

PACIFIC ELECTRIC

Magazine

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January 10, 1939



BURBANK

TALLY HO 1939



Volume 19, No. 7 Jan. 10, 1939

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

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

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

E. C. THOMAS.....EDITOR

CONGRATULATIONS, BURBANK

Our front cover picture this month is intended as a congratulatory tribute to the charming city of Burbank, and more especially to the students of that city's schools who were the designers and constructors of the marvelously beautiful float that won the highest prize in the awards of the Pasadena Tournament of Roses pageant on January 2nd.

High praise is resounding throughout the Southland of the Burbank exhibit, not only for its perfect artistic conception, but for the intricate detail of its construction and the perfection of its decoration.

The students of Burbank schools are to be commended in the highest terms both for their handiwork and their civic spirit.

RETIRE WITH WELL-EARNED HONORS

Four of our fellows retired from active service since the last issue of the Magazine to take up pursuits less strenuous and we hope to enjoy to the fullest extent their remaining years. They have each served faithfully and with honor, and the Company, as well as their fellows are grateful for the association with them extending over many years. The retirement list for the month of December is as follows:

Morris Marlburger, Carpenter in the Equipment Department, retired November 11, 1938, after a service of 19 years.

Arthur D. Phillips, Electrical Machinist in the Equipment Department, retired December 12, 1938, after a service of 28 years.

John Berg, Machinist in the Equipment Department, retired December 1, 1938 after 19 years of service.

Wm. H. Downey, Motorman (South) of the Transportation Department, retired December 1, 1938, after a service of 28 years.

ON a Western District train recently we overheard a conversation between the Conductor and a passenger. It seemed the passenger had recently become a resident of the Beverly Hills district and desired information as to the forms of tickets and rates of fare between that point and Los Angeles. The Conductor did not have the information; and, "was his face red". What a simple matter it would have been for the Conductor to have provided himself with a few little folders that are available entitled "Money Saving Transportation". They are helpful and he should have had them as a part of his sales equipment. He would have avoided all embarrassment and made a lasting friend of that passenger. A Conductor's position is much more important than merely pulling a bell-cord. He is the diplomatic representative of the Company and a sales manager on his train. On him, and his fellows engaged in like duties depends much of the financial success of the Company, as well as the attitude of the travelling public toward him and his employers.

NEW ARROWHEAD PROJECT

A list of Hollywood celebrities, reminiscent of a motion picture colony "Who's Who", appeared on incorporation papers for the Arrowhead Springs Corp., a health and tourist resort in the San Bernardino Mountains, which have been filed with the Secretary of State at Sacramento.

Directors of the enterprise include Darryl Zanuck, 20th Century-Fox executive; Joseph Schenck, M.G.M. executive; Constance Bennett, film actress; Edgar J. Mannix and J. B. Coff, Beverly Hills; William Goetz, Bel-Air, and Lou Anger, Jay Paley and Ingall Carpenter, Los Angeles.

Articles state that the new corporation will maintain a health resort at Arrowhead medicinal hot and cold water spring on an 1800-acre area for sports, riding, fishing and other forms of recreation. The company is capitalized at 30,000 shares of no par value stock.

The old Arrowhead Springs Hotel burned to the ground recently during the series of brush fires which raged in the mountain areas of Los Angeles and San Bernardino counties.

BETTER THAN LAST YEAR

The Community Chest campaign has practically come to a close, although additional funds will be needed to meet the budget for the year 1939.

So far as this company is concerned, we excelled the subscription of last year, but failed to make our quota by approximately \$400.

OUR NEW YEAR TRAFFIC

The year 1939 opened with a "bang" for the Pacific Electric, and if traffic will appear proportionately for the remainder of the year there are going to be some records either broken or badly bent.

New Year Eve developed some better than the usual run of business, and with the Sunday between that and the legal holiday on which John Public was able to get his breath back from the night before, together with promising weather our Traffic forces and the Transportation Department got a good "ready" on for an anticipated heavy day on Monday, January 2nd. And, did we get it.

Due to extensive advertising and publicity, travel began earlier than usual, and increased in volume steadily until 9:30 a.m. when the peak was reached.

From all sections of our territory, the trains came to and through Los Angeles well loaded and upon good time and schedule.

Out of Main Street Station a high frequency of service was maintained with comparatively few interruptions, and with the close of service to the Tournament and Game for the day all were very much gratified to learn that the record for a number of years past had been broken; that no accidents had occurred, and nothing had happened to mar a day of good business and great pleasure.

