archie "Double Sugar" Sharp for my money any day.

Next month. The exclusive inside story of E. Moyer's operation.

Signs

Bus Driver: "Can't you see that sign, 'No Smoking'?"

Passenger: "Sure I can see that sign, but there are so many dippy ones here. One says, 'Wear Nemo Corsets.' So I ain't paying attention to any of them."

Husband—Doc, I thought you were going to photograph my wife's jaw.

Doc—Oh, yeah, but it looked like a buzz saw and I was afraid to show it to you.

Husband—Thanks, Doc, for your sympathetic attitude.

PACIFIC ELECTRIC CLUB BOWLING LEAGUE

Standings and Averages as of
Jan. 27, 1939

6:00 P. M. Group		W	L
Engineers	50	22	
P. E. Club	43	29	
Freight Traffic	41	31	
B & B Department	34	38	
South	34	38	
Transportation	29	43	
Passenger Traffic	29	43	
Amazons	26	46	
8:15 P. M. Group		W	L
Claim	49	23	
L. A. M. C.	37	35	
North	36	36	
Subway	36	36	
Signal	36	36	
Timekeeping	35	37	
Bonding	32	40	
Conductors	27	45	

In the 6:00 P. M. Group the Engineers enjoy a seven game lead over the P. E. Club and the rest of the teams closely follow the Club, while in the 8:15 P. M. Group the Claim Department have a margin of 12 games over their nearest rival, the Los Angeles Motor Coach five.

Due to the fact we missed the deadline for the last issue of the P.E. Magazine, our Bowling News missed the publication and take this opportunity of catching up on some of the events that have occurred during the last two months.

Several changes have been made in the personnel of the various teams; Lloyd Covell has decided to remain on the side lines the balance of the season, due to being slightly under the weather during the last month or so. Frank Converse will take his place on the P. E. Club team the balance of the season. Ralph Cobb, of the Club team, was forced to enter the St. Vincent's hospital for treatment of a severe cold but latest reports show he is well on the way to recovery and will undoubtedly be back smashing pins again before long. Young Bob Cobb is filling in nicely during his dad's absence.

On the Freight Traffic team Lon Norrbom and "Operation" Stockberger have turned in their suits and their places have been taken by E. R. Smith and J. S. Loveys, a fine pair of pin smashers. We will miss Stockberger and Lon, however.

Several changes have been made on the "Easy Aces" Transportation team, Fred Fuller taking the place of Ralph Perry, who we are reliably informed is having girl trouble or something on that order, on Fridays. Previously, Roy Wilson was forced to take to the side lines during the balance of the season due to not feeling up to par.

The Passenger Traffic team was without the services of Monte

Brucker several weeks but he is back again knocking them over.

The Amazons are still carrying on with their original line-up and anyone thinking they have a soft touch in this outfit has a rude awakening coming. They have won 26 games so far this season and indications are they will cop many more.

The Claim Department, Subway, and Conductors teams have not made many changes in their line-ups, and the Los Angeles Motor Coach team have seven good bowlers to call on and they are really getting to be a hard outfit to down.

Ted Cuccia is now performing on the North team and it is good to see that phiz of his around once more. Ted is sporting a nice average, thank you.

Ernie Pont and his Signal team had an exceptionally fine night on January 27 and copped both the high series and high game scores. This outfit is getting to be a headache to their opposition.

The real hard luck outfit in the league is the Bonding team, and Manager Rich has had a hard time keeping men on the firing line. His latest set-back was due to Bill Getz attempting to shove an automobile off Figueroa Street with his head. Bill is out and around again and we expect to see him doing his stuff with that razzle-dazzle ball in the very near future.

The Timekeepers are really doing something in their league, having copped a large majority of their games in the last two months. Welch, Grenke, Kinney, McIntire and Owens have been going great, however Owens has decided to call it quits for the season and so Captain Welch will have to uncover another phenom.

Highlite of the new year was Friday the 13th of January when the lowly Passenger Traffic knocked over the league-leading Engineers for four straight points.

Two of the L.A.M.C. team, N. Shafer and L. W. Davis turned in games which won them high series and high game prizes. Shafer rolled a nifty 248 plus 26, a total of 274, and Davis turned in a series of 619 plus 69, total 688. Shafer's high game was 257. That boy really goes to town when he has a hot spell.

Other prize winners during the last few nights were Thomas of the Subway team with a total of 250, Oliver of the South club, and Ohlinger and Black of the Engineers tied for weekly high game on January 27th. Manley of the B&B and Felix of the Signal team also copped prizes for high game and high series. J. Shafer, Jack Cross, J. Gowanlock, Jack Worthington, and Norman Gilbert also drew down prize money since the start of the third quarter of play.

Latimer is on the sidelines due to an injured hand and he is taking his bowling via the easy chair route. Expect to see him in action again very soon, however.

Ernie Pont's Signal team copped high game prize for the season to date when they turned in a nifty 938, displacing the P. E. Club who had previously led the parade with a game of 926. The Engineer's series of 2634 is still high, however.

The top ten in the league are now composed of Gowanlock, R. Cobb, E. R. Smith, Van Ripen, a newcomer with the Bonding Team, Mattison, Welch, Cuccia, Covell, Latimer, and N. Shafer, closely pressed by Gonzales, Hasenyager, L. W. Davis, Kinney Yeager and Pont. All the above sport an average of 165 or over, which is good bowling in any league.

Bert Norton continues to be the iron man in the league, he having performed in 87 games to date. Bert seems to be community property; you can see him on a different team every night after the Easy Aces have put on their act.

A visit to the alleys always brings out comments about as follows from a first nighter:

Hasn't that man Swanson a sweet walk in coming back from the foul line?

Does he use a cannon? (Referring to Frank Epp's fast, bouncing shots.)

Why don't he take off his shirt and let a hard one go? (after watching Jay Gowanlock murder the whole mess of pins.)

That man must have a chicken bone caught in his throat (DuBose, the South Carolina chicken farmer in action).

Hasn't he the cutest smile? (After watching adonis Norman Gilbert knock 'em over).

Is it against the law for him to knock over more than 8 pins? (Hall of the Subway now known as Eight Ball).

But regardless of Chicken Bones, Eight Balls, Swanson's glide, etc., a performance is put on each evening that puts to shame some of the vaudeville offered in the local shows and the main purpose of the league, a good time for all, is certainly enjoyed by both players and spectators. In view of the large following on regular nights, when the play-off rolls around they will have to build an outdoor arena to hold 'em all.

They were scarcely seated before one of them nudged his shipmate, and asked:

"What does that word 'asbestos' mean across the curtain?"

"Pipe down," said his companion, "and don't show your ignorance. That's Latin for 'welcome'."

OFFICIAL DENTAL DEPARTMENT

Pacific Electric Railway & Motor Transit Company

Convenient term payments by pay roll deductions

Owned and operated by
DR. BEN A. PATTON

DR. HENRI H. VOSS
Associate Dental Surgeon

826 PACIFIC ELECTRIC BLDG. . . . TUCKER 7272

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

Fri., Feb. 10:
P. E. Club Bowling League Matches—Jensen's Recreation Center, 6:00 p.m. & 8:15 p.m. Spectators welcome.

Mon., & Tues., Feb. 13 & 14:
Transportation Engineering Class—7:30 p.m.

Tues., Feb. 14:
Regular Semi-monthly Meeting of P. E. American Legion Post 321 and American Legion Auxiliary Unit 321—8:00 p.m.

Wed., Feb. 15:
P. E. Masonic Club—6:30 Dinner & Regular Monthly Meeting.

Thurs., Feb. 16:
P. E. Women's Club Afternoon Card Party—1:30 p.m.

Fri., Feb. 17:
P. E. Club Monthly Dance—Make up a Departmental Group and enjoy the music of Flo Kendrick and her Dance Orchestra. Dancing from 8:30 p.m. to 11:30 p.m.

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

Sat., Feb. 18:
P. E. Agents Association Annual Banquet—at University Club, L. A.

Mon., & Tues., Feb. 20 & 21:
Transportation Engineering Class—7:30 p.m.

Thurs., Feb. 23:
P. E. Women's Club Afternoon Meeting & Program—1:30 p.m.

Fri., Feb. 24:
Transportation Safety Advisory Committee Meeting—10:00 a.m.

P. E. Club Bowling League Matches—Jensen's Recreation Center—6:00 p.m. & 8:15 p.m. Spectators welcome.

Mon., & Tues., Feb. 27 & 28:
Transportation Engineering Class—7:30 p.m.

Tues., Feb. 28:
Regular Semi-monthly Meeting of P. E. American Legion Post 321 and American Legion Auxiliary Unit 321—8:00 p.m.

Thurs., March 2:
P. E. Women's Club Afternoon Card Party—1:30 p.m.

Fri., March 3:
P. E. Club Bowling League Matches—Jensen's Recreation Center, 6:00 p.m. & 8:15 p.m. Spectators invited.

Mon., & Tues., March 6 & 7:
Transportation Engineering Class—7:30 p.m.

Wed., March 8:
P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m.

Thurs., March 9:
P. E. Women's Club Afternoon Meeting & Program—1:30 p.m.

Fri., March 10:
P. E. Club Bowling League Matches—Jensen's Recreation Center, 6:00 p.m. & 8:15 p.m. Spectators invited.

P. E. ROD AND GUN CLUB GOSSIP

By Arlie Skelton

"To carry on the work of the Pacific Electric Rod & Gun Club is more than a one-man job. It takes the wholehearted co-operation of members and officers alike. This is your Club and its up to you to help make it what you think it should be," such was the statement of our new President, W. G. Knoche, when he took over the gavel at the January meeting.

In order to stimulate a greater interest in the work now being carried on so successfully, President Knoche has appointed an Attendance Committee under the Chairmanship of J. W. Clay, Motorman, Western District. Mr. Clay is well known among trainmen and employes in other branches of the service. Also names on the same committee are K.

PACIFIC ELECTRIC RAILWAY COMPANY REPORT OF VITAL STATISTICS January, 1939

Death Claims		Group		Mortuary
Name	Occupation	Died	Insurance	
George W. Lankin	Retired Motorman	1- 3-39	\$ 800.00	Yes
Charles A. Messenger	Retired Brakeman	1-11-39	1,250.00	Yes
Roger Eplett	Retired Car Repairer	1-11-39	None	Yes
Thom Coldwell	Car Cleaner	1-20-39	800.00	No
Bob J. Hardy	Car Cleaner	1-20-39	800.00	No
George H. Grace	Retired Clerk	1-30-39	1,750.00	Yes
Employees' Wives' Death Benefit Fund				
None				

L. Oefinger, E. Malberg, Robert Dornier, and J. B. Rogers. These are all good fellows and the best of sportsmen.

A new Membership Committee has been named under the able leadership of Chairman A. M. Cross, Electrical Department. Mr. Cross belongs to just about every known Sportsmen's Club in Southern California and is well versed in State legislative work and fish and game conservation matters. Assisting him on this Committee will be Geo. Brown, Roger Lemelle, V. C. Moon, Irving Mankins and Vincent Villaneauve.

The 1939 Tournament Season is just starting, there will be about four hundred dollars worth of prizes awarded. All it costs you to compete for these prizes is your annual dues of one dollar. There is a one dollar initiation fee for new members. Join now and be eligible to compete for the prizes.

When you have news, send the full particulars of it to me at the Subway Tower and I will pass it along to the magazine.

Of course in an emergency we can usually pick on our old Fishing Captain Scott Braley, but poor old Scott has been kidded so much he has just about turned all of his attention to the Junior Division of the Club. He has been so successful in handling this department that it has about over shadowed the Senior organization. And Scott really hasn't got started good yet. Just been experimenting around to see what he could do.

You dads who haven't enrolled your boys in this Junior Department of the P. E. Rod and Gun Club are cheating your own child. There is no cost to it and Scott has arranged a wonderful prize list for them. The training to be real sportsmen is worth a lot to them.

Don't forget, this is the time of year to fish for Steel Head trout. They are running now.