Following is from the record of passenger traffic to the Pasadena Tournament of Roses for the past 16 years:

Table with 2 columns: Year and Passenger Count. 1924: 37,996; 1925: 26,492; 1926: 28,323; 1927: 23,401; 1928: 26,470; 1929: 27,549; 1930: 27,979; 1931: 22,454; 1932: 17,459; 1933: 22,317; 1934: 5,586; 1935: 25,342; 1936: 28,851; 1937: 27,295; 1938: 32,675; 1939: 37,773

The small amount of traffic shown for the year 1934 was due to flood conditions. At that time all lines of railway and many of the highways in this section were seriously crippled because of the torrential rains then prevalent.

As shown from the figures above, the traffic this year was the largest since 1924.

A Man of His Word

Caller: "Are you sure the manager is not in?"

Dignified Office Boy: "Do you doubt his word, sir?"

Almost Eleven Years of Cooperative Service

PACIFIC ELECTRIC WOMANS' CLUB OUTSTANDING IN SOCIAL SERVICE AND MUTUAL HELPFULNESS

THERE has been no factor in the well-being of our industrial "family" during the past decade greater than our organization of women known as the Pacific Electric Womans' Club. Year after year, regardless of economic stress, despite discouraging conditions of every kind, they have carried on, dispelled gloom with smiles of encouragement, and extended the helping hand to many, many souls upon whom the clouds of discouragement rested. Their good deeds, many of them calling for much self-sacrifice upon the part of many individuals, cannot be numbered. Their acts of self-denial have borne fruit beyond measure.

In a desire to express appreciation for the noble work of this band of sterling women, the Magazine requested Mrs. J. B. Green, first president and one of the Founders of the Club, to write a historical review of the organization. Her interesting article follows:

Until March, 1928, the Pacific Electric Club was distinctly a men's organization. The privileges of the Club were granted to the women but they had no separate or exclusive part.

Mr. Fred E. Geibel was president of the P. E. Club during the 1927-1928 period and he decided to try to develop an idea that had come to him while visiting the P. E. Camp. This was to organize the women of the P. E. family thus allowing them to continue the friendship begun at camp and enabling them to meet more often.

Mrs. F. E. Geibel and Mrs. J. B. Green were called into consultation and plans were laid for the beginning of our Pacific Electric Womens' Club.

A letter was posted in all departments inviting the wife, mother, sister and adult daughter of any employe to meet in the Club rooms, then situated on East Eighth Street and help form such an organization. Twenty women responded and that was the nucleus of our Women's Club.

Mrs. J. B. Green was appointed temporary chairman and a committee was named to draw up the constitution and by-laws. This was done and presented to the members at the March meeting and accepted. Mrs. J. B. Green was elected to serve as the first president and Mrs. Walter G. White was elected as Secretary. The purpose of the organization

was "To promote and encourage acquaintances and warmer friendships among its members through its activities". It was to strive to create loyalty among members to the Pacific Electric Railway. Its activities were to be of a nature to stimulate and encourage interest in activities sponsored by the Pacific Electric Club at its Club rooms, vacation camp, etc. It was also "to encourage and assist, wherever possible, fellow members in any laudable undertaking for the betterment of themselves and families; and to advance as far as possible, any work or plan by which its members might grow in usefulness to the community and the company."

The meeting day was set for Thursday. At first, the first and third but later changed to the second and fourth Thursdays which are the present meeting dates. Card parties are held on the first and third Thursdays and a small charge is made for these. This and all other money made by the Club is used to provide flowers for the employes who are ill in the hospital and to supply aid to all who need assistance and whose names are turned into the Club or its welfare chairman.

To enable the Club to distribute boxes of food at Christmas, an annual bazaar is given and the money thus raised is used to assist our less fortunate fellow employe. We have been able to assist a number of families just when they most need assistance. Boxes are also sent out for Thanksgiving.

From the twenty charter members, the Club has steadily increased its membership. At its peak, the membership numbered two hundred.

When first organized the name chosen was the Pacific Electric Club Auxiliary but was soon changed to the Pacific Electric Women's Club. The Club colors adopted were green and white, thus permanently honoring the first president and the first secretary. Clubs were formed in Torrance, San Bernardino and Riverside. Pomona had had an organization and it affiliated with the Los Angeles organization. While each was a separate and independent Club, they all considered the Pacific Electric Women's Club as the Mother Club. The members of these outside Clubs were also members of the main Club and have taken a very active part in each organization. Once a year the Los Angeles Club is the honored guests of each of these groups.

The object of the Club, "to promote friendship and loyalty" has been steadily adhered to. A helping hand is always extended to any one known to be in need.