An Englishman seeing some collegiate dancing for the first time was greatly impressed. After a lengthy pause he inquired of his guide, "I say, my dear chappie, they marry afterwards, don't they?"

WOMENS CLUB NEWS

By Mrs. W. A. Hasty

On delving into the past of the Womens Club scrap book, these notes of interest caught my eye.

On February 25, 1926, at Rutherford Hall, a dance was given, punch and favors were passed, 800 guests enjoyed the happy affair.

December 27, 1927, another article went like this . . . Details are being worked out by President Geibel and Manager Vickrey for a Ladies Auxiliary.

March 27, 1928 marked enthusiasm that bids fair for success. A group of 20 ladies met in the Club library and the Ladies Auxiliary was formed. Officers elected were Mrs. J. B. Green, Pres.; Mrs. John Jackson, 1st Vice Pres.; Mrs. E. H. Pierce, 2nd Vice Pres.; Mrs. Walter White, Secretary.

January 19, 1939 . . . The womens Club met, but today in a lovely club room, and with a membership of nearly 200 members.

The program scheduled for this meeting was postponed, so in its place the Club held a community sing, which was much enjoyed by all, followed by a discussion on Hobbies.

Same day the Past Presidents Luncheon was held, with Mrs. Clifford Curle as hostess.

February 9—There will be a very interesting program. Dr. Dinsmore Alter of the Griffith Park Planetarium will be the speaker. There will also be a Valentine box.

For February 23 Mrs. Langston, Program Chairman, is planning a joint Lincoln and Washington program.

Our Hospital Chairman, Mrs. Andrews, made a report of 259 calls at the Hospital since the beginning of our Club year. Your scribe thinks this worthy of mention, because I am sure the sick members are always glad to see her.

Mrs. L. S. Dunham is taking a company of Club ladies and friends through the Luer Packing Company's plant as her part of the Club's group project.

If you enjoy the "Peep Into the Past", let me know and I will delve some more.



ACCOUNTING DEPARTMENT

By Geo. Perry

Our big news item this month is Earle Moyer's operation. On Jan. 10 the entire P. E. medical staff at attention while Doctor Weber wearily removed his rubber gloves and announced to a waiting world that the appendectomy was a success. We inquired of Mrs. Moyer if he caused much trouble around the house in his present condition and she replied "No he's a good sport", and that's just the way we've found him at the office. By the time you read this, Earle may be back at his desk. If so, don't mention to him that Dr. Weber has been unable to find one of his rubber gloves since the operation.

In another part of the hospital and at the same time Earle was there, another member of this Dept. underwent an operation, it was Marjorie Sims and we are happy to report she is getting along nicely.

George Watson, keeper of the "Great Book", is on the move again, but this time only a few blocks. His new address is on La Paloma Ave., Alhambra, just down the street from the Perry's domicile.

Speaking of Georges—did you know that George Chrystal is now living in Hollywood?

The Beseman luck is holding up very well these days as our titian haired file clerk will tell you. Example, that shiny green car of hers developed a broken axle while she was out driving, but was she stalled. No. It broke on Cahuenga Pass, so she just coasted down the hill, a matter of at least 3 miles to a garage on the Blvd, and left it to be repaired. Did she pay for a broken axle? No! Just labor to repair a loose collar and a couple of grease retainers. Some people have all the luck. And by the way, did you know that Gladys Howell has a new type clutch on her car—whoo whoo!

We doubt if any parents of recent high school graduates were more proud and happy than our Mr. Weeks, whose son Allen, age 17, graduated with excellent marks from the Alhambra High School on January 26th. Congratulations!



Donald and Barbara Adams, aged 2 and 3 years, children of Mr. and Mrs. James J. Adams.

They laughed when I sat down to play. I had carelessly forgotten to drop a nickel in the piano, but that is not the case with Warren McKay, who is an accomplished organist and who recently acquired a new Hammond Electric organ. Perhaps other music lovers may be interested in having Warren give a recital and I believe he would if enough wanted it. Let's work on him, gang!

Newlywed Grace Lund is having her first brush with the duties of chief cook. Our undercover snooper has it that Grace prepares but two cooked dishes, one—meatballs and spaghetti, the other—Irish stew. However, both are liked so well by her new hubby that her menu is confined to these two "pieces de resistance".

An orchid to J. P. Hoaglund for balancing taxes in the quietest and quickest manner of many a year—poor Hogue!

The Treasurer's office—submits a clean item—their offices have been painted—and are they clean!

Tommy Hinkle took some beauti-

ful color snapshots of the Rose Parade—ask to see them.

Drive by 891 5th Ave., L. A., if you care to inspect Al Beaumont's new home.

Doris Lindeman likes rain on the roof, but when it comes on thru and floods the house it's time to move, which she did. Have you inspected the roof on the new house, Doris?

Esther Quast has been roughing it again on the ranch near Hereford, Ariz. Rodeo 'n everything.

Harold Kuck swings a mean Badminton racquet, or should we say racquets, for he's on his third one now, having disposed of one by stepping on it and the other by tangling it between his legs, all in pursuit of a little thing called the bird—tsk tsk.

Doctor—Mr. Scholl be sure and take a bath before you retire.

Clayton Scholl—but doctor, I don't intend to retire for 20 years yet!

FREIGHT TRAFFIC NOTES

By J. E. Blackburn

It is amusing the way the golf enthusiasts watch the weather along toward the latter part of the week during these winter months. The weather has only failed them a very few times so far, but they certainly are apprehensive when sun begins to fade out in obscurity to a cloud. Their enthusiasm is not shared by Mr. Willey, however, probably because of his responsibility for the activity and accomplishment in the office. A couple of weeks ago when it was a sure thing it would rain over the week end, he was heard to say "Well, I guess we can expect everybody to be on the job Monday morning." This was undoubtedly prompted by the unfortunate fact that Johnny, Dick, and Lon coincidentally suffered from a cold and were absent from duty on the same Monday just prior to that time.