The flower chairman visits the hospital one day each week and has a cheery greeting and flowers or some small token for each member of the P. E. family who is confined there.

As we have no dues, the way and means chairman is in charge of devising ways to keep the treasury well filled. While the bazaar is the chief source of revenue to carry on the welfare program, the chairman of Ways and Means may plan other ways also. This year the members have been divided into groups of twenty-five and each group is expected to work out and carry through some plan whereby extra revenue may be had.

The Women's Club is truly grateful to all who so generously assist each year in making the bazaar a great success. They are the ones who make it possible for us to do our part in helping others to get over the rough place.

The Women's Club would also like to extend an invitation to join our group to all women of the Pacific Electric or Motor Transit families who wish to assist us in carrying on our work.

The Club was organized in March, 1928 and the presidents in order in which they served are:

- Mrs. J. B. Green.....1928-29-1929-30
Mrs. Geo. B. Miles.....1930-1931
Mrs. W. A. Bishop.....1931-1932
Mrs. A. C. Smith.....1932-1933
Mrs. Frank Miller.....1933-1934
Mrs. Clifford L. Curle.....1934-1935
.....1935-1936
Mrs. Dannie Barnard.....1936-1937
Mrs. Lloyd Murphy.....1937-1938
Mrs. Harvey Fuller.....1938-1939

Honorary Officers

- Mrs. J. B. Green.....President Emeritus
Mrs. Nellie M. Spencer.....
.....Mother Emeritus
Mrs. Louis Huelsman.....
.....Aunt Martha

The Club has had many outstanding programs but the ones that stand out most clearly are, first, the Birthday Cake installation ceremony given on the third anniversary and installing Mrs. Geo. Miles and her board. Mrs. F. E. Geibel planned and directed this clever service and it was a brilliant affair. A large cake had been built on the stage and the outgoing president and her board were hidden inside. At a given signal the President lighted two candles, signifying her term of office, and the members of the board were introduced, their heads breaking through

the cake frosting as their names were called. The incoming President then appeared and lighted her candle by the former President's candle and her board took the places of the outgoing board.

It was wonderfully planned and beautifully executed. The next one that was outstanding was also planned and directed by Mrs. F. E. Geibel. It was in celebration of the fourth anniversary and was also an evening program held in the Club theatre. This time it was a large album and the past Presidents and the outgoing board were shown as the pages turned, then, the incoming President and her board took their permanent places in the book and were presented. Both of these programs were open to the public and were largely attended.

The outstanding program given for the members and their friends was planned by Mrs. Lon Bishop. It was an Illinois Day celebration and cleverly executed to prove that Illinois was as large a factor in the U. S. as was California. It was a wonderful success and was greatly enjoyed by all those present. This was given in May, 1930

A custom begun in September 1929 and which still is observed is President's Day. This is the occasion when the President shares honors with the President of the company and the four men most interested in our organization, in F. E. Geibel, E. C. Thomas, C. Thorburn and N. B. Vickery, being the guests of honor. The Vice-President and her committee have full charge of these affairs and each year the program worked out is most delightful and the setting is most outstanding.

In 1931-1932 period, during Mrs. Bishop's administration, Mrs. Nellie M. Spencer, who's husband had been one of the oldest and most beloved members of the P. E. family, was installed as "Mother" of the Club. The ceremony and program on this day constitutes another outstanding day.

In 1937-38 during Mrs. Murphy's administration another faithful and devoted member of the Club was honored and was installed as Aunt Martha of the Club. This was Mrs. Louis Huelsman who for years has quietly contributed to all calls of distress but does it so unassumingly that few know anything about it.

The P. E. Women's Club has had a pin designed for the past Presidents. This is presented to each outgoing President at the completion of her term of office. The first of these was made and presented in 1932-1933 period.

P. E. WOMENS CLUB NEWS

December 8 and 9 were gala days for the Womens Club, as our Bazaar was a complete success.

Mrs. Cora King, general chairman, and her co-workers were kept busy for several weeks making preparations for the event, which was climaxed with an evening card party which was well attended. Mrs. Weatherly acted as hostess for the evening.

Mrs. Fuller and Mrs. King express their thanks to the following ladies for their help in making the two days successful and pleasant.

Tea Room—Goldie Hart, Mms. McDonald, Ashcraft, Dietz.

Cooked Food—Mms. Bell, Woodbridge, Knapp, Burkhard, Hornbuckle, Hoppenrath.

Candy — Mms. Schuertfiger, Andrews.

Marmalade and Jellies — Mms. Langsten, Weatherly, Theide, McDaniels, Weimer.

Ham—Mrs. C. Ward.

Ties—Mrs. Smart.

Fortune Teller — Mrs. Vera Mackay.

Door Prize—Mms. Andrews, Dunhan.

Pottery—Mms. King, Pierce.

Fish Pond — Mms. Tucker, H. Thomas, D. Burke.

Aprons—Mms. E. D. Rand, Crunk, Fenwick, Dietz.

Fancy Work—Mildred Eduards, Ellen Sach, Florence Grambling, Sarah Chaplin, Olca Davis, Mae Harve, Winne, Barnard.

White Elephant and Miscellaneous—Mms. W. A. Hasty, J. R. Herrin, L. M. Sinotte.

Prizes Won—Pillow Cases, Mrs. C. Ward, Adele Dale, F. S. Weimer; Pottery, Mr. Lovell; Ham, Mrs. S. Ranleau; Door Prize, Mrs. Lewis Huelsman (Aunt Martha) of our club; Doll, Davey Brown.

After a short business session on December 15, a happy Christmas party was enjoyed by all. Carols were sung, and a short skit was given by the Echo Park Womens Club, "Oh Ma, Ma." Cast included Mrs. Stearn, Mrs. Richards, Mrs. Rice, Mrs. Allen, and Mrs. Fenwick.

We were not forgotten by Santa, with the singing of "Jingle Bells", Mrs. Santa (Mrs. Miller) with her sleigh and pack loaded, visited us and gifts for all were distributed.

The tea tables were gayly decorated in holiday array of miniature sleigh and reindeer and tiny Christmas trees. Place cards were the Wise men and star of Bethlehem. A committee of officers served lovely refreshments. Mrs. Fuller, Mrs. Bell, Mrs. Burke, Mrs. King, Mrs. Neal, Mrs. Deitz, Mrs. Waton, Mrs. Fenwick, Mrs. Schuertfiger.

Mrs. J. H. Robertson from Santa Monica is to be congratulated on his hobby and the Club wishes to thank him for his lovely table of novelties displayed at our Bazaar.

January 12, the Auto Club will present a program, also a talk and pictures on Death Valley will be given.

January 26, there will be a Hand Craft display.

Quick, the Rolling Pin

Wife (hearing rattle of the front door knob at 2 a.m. appears at bedroom window) — Why, John, what are you doing?

John—Sh! I'm trying to get Honolulu.

\$15.75 \$18.75

**D O D G E
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Los Angeles

Recognition Given For Good Service

LETTERS PAY TRIBUTE TO MEN OF THE SERVICE
FOR WORK WELL DONE

To the desk of the Editor a day before Christmas came a lovely greeting card, the engraved wording saying "With the best of all good wishes for Christmas and the coming year". And, better than that was this written message to a conductor whose name we do not know: "May I express my appreciation to your company for the courteous assistance of one of your employes—a conductor on the 7:15-8:18 Glendora line—in handling my numerous cumbersome packages."

Here is another "swell" letter received with regards to the action recently of Motorman R. F. Fehn, of the Western District, who at the time was rendering duty as a Conductor on the San Fernando Valley Line. "Permit me to report an act of unusual courtesy by one of your employes on the morning of December 13th, 1938. An elderly lady boarded the San Fernando car, on which we were also passengers, at Subway Terminal at 7:58 in the morning, travelling to North Hollywood. The Conductor of the car was most gracious in rendering her every assistance, as she had several packages. It was not so much what he did, as the way he did it which prompts this letter. His cap number was 2023, and I inquired of the Motorman as to his name. This gentleman's (and I mean gentleman) name is Ralph Fehn, and it is with genuine admiration for his courtesy that I report this incident to you, particularly since people are too often in a hurry to criticize when something goes wrong."

F. M. Strickland, Motor Coach Operator on the Glendale Line, is highly complimented by a frequent traveller over that line, for his very careful driving during the past severe rains over badly flooded highways, and for his thoughtfulness in choosing proper places at which to discharge his passenger so that they could avoid wading deep water to the curb line.

A Motorman who knows his job and is constantly alert becomes a life-saver at some time during his railway career. Evidently E. P. Remelt, Motorman of the Western District, is that kind of an operator. A letter regarding him says: "I was on P. E. Car No. 867 coming in from Redondo on Sunday afternoon and was struck by the foresight and forethought of Motorman 2487 (E. P.