Alas and alack! Roy Swanson was overheard to say the other day he was thinking very seriously of taking up golf himself. If he talks as good a game of golf as he talks a bowling match or a game of snooker pool, he certainly ought to be a successful golfer.

Ralph McMichael spent a few days in San Francisco last month checking in changes in the refined oil rates brought about by a supplementary decision of the California Railroad Commission in Case No. 4079 and a few changes brought about by the issuance of a new distance table by the Commission. Ralph stayed in the William Taylor Hotel and, believe it or not, says he did not visit the Sky Room.

Jack Birmingham had quite a serious accident in his family. It seems as though Patsy was pushing Carol on the tricycle just a little too fast for Carol's equilibrium and Carol wished to slow down a bit so she attempted to place her foot back on the pedal. Instead, however, her little foot slipped and was caught between the wheel and cross bar and wrenched badly. Two or three days later she was still unable to walk on it, and upon having it X-Rayed it was found to be broken in two places. I am glad to report that the leg is well on its way toward normalcy now and Carol will probably be back on the tricycle again shortly, but I'll bet she'll pedal the thing herself when she is.

Speaking of children, George Koltz had to get up one night recently and rush his little Pekinese to the hospital. The poor little fellow had some sort of throat ailment and was almost unable to get his breath. The trouble has been cleared up now, however, and the "Peke" is back home again convalescing.

SUBWAY TERMINAL NOTES

By W. F. Servrankx

On Jan. 11th Mr. and Mrs. H. F. Fortner became the proud parents of a baby girl weighing 7 lbs. and 13 ounces. H. F. says, "What an ordeal". He claims he lost 22 lbs. Anyway our heartiest congratulations to you both.

Mike Baker, that handsome Motorman of Hill Street Station, has a new pair of specks and has just about worn out all the mirrors trying to find out which way they look best on him and after several attempts finally has them just right. Mike says now he can again visit all his friends instead of trying all night to adjust his glasses.

News from the R. L. De Moss ranch: 12 dozen chickens, 2 cows, one horse, several wild bob cats, all sorts of vegetables and last but not least, a variety of the rarest flowers to be found in the Palos Verdes hills.

H. N. Bennet can't understand how that certain conductor got by with a mental test, well Harvey it is a long, long story, but not quite as bad as the one about the Texas cat



Loyd Knap's Workshop

running ahead of the Super Chief into Arizona.

Jack Baldus has tried every known brand of hair tonic on that beautiful dome of his, but no go says he. We all believe that he is just practicing, so that by the time he is married he can proudly sit in bald headed row. Sh - confidentially Jack, talk to R. L. De Moss, the expert.

Two unseparable friends working out of this Terminal are our well known O. Burgess and F. B. Cutler. At least once every two weeks, you may see them walking along Hill Street- arm in arm. They sure are a fine pair.

Here is one for Ripley: As told by one of our best Motormen, who had



"Flippy" and Mrs. Esther Knap

the misfortune of operating a 2-car train at Hill Street and Venice Blvd., when a cutie of the fairer sex drove her car against the second car, while train was going around curve, our hero asked her why she tried to push car out of the way. She replied very emphatically, I honked and I honked, but that darned Motorman on the last car just followed the first car too close. And people often wonder why motorman turn gray.

Walt Spangler, that he man of Runnymede was painfully but not seriously hurt the other day while raising his fender. A Packard roadster suddenly backed up and pinioned our well known wrestler against car and he had to be rushed to hospital where it was found that he was not badly hurt, and in company of his charming daughter reported for work next day. Glad to see you back Walt and better luck next time.

Yours truly thanks you all for the splendid donation collected for the march of dimes for the National Foundation of Prevention of Infantile Paralysis.

At the Elks' Temple, Parkview Avenue and 6th Street, on Dec. 17, we had a joint installation of officers of 15 lodges of the B. R. T. and their Auxiliaries. All of those who attended said it was a beautiful ceremony, after which there was a dance a good time was had by all, including Herman Ruysers who had the pleasure of being towed home, due to rain putting his Cadillac out of commission.

About 2 years ago Motorman and Mrs. F. Knap received a present in a cracker box from the Bekins family and on opening it found a cute little kitten just about the size of a man's fist, so Mrs. Knap set right to work and taught it many tricks. It turned out to be some cat, trained to leish and can be tied in back yard like a dog, weighs 12 lbs., 36 inches long, from nose to tip of tail.

Burdsal made a trip to Los Angeles the other day and stopped all traffic on Hill Street. D. O. King wondered why. Modesty forbids us to tell.

Let's have some news and more pictures so that the Subway can be represented in the magazine.

"They say you married her because her aunt left her a fortune."
"That's not true—I would have married her no matter who left her the dough."

Guide: "Mr. Potts, who formerly lived here, was a great man. When he died three towns were named after him, Pottstown, Pottsville and Chambersburg.

TRANSPORTATION NOTES

By Don Houston

We have it on good authority (from Operative BZ 13) that Assistant Superintendent Jim Douglass is now the owner of a palatial estate in the mountains. How about a house warming, boss?

Bill Getz paid a visit to the office after escaping from St. Vincent's Hospital where he has been confined after coming out second best in a collision with an automobile, Bill being on foot. He looks fine and will soon be back in harness. Glad to see you, Bill.

Due to the disability of Bill Getz, there have been several shifts in personnel in Room 221, Les Lutes taking over the duties of Getz' desk, McDonald replacing Lutes, Hartman moving over to McDonald's desk and a new face, that of Fred Heath, now on the mail desk.

Harry Long, our genial fellow employee, was taken to St. Vincent's hospital for a major operation and during his absence Bob Lowe was drafted from the Bureau of Schedules and Research, his place being taken by Fred Fuller.

Mr. Long is progressing very nicely. The rest of the bunch never realized what main cog Harry was in the organization until he left for this period. Understand he is coming along very well and will soon be his cheerful self.

"Sugar Plum", the office attraction for the eligible bachelors in the building, has another worry—she apparently hasn't decided whether to go to Europe or stay home during her coming vacation.

Harry Young's wife is well on the road to recovery and we all wish her a speedy return to normal health. With this worry off his mind Harry is again his cheerful, smiling self.