Remelt). An automobile full of people either skidded or was driven from a side street in front of us. Instantly I knew the occupants of the machine were to be smashed to bits, when, by a miracle, the motorman saw them before I did and had such good control of his car that he stopped it and the auto driver righting his car went nonchalantly on his way. I drive my own car, but I am often amazed at the risk auto drivers take with street cars. The way Motorman 2487 handled his car in avoiding this accident is the best I have yet seen and I wish to call your attention to it."

Written by a gentleman, who, because of his training and employment should and does know what the proper kind of service is; his letter, which follows, pays a fine tribute to Conductor J. H. Doherty, of the Western District. "Having commuted on your trains for the past 15 years, I have experienced many acts of discourtesy and thoughtlessness on the part of your conductors and have often wondered why such mistreatment of your customers is tolerated. You no doubt have a merit system of some sort which credits or discredits a man for the performance of his daily job, and with this thought in mind I wish to call your attention to Conductor 2502 on the 5 p.m. Venice Short Line Limited on the afternoon of December 14th. It was a rather wet and miserable evening

and of course at this time of night your passengers are not in a very receptive mood; however, this particular gentleman performed his duties in such a manner that it was outstandingly noticeable. His extreme courtesy was very apparent and he even reflected an appreciation for your patronage. To itemize the splendid manner in which he handled himself would incur too much detail as our attention on this man was not focused by merely one act of courtesy but by many too numerous to mention. It may interest you to know that this is the first letter of commendation I have ever written and also that my income is derived from teaching people to express an eagerness and willingness to be of service to their customers. Furthermore, this gentleman's activities were noticed by other passengers, proven by the conversation I overheard from the next seat."

Conductor K. E. Leonard, of the Hollywood Line is commended by a patron who left her purse on his car recently. Mr. Leonard by his close attention to his passengers and to the other duties of his calling, secured the purse and arranged for its return to the owner.

Conductor G. R. Stevens, who last month was commended for his courtesy to patrons, is in receipt of another "boquet" this month for similar reasons. You know, it's a habit with Stevens. Three letters to the good for him this month.

And as one girl put it, "Everything I want to do is either illegal, immoral, or fattening."

GRAHAM & ISBELL

FUNERAL DIRECTORS

915 WEST WASHINGTON STREET

PRospect 5590

PRospect 5501

Our prices to P. E. Employees and their dependents always assures them of a better Service for less money than they can obtain elsewhere.



AMERICAN LEGION BIOGRAPHY

WALTER L. HUME

Walter L. Hume was born in Terre Haute, Indiana. After completing High School he went into the telephone business. He was working for the Bell Telephone Company in Indianapolis in 1918. He got tired of snow, ice and cold, so he made a visit to Los Angeles, to thaw out, before enlisting in the army. While thawing out, he started working for the P. E. as a telephone repair man, in April 1918.

Hume enlisted May 28th, 1918. Served with the 166th Depot Brigade, at Camp Lewis, Washington; later was with Headquarters of the 160th Infantry, at Camp Kearney, a part of the 40th Division, and sailed on the British Steamer Cretic to Liverpool, in August 1918. Thence via Knotty Ash Camp, Southampton and Le Havre to Nevers, France.

Later he was detached from his company and served as a telephone operator at the 40th Division Headquarters, at Revigny until the Armistice.

After the Armistice he went on pass to Verdun and then was sent to Base Section No. 2, near Bordeaux. He sailed from Bordeaux, March 15, 1919, on the Walter A. Luckenbach, to Hoboken. Was discharged at Camp Kearney, April 15, 1919. Since that time he has been working as a telephone repairman.

W. L. Hume was a Charter Member of the P. E. Ry. Post. He is our Service Officer; Assistant Sergeant-at-arms; Chairman of the School Awards Committee, and a member of the Publicity, Rehabilitation and Child Welfare Committees. He is also an Alternate to the 23rd District, and was an Alternate to the last Department Convention.

AMERICAN LEGION POST 321

By James E. Davis

At the December 13th meeting of P. E. Ry Post, Comrade Sebring who is a member of the Order of the Purple Heart, talked about valor medals of Our Country, and the Americanization pictures now being put out by Warner Bros. These pictures are based on important events in the history of Our Country. They are made in Technicolor, and are historically correct. They are Warner Bros. contribution to the American Legion Americanization program. They will be available for schools etc. with charge.

Other visitors at this meeting were Cole Dock and Larson of Lennox Post.

Chaplain Nichols reported that Christmas baskets, with the veteran's name on each basket, will be given to the inmates of Ward Three, at Sawtelle Veteran's Hospital. Also special baskets will be given to the widow of Comrade Tommy Lyons, and First Vice Commander Burgess N. Broberg, who is still in St. Vincent's Hospital. The Ladies' Auxiliary is to wrap the baskets.

The Historian being absent from this meeting on account of a cold, Service Officer W. L. Hume sat in his chair and made the notes of the meeting on which this report was based.

December 27th — Comrade Getz was seriously injured by an auto Friday night, December 23rd while crossing a street. He is in St. Vincent's Hospital.

Comrade Broberg is out of the hospital, at last. We were glad to see him back in the First Vice Commander's Chair. Chaplain Nichols reported 33 Christmas baskets delivered to Veterans in the Sawtelle Veteran's Hospital.

Conductor Warren S. Harris is now a member of this Post. He served in the Motor Transport Corps during the World War.

Tuesday night, January 10, 1939, there will be a joint meeting of this Post and its Auxiliary, in the Ball Room of the P. E. Club at 8:00 P. M. The Officers of the Auxiliary listed in last month's P. E. Magazine will be installed at this meeting.

HOPE HELD FOR RECOVERY

Many friends of W. Getz, of the Car Distributing Bureau, who was most seriously injured in collision with an automobile on December 23, will be glad to know that the physicians are now hopeful of his recovery. It is reported that among other injuries, he received a basal fracture of the skull.



AMERICAN LEGION BIOGRAPHY

HAROLD KNOWLTON RIORDAN

Comrade Riordan was born in Massachusetts. He came to work for the P. E. in April, 1915, as a conductor on the Northern Division. While he was in the U. S. Navy during the World War he was on leave of absence. When able to do so he came back to his old job.

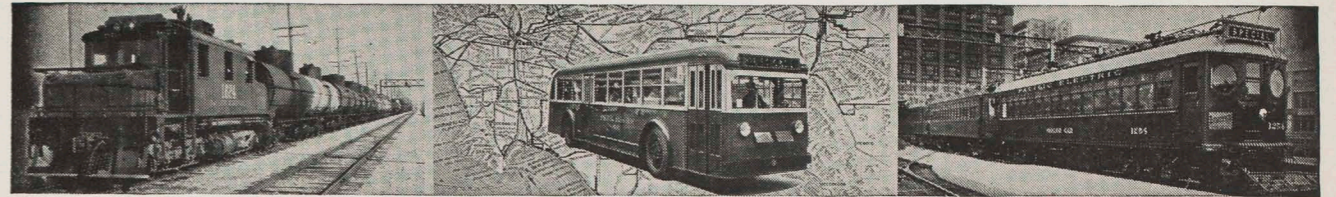
He enlisted in Los Angeles, January 24th, 1918. He served at U. R. T. C. San Pedro until March 25th, then at Section, Base, 4th Naval District at Cape May, New Jersey. Later he served on the U. S. S. West Galoc and the U. S. S. Westerner. Then he was attached to the Bureau of Naval Intelligence in connection with U. S. S. Doherna. He spent eleven months and on half in overseas service. Posts of entry, Gibraltar, St. Nazaire, Brest, Bordeaux and La Pallice.

He became disabled in line of duty, was hospitalized in U. S. Naval Hospital at Philadelphia. He was released from active duty September 2nd, 1919 and discharged from the Naval Service January 24th, 1922, as Ship's Cook, 2nd Class, confirmed.

His disability is now classed as 86 per cent permanent. He has spent considerable time in Veteran's Hospital at Sawtelle since his discharge. The last time was last November. When not in the hospital he is under their care as an out patient. He is still a Northern Division conductor when able to work.

He is Chairman of the entertainment and refreshment Committee of our Post. He is also a member of Chapter 5, Disabled American Veterans of the World War. He was the first Commander of the Pomona Chapter D. A. V.'s. He is a member of the "Useless Past Commanders of Disabled American Vet's, World War."