Lonnie Campbell has turned out to be quite a wit and in his own Southern manner he really puts over some beauts. Would like to see him really get loose at a shindig sometime.

Walter Monroe has started construction of his new home and if we don't get an invitation to attend the house warming there will be a lot of questions that man will have to answer. Understand he is locating with the rest of the millionaires, in Pasadena.

The bowling rivalry in the office is still white hot, what with Norton on the Transportation team, Lutes on the South, Getz on the Bonding squad and Don Houston on the P. E. Club. The Club team has the edge at present but "Mustachio" Lutes claims it won't be for long.

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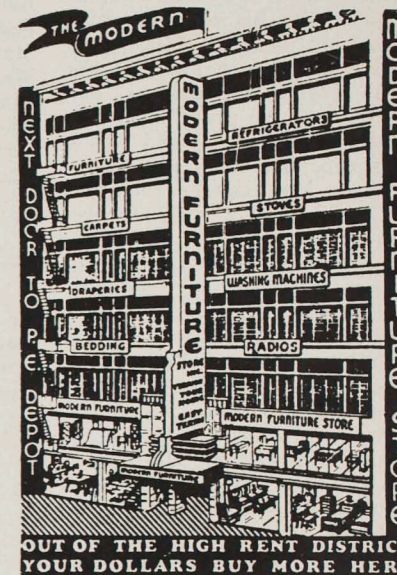
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TORRANCE SHOP NOTES

By W. M. Brooks

Why has Royce Robertson been going around with his chest out and wearing a big smile? Well, last month a big event took place at his home. The Plymouth salesman delivered a new deluxe green sedan at 7:30 P. M., weighing around 3500 lbs. and is reported doing nicely.

Bill Nicolay has been on the spot and did not know it. His future brother-in-law refused to pass judgment on Bill until after Christmas, he wanted to see if the boy had that giving spirit. He now wonders what part of Scotland Bill comes from.

Frank Winterburg and Eddie Rieber are real R.R. men. They proved it by seeing that Santa Claus left electric trains for their sons for Christmas. We have stamp clubs, and gun clubs and etc., why not an Electric Train club. They could bring their children along and let them watch Papa run their trains. Vic Labbe once bought one for his daughter, he would be glad to join.

A new feature has been added to "The Place to Eat Across the Street", better known as the P. E. Restaurant, run by Mrs. Davil. Bill Bone has a moving picture machine and you are entertained as you eat. He goes further than that, when beans are served they show pictures of Boston, and on Friday only pictures of the sea are shown. A glance at the bill of fare and you know what you are going to eat and see.

Harold Kirk is trying to drown that lonesome look by being Bill's assistant. Harold's lady friend went back to Arkansas and the young man is very lonesome.

Fred Hopkins attended the Los Angeles Museum to see the thirty-one paintings that are to be exhibited at the San Francisco Fair. He listened to the lady lecturer describe the paintings and when she was done, Fred spoke up and said "No Ferdinand The Bull"? The lady said "No Bull, Young Man". Fred was so angry he got on a red car and went back to Torrance.

My Torrance under cover man, Peek A Boo, tells me that Miss Alpha Barrett is now going to night school and taking up algebra. She knows that X is the unknown and she is going to find out some way to locate a Mr. X to be her Valentine.

Preferences and Aspersions of our Torrance folks gathered from observations by an "epicurean".

E. Riber and Bill Nicolay, avacadoes. Bill Kitto, pie, especially apple. Frank Winterburg, banana cream pie. Fred Hopkins, liver and onions. Burt Ordway, watermelon

and peanut butter. Apha Barrett, pretzels. Bill Nicolay, the Beeler Boy Long, and Beeler Boy Long, Bill Nicolay. Will Lock, baked ham. Bill Jolley, fish, all kinds. Fred Dilthey, liverwurst, garlic and limberger cheese. Ward McCall, oysters. Fred Maisey, hamburger sandwiches, (The Maisey Special). Jim Wageley, the famous archer and substitute for Dan Cupid, a school teacher from Simi who he calls Pat.

LONG BEACH TERMINAL

By M. C. Prosper

Eddie Giffin, "Russ" Benson, Roy De Frank, and "Phantom Phil" Chapman, spent 4 days in San Francisco. They say the primary purpose of the trip was pertaining to business, but we all have our doubts.

Motorman "Mike" Reckinger retired on January 10th after nearly 20 years of service, and most of that on the 7th Street line. "Mike" says it is Bakersfield for him in the future. Wonder how "Mike's" friends on 7th street will get along now.

Motorman H. Wilson wishes he was running a "1200" on the main line. From all reports, some lady driver didn't believe in boulevard stop signs and resented Wilson's car being in her way. Anyway after the excitement was over, Wilson found himself headed South instead of West. Better load some ballast in the future, Wilson.

Melvin Prosper is denying with no little heat, these days, the story that he went in to town with an extra marker light on his train, explaining a little defensively that it all started when he had occasion to stick his head out of the vestibule and the wind blew his cap off. When he started to collect his fares, some of the passengers were merely amused, some wise-cracked, and one or two were down-right inclined to argue the advisability of surrendering their tickets to him at all. And the further he went, the more embarrassed he became until, by the time he finally got his fares all in, he was fit to be tied.

Sez Mel: "You'd a' though those farmers hadn't ever seen a man with his hat off before. It got so that every time I would reach for the register cord I'd have to take a quick gander down to be sure I had my pants on. And was my face red."

Roses to the San Pedro crew that brought in the missing chapeau.

"That old ocean is sure 'up' today" remarked someone, apropos of the recent high tides up and down the Coast.

"Sure is", observed Harold Jenkins, "on my first trip to San Pedro this morning the water was within six inches of the draw-bridge. But the Harbor Department fixed it up all right; they sent some equipment up there and dredged out under the bridge, so the water is down at least fifteen feet now."

Passenger Director Beekman, entered the smoking section of a sailor filled L. A. bound train and inquired in a loud, important voice, "Did any of you men leave a bag in the station?"

After an instant of dead silence, came the query from some dim-wit, "Blonde or brunette?"