SAFETY NEWS



CLASSIFICATION OF NOVEMBER, 1938, ACCIDENTS

Train Service Accidents During November, 1938 Compared With November, 1937

	SYSTEM		Increase or Decrease	Percentage
	1937	1938		
1. With Pedestrians	7	5	2 Dec.	28.57%
2. At R.R. Cross. (Other than Co's)	0	0
3. Between Cars of Company	1	2	1 Inc.	100.00%
4. With Vehicles and Animals	163	134	29 Dec.	17.79%
5. Derailments	10	7	3 Dec.	30.00%
6. Equipment	2	4	2 Inc.	100.00%
7. Boarding Cars	14	8	6 Dec.	42.86%
8. Alighting from Cars	15	22	7 Inc.	46.67%
9. Injuries on Cars (not in collis'n)	16	22	6 Inc.	37.50%
10. Falling from Cars	0	1	1 Inc.	100.00%
11. Doors, Gates and Guard Rails	8	5	3 Dec.	37.50%
12. Ejectments and Disturbances	3	5	2 Inc.	66.67%
13. Employees	7	8	1 Inc.	14.29%
14. Miscellaneous	1	2	1 Inc.	100.00%
15. Total—All Accidents				
Passenger Rail	214	194	20 Dec.	9.35%
Motor Coach	24	23	1 Dec.	4.17%
Freight	9	8	1 Dec.	11.11%
Total	247	225	22 Dec.	8.91%

SAFETY ADVISORY COMMITTEE

APPOINTED FOR JANUARY

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, January 27th, 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 January:

- | | |
|--------------------------|-----------------|
| Northern District | Terminal |
| C. S. DeBaun..... | Pasadena |
| W. S. Harris..... | Macy Street |
| B. W. McCullough..... | San Bernardino |
| Southern District | |
| W. H. Fast..... | Los Angeles |
| C. A. Bjorklund..... | Long Beach |
| W. W. Braley..... | Butte Street |
| Western District | |
| H. R. Crandell..... | West Hollywood |
| J. R. Leslie..... | Subway Terminal |
| C. C. Berry..... | Ocean Park |
| H. A. Gode..... | 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."

A CONVENIENCE AT EL MONTE

As a convenience to patrons of our line at El Monte space in our station grounds has been leased to Mrs. Alice Campbell, mother of J. L. Campbell, Motorman Northern District, for the sale of refreshments, etc.

WORK THE SAFE WAY

Not all trainmen are required to perform the duties illustrated by the two pictures shown on this page, but enough of them do to warrant observing the right and wrong way to handle a brake wheel.

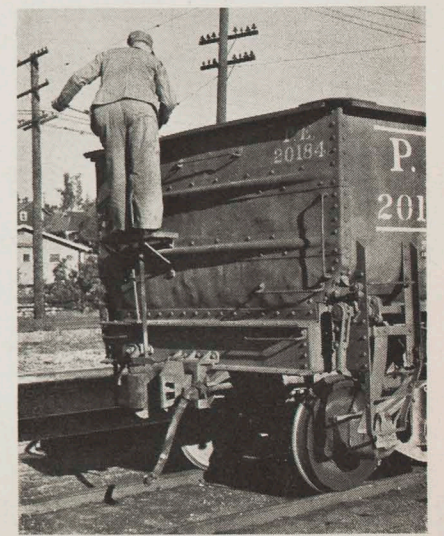
Anyone who has handled a brake club can tell you how often they slip and what they then do to the man handling them if improperly handled. Last year the railroads had 13 men killed and 747 injured from this one cause. This should be warning enough to cause us to give the matter a little study.

Note the man in the illustration with his back to you. He is pushing against the club with his left arm while pulling on the wheel with his right. If the club slips, he may fall but it will be into or against the car.

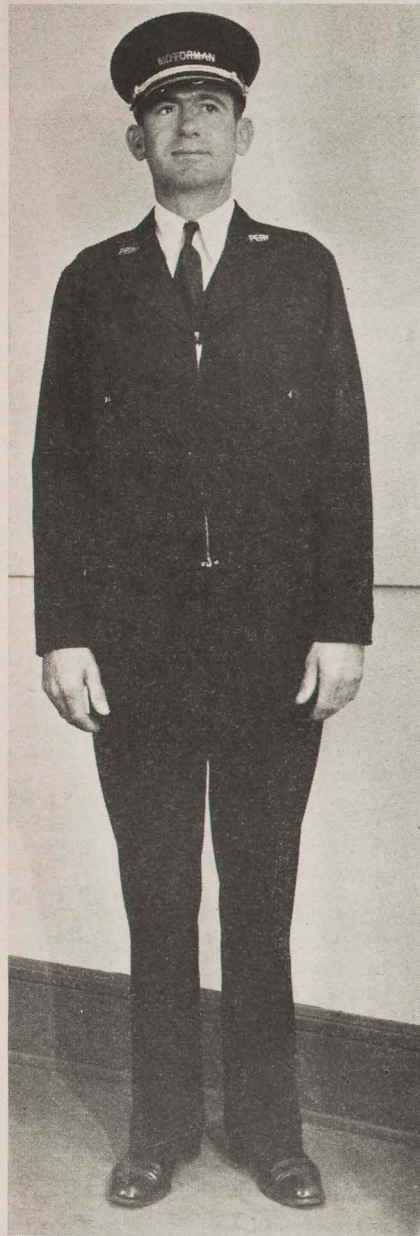
Now note the man in the other picture. He is leaning away from the car while pulling on the club. If it slips, nothing can prevent his falling to the ground. If he is on the head end of a car in the direction in which it is moving he MAY fall clear and only be laid up for a few weeks, but the chances are that he will fall in front of the train and be run over.