Famous Last Words: "I've bought one of your Sunday Passes. Now where will I go?"

GOT THAT WAY

Howell—"A good deal depends on the formation of early habits."

Powell—"I know it; when I was a baby my mother hired a woman to wheel me about and I have been pushed for money ever since."

ORIGINAL CROSS WORD

College Chum: "How do you pass away your time in the long winter evenings—with some sort of a puzzle, I suppose?"

Victim: "Yeh—the one I married."

Income taxes could be a lot worse. Suppose we had to pay on what we think we're worth.

Angry Wife: "Now that I have a Frigidaire, see what you can do about getting a mechanical secretary."

WEST HOLLYWOOD

By G. R. Stevens

West Hollywood responded well to the Infantile Paralysis drive among the trainmen. Terminal Foreman R. H. Betterworth informs us that West Hollywood got more than its quota of dimes and had to order additional buttons twice.

Mrs. Alexander, wife of conductor W. C. Alexander, returned home yesterday evening from a trip back east to Birmingham, Alabama. Alexander will have to stay off of Observation Hill and cease gazing at the stars now. In case you don't know it, studying the Heavens through the eye of some of our biggest southland telescope is Conductor Alexander's hobby, and they say he's good at it, too. So far as we know Alexander is the only conductor who makes a profound study of the stars in his spare time at West Hollywood.

G. Sanders took thirty days off and with the wife made a rail trip back to Chicago. Their vacation included a trip to Miami, Florida, at which point they took a boat to Cuba, returning home via New Orleans.

Carl Geisegh is on the sick list.

Motorman Ralph "Bob" Cole is back on his first love, South Hollywood line again.

George Burkhart on Run 201 made a trip recently to San Francisco and visited Treasure Island.

V. L. Webb is away on vacation.

Cashier Gibbons is looking hale and hearty these days. Gibby admits he likes dancing . . . the old time waltz, and that he has captured a good many prizes in his day.

Bumped into the smiling face of Conductor Hamilton the other day. As you know Conductor Hamilton is a Doctor of Osteopath and practices the profession during his spare time.

On the sick list are T. W. Lee, R. F. Gummere and R. Honich.

ENGINEERING DEPARTMENT

By Victor P. Labbe

Ruth Barrett has a new Chevrolet. Also intends to try for the bowling team next year. She wonders why they don't have a team for the younger girls.

Al Smith has been making an exhaustive study of "cannibalism". He has discovered that a cannibal will pass a friend in the woods. More to follow.

Happy birthday to you, F. Emma Smith, J. W. Buchanan and Bertram W. Carrington.

"Dale Hyde will soon be a proud Papa."

Sleepy Tom "Copenhaver" wishes to announce he has a good radio set

for sale—price\$2. No guarantee.

Ralph Cobb is in the hospital suffering with complications resulting from a bad cold.

The three singles—Nancy, Jean and Maye—did not have their chinning party the other Saturday account Nancy had a swollen jaw.

Wanted, a pair of "Horse Blinders" for none other than Russell Duguid.

Ronald Padleck has added "Skipper" to his name by acquiring an interest in a sail boat. Free rides this summer to any one interested.

Charles "Elmer" Erhman wishes to announce that he has taken up singing and as soon as he finishes his correspondence course with the Cucaoo Vocal Institute will be open for engagements.

Glad to see Jim Flathers back on the job again after a siege in the hospital. Why the beautiful silk pillow, Jim?

I see that Ed Hasenyager is showing rare form in his golfing these days. His spare time is spent with his new jig saw.

Wonder what Donald Lewis has on "Billumm Hibbard".

PURCHASING DEPT. NOTES

By Ray Cragin

Jimmy Livermore has his troubles and is going around with a long face. He had it all figured out that he was going to get an electric razor for

Christmas and Mrs. Livermore could shave him while he ate breakfast. The razor failed to show up and now with that long face it takes longer than ever to shave.

Ruth Bushard walks around the office all day counting 1, 2, 3, 4, and throwing her arms in all directions. It had us mystified for a few days, we thought she was practicing for a special shot in bowling. Later we found out she attended a New Year's eve dance at the Los Angeles Athletic Club and has that athletic way about her.

Every one has his or her form of exercise. Dorothe Berenak and Ruth Bushard are bowlers, George Quesenbery has joined the Y.M.C.A. (he thinks its a subsidiary of the Y.W.C.A.) and plays Badminton, Jimmy Livermore runs a mile every morning trying to catch the car, and Earl McCall is trying to get Mr. Vickrey to let him use the pool tables to play golf on during the wet weather.

Here is one for Ripley. We know a certain man, who had a date with the dentist and then had to go home and get his teeth before he could keep the date. We are not mentioning any names but the man he is named after reached these shores on October 12th, 1492.

"Did you say your husband was fond of those clinging gowns?"

"Yes, he likes one to cling to me for about three years."

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MOTOR TRANSIT NOTES

By M. J. Creamer

We are happy that "Pat" Patterson, Ass't Agent, San Bernardino is once again out of the hospital and back on the job. To H. H. Howard, Ass't Agent, El Monte, who is still confined in the hospital and mending, we once again hope that you will soon be back with us. Mrs. Howard has sent a note of thanks to the Motor Transit boys for their many kindnesses and visits to see Mr. Howard at the hospital. Filling the relief position during Howard's absence is proving something like a merry-go-round. M. A. Soper of the P. E. roster is "Acting" Ass't Agent at this time of writing.

To the others who are still away on sick leave, Harriett Fisher and Fred Peters, we extend our greetings again. A box of cigars was sent recently to "Pete" Peters with the best wishes of the ticket-selling mongrels at this station.

Jack Sundstrom was awarded the relief job (bid) under which he will work two days at Santa Ana, two days at Whittier and two days in the L. A. Express office. Newton Potter was noted to be a recent arrival in Los Angeles with bag and baggage and most likely will be well occupied with extra-board work. Ed Morgan (Night Janitor) is quite happy over the fact that he will now have a regular day off each week.

Operator "Lem" Sommerville, we understand has been laid up for some days and taking treatments for an ailment. Operator "Sis" Burk off several days. Operator F. Pilkerton returned to service after a number of days off. There has been a rumor connected with "Pilk" that he has taken the marriage vows with a certain little lady formerly working in the Interstate Restaurant at our depot. Wasn't her name Irene? Why the secrecy? Well, congratulations!

We were all surprised to see Operator E. C. Hicks working last Jan. 13th (Friday) of all days! Much as he states he is NOT superstitious—we still remember days that he was.

Operator Ralph Hayman and his family made a recent trip to the P. E. Camp and as always it was a trip highly enjoyed. Maybe G. L. Hoffman is losing (?) his hair, but Doc Beckett (the guy with the 'yeller' sweater) was giving advice to Hayman on how to prevent all this. Hayman was quite interested we understand but only "Doc" knows the remedy—and he refuses to divulge same. Did you listen in Harper?

Operator "Ernie" Wheeler returned to work during January and looks just fine. Welcome back! In spite of all the master surgery and

confinement — you look years younger!

Chas. Stein who has been with the P. E. for some year and a half or so, has been breaking in on the long-distance tariffs under the excellent tutelage of "Slim" Seifreid.

Cheer up! Henry Stone—Maybe the passenger didn't mean it when he said, "Hi-Lad, is that my bus?"

Some of the gang are thinking of taking up a collection to buy Dispatcher Cooper a new uniform coat though he is attached to the old. Ira Junkins, perhaps, will be the first to

WHAT COULD BE SWEETER THAN A BABY'S SMILE?



Maryanne Ruth Barnett, Daughter of Mr. and Mrs. E. W. Barnett.

donate, so pass the hat Ira! Your donation, of course should be MOST substantial!

Leave it to Wayne Putnam for those spouting remarks. Some of the benches in the depot were being sent down to the shop to be repainted, etc., and a few older ones were brought in during the painting process to accommodate the passengers and/or . . . Wayne remarks: "What's going on here? Why the old benches? Trying to wear 'em down even?"

Lawrence Allen who jumped into the Matrimony Cart the first of the year is BEAMING! Married life is swell! The Motor Transit gang presented them with a blanket and a silex coffee maker as wedding gifts.

Ever hear about the guy that slipped on a banana peel? Well, history repeats itself! "Walt" Rorick went a sliding and a stopping (beginner's ice-skating position). Thought for awhile he had thrown his arm out of joint as it was plenty sore for a spell.

Some of the operators who enjoyed anniversaries with the Motor Transit for some years back during the month of January were: W. J. Goff, 18 years; J. M. Smith, 13 years; H. A. Fabun, 12 years; W. A. Tribble, 10 years; L. W. Couch, 9 years; "Early" Byrd, 8 years; and E. C. Hicks, 6 years. Some of 'em have been wheeling M. T. buses around for a long time and must like their work. Here's hoping you'll all be around for a good many more years!

Mrs. Sands (Statistical Clerk) is working on temporary vacancy of Motor Coach Record Clerk in Superintendent's office during the sick leave of Mrs. L. M. Harris. Mrs. Helen Adams is temporarily on Mrs. Sands' position as Statistical Clerk. "Wake" Wakefield of Superintendent's office recently bought himself a new camera. Pilot-6, with a 3.5 lense. How about some snaps for this column sometime, Wake? Lawrence Allen promised me some when he got his expensive thingamajig—but no results as yet!

Geo. Jehl (Agt.) busy one Sunday spading up a lawn at his Mother's home. Truckers redecorating their new home in El Monte—rather Mrs. Tucker is doing the inside decorating, and we know it will look fine! Even planning another patio and perhaps another barbecue! Hot dog! "Guy" Rhinard and his wife planning a trip to Mt. Wilson very shortly and later on a trip to Boulder Dam. At present he is busy planting potatoes. A regular farmer.

HAPPY BIRTHDAYS to youse in Aquarius: L. L. Wilcox (Riverside garage) Feb. 2nd; Ted Cook, Feb. 3rd; Ed Morgan (Janitor) Feb. 5th; Geo. Jehl, Agt., Feb. 10th; "Babe" Larson, Feb. 11th; L. S. Radcliffe, Feb. 17th; and B. C. Lamb, Feb. 18th. And to youse in Pisces (not pieces) . . . Bob Griffith, Feb. 21st, and whoa—imagine the coincidence, Wayne E. Putnam and A. M. Spilsbury jointly celebrating on Feb. 27th. Anyway, Happy Birthdays to you. May the bowl runneth over with all good things!

Imagine R. J. McMullen's surprise when Walt Rorick pulled the 'perfumed' penny gag on him. McMullen actually and curiously enough picked up the penny to take a "whiff" when Rorick remarked, "Sure, it's perfumed — smell the cent?" Such fragrance!

"Sidehill" Barnum wearing his smile as per usual. "Herb" McColum finally admitting that there were days when he used to go canoing in Westlake Park and chase the ducks! "Soapy" Casteel remarking: "Nope, not married yet!" (Why the YET?) And—M. B. Sams—what was it about this gal from Chicago? Most everyone has heard

you mention the incident except me, and naturally when I appear on the scene conversation stops as per usual. Operator "Geo" Bisbee, former M. T. driver, noted talking over ol' times in the dog-house. Operator O. W. Brown and wife seated in the depot reading the daily news! Slim Seifreid's wife in town on a shopping spree! "Whitey" Fabun and Geo. Shively holding down the soap box with their narrations in reviving the good ol' days of the Mountain Auto Line—way back in 1916.

Snoopin' around: (Scene) Opening the door to Dispatcher's office. How about some news Deal? (Reply) "GET OUT and STAY OUT!"

How about some news Coop? (It was payday) Reply: "Yeh, too many deducts."

How about some news, Cox? (Reply) "Yeh, nice weather isn't it?" NEWSHOUND: "I GIVE UP!"

Roy Harrington, Ticket Clerk, Riverside was a recent visitor in Los Angeles and stopped into say "hello".

And here's news from Joe Hernandez at Pomona!

Anthony Baugh, (Janitor) relates that he has a father (colored) 96 years of age, who is a civil war veteran and up to a couple of years ago, participated in all the patriotic parades.

Historical data has been uncovered in connection with the aged "deppo" at Pomona. Mr. Merrill E. Fellows, Pomona's leading druggist and also a City Councilman says that he can remember 42 years ago when a Wells-Fargo Express office stood on the very site of the Pomona station. A drug store was in the same building but not the department store variety.

Geo. Dickey, former M.T. employee was fatally injured when struck by an automobile at Ontario some few weeks ago. When struck, he thought it nothing serious and proceeded on his way. He passed away shortly afterwards. No doubt many employees remember him when he worked at the old Market Street shop, and the L. A. Express office. He was a regular weekly commuter between Pomona and Ontario and often stopped to chat when he bought his round-trip tickets. Our condolences are extended.

Recently an elderly lady walked in and inquired of Agent Turner when the next bus left for Ontario. Turner replied in his nicest voice "10:49". Said elderly lady answered "I didn't hear!" Turned put all his strength on his voice and repeated, 10:49. Lady retaliates, "I can't hear a word!" (with a hand cupped to one ear.) Turner used to such happenings did the logical thing and wrote down on a piece of paper in his best

Spencerian penmanship "10:49". Said lady then topped it all by telling Mr. Turner "I can't read a word". (Would like to know what the ticket clerk in L. A. who sold the Chinaman a ticket to "Toe-Nail" (San Fernando Tunnel) would do in a case like this? (Editor's note: Joe: We've had 'em too. One almost startled me some time ago by dragging out the horn off one of the ol' Victor viotrolas to which was attached about 3 feet of rubber hose (from a suitcase) and said "HEH? WHAT DID YOU SAY?")

A prominent local citizen who has amassed a fortune of \$100,000 was asked how he did it. "I was able to accumulate \$100,000," he said, "by constant application, by unceasing work and study, by being honest, by laboring early and late, by living moderately and cleanly, by saving every penny I could for 42 years, and by the death of an uncle who finally passed away and left me \$99,999."

YOUR GYMNASIUM

By Wm. A. Gillespie

Did you include in your New Year's list of resolutions the most important one of all—a health observance?

This month's article is especially intended for the younger members of our P. E. family, including those of middle age who still wish to retrieve their former state of health, and, who are also interested in a 1939 streamlining job on their present "chassis".

Educational authorities agree that one's health is of first and foremost importance, for, without health there is no ambition, pep, alertness, endurance, foresight, anticipation or the many other qualities needed if we are to compete successfully in this sphere of rugged individualism.

In a recently conducted health survey, it was found that women and girls exceeded the men by 84 per cent in adherence to a proper and balanced health diet.

The ancient Greeks creed that woman should be beautiful, while man must be strong, is just as universally accepted today, as it was in the dim, distant past.

Young man, what are you going to do about your health, your diet, your "chassis"? You expect "her" to be a "Kellerman", but are you willing to reciprocate?

As to your chassis, the Greek (and present) ideal is that your neck, biceps, (upper arm) and calf should be of equal size, while your mid-section should measure at least 25 per cent less than your chest.

In your case, are the dimensions reversed on account of that useless roll of "blubber" you are packing

around? No doubt you would rebel if you were compelled to carry a 10 lb or 20 lb weight continually—yet you are probably not only carrying it, but feeding it also!

Your gymnasium is equipped with all necessary apparatus to give you a streamlining job you can be proud of, to at least double your strength, and triple your health, at no cost to you, if you are a club member.

The Roman chair will eradicate that mid-section, the weights will develop arms, legs, torso, while the punching-bag is a very effective antidote for that humped over position you have been working in all day.

Don't be fooled in thinking you can obtain a real "lift" in a shot of coffee, wine or a cigarette—the only lift obtainable in these is financial—for the manufacturer!

The gymnasium is located in the Subway Terminal Basement, next to Terminal Foreman's office, with instructor present each Monday, Wednesday and Friday evenings, 5:00 P. M. to 7:00 P. M.

SO WHY WORRY

I wonder why folks worry. There are only two reasons for worry; either you are successful or you are not successful. If you are successful there is nothing to worry about; if you are not successful there are only two things to worry about. Your health is either good or you're sick; if your health is good there is nothing to worry about; if you are sick there are only two things to worry about. You are either going to get well or you are going to die. If you are going to get well there is nothing to worry about; if you are going to die there are only two things to worry about. You are either going to heaven or you are not going to heaven; and if you are going to heaven there is nothing to worry about; if you are going the other place you'll be so d..... busy shaking hands with old friends you won't have time to worry—so why worry?

The Open Hand

He is dead whose hand is not open wide

To help the need of a human brother.

He doubles the length of his life-long ride

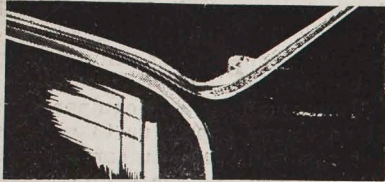
Who gives his fortunate place to another;

And a thousand million lives are his Who carries the world in his sympathies

To give is to live

—James Russell Lowell.

Then there was the Scotchman who made his children quit school because the teacher told them they must start to pay attention.



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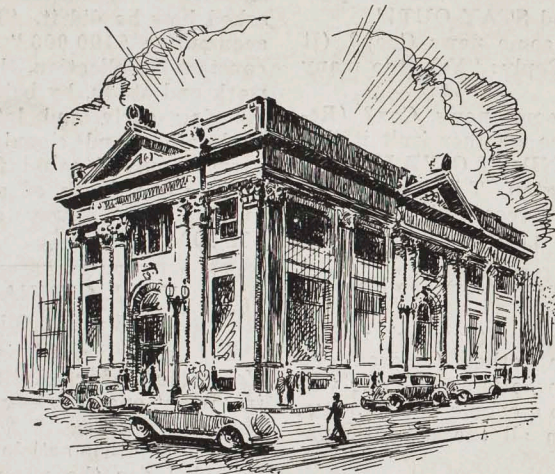
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