WRONG
If the Club Slips, just too bad.



RIGHT
The car will break the fall.



NEW UNIFORM JACKET FOR MOTOR COACH OPERATORS

The accompanying photograph of Operator H. G. Douglass, Western District, introduces to you the new style uniform jacket for Pacific Electric Motor Coach Operators, and supplies a preview of how the well-dressed motor coach operator will look when fitted out in one of these new jackets.

Not only a stylish and snappy appearing garment, it is also very durable and practical, being made of Verdun Serge.

The fact that it is tailor-made is immediately apparent in the fine finish and workmanship, particularly in the set of the collar and lapels.

The full but well-fitting back gives a freedom of movement quite different from the ordinary coat.

As carried in stock, the jacket is unlined, but for those desiring a warmer garment may be lined at a small additional cost.

With two large and one small pocket, this feature is well cared for.

This new item of uniform apparel is being adopted, effective January 1, 1939, in place of the Melton Cloth Jacket described in revised regulations which were effective March 1, 1938. Under the revised regulations for uniforms, motor coach operators may be equipped with either the leather jacket or the cloth jacket above described, or at their option may be equipped with both items of apparel as desired.

The introduction of this new jacket is in line with the constant effort on the part of this Company to encourage and assist our train service employees to maintain a high standard of personal appearance at all times, and one which will command respect and approval from the traveling public.

The Uniform Department, located in Room 218, Pacific Electric Building, Los Angeles, is maintained for the convenience of employees and is conducted on a non-profit basis under the direction of Mr. L. C. Hart, Manager. The new style jacket is now in stock, and all interested are extended a cordial invitation to visit the Uniform Department at their convenience.

OPPORTUNITY FOR KNOWLEDGE

A few copies of Young's Way to Correct English are still available at the Club for those who desire to purchase this valuable language help at the very low price of \$1.85 (plus 6c tax). This opportunity will not be available long for there is quite a demand for the book.

The new Young Way to Correct English textbook, which is attractively bound in blue with gold lettering, has been especially arranged for home-study with a correcting key.

STEP ACCIDENTS

We cannot be proud of our showing on this item for November. We averaged one for each day of the month, which was not so good as last November.

From several of these accident reports one gets the idea that too many men have the thought that if the accident has not been caused through some fault of theirs, their whole duty has been performed. This is going only half-way. Men in the Transportation business have a MORAL responsibility to use their utmost ability to prevent injury to passengers in their care, either from the injured person's carelessness or from outside incidents.

Enough such reports were received to have materially improved our record if in each case an alert trainman had taken the necessary steps to have prevented the accident.

Until all trainmen realize and take seriously their moral responsibility to the traveling public, we may expect a record of which we cannot be proud.

PACIFIC ELECTRIC UNIT NO. 321

By Martha Harper

The American Legion Auxiliary Unit No. 321 met early in December to assist the Pacific Electric Post No. 321 in preparing their Christmas baskets for the boys in their ward at Sawtelle Hospital. The Unit also assisted in decorating the Christmas trees at the hospital. Mrs. Phyllis Withee, Unit Rehabilitation Chairman, reports that plans are under way for the Unit to adopt a ward at the Hospital in the near future. There are many interesting ways in which to help in this work and thereby make life more bearable to those confined there.

The Unit was honored to have as their guests at previous meetings a number of 23 District Officers. It is an inspiration to the new members to have these distinguished guests.

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



Could "Santa" decline such an appeal as is being made by Ruth Wilton and Elsie Beattie, of the Duplicating Bureau?

RULE 194—PASSENGER EQUIPMENT AIR BRAKE TEST

Rule No. 3 in our book of Rules and Regulations states that when in doubt as to the meaning of a rule we should apply to the proper authority for an explanation.

With that thought in mind, let us see what is new or different in new Rule 194.

Single Cars:

The first sentence is exactly the same, but a second one is added which states that "immediately after starting running test at a speed not exceeding ten miles per hour without power applied must be made by service application of brakes and noting effect on movement of car." The careful motormen have been doing this and now all will.

Two or More Cars:

First let us note the places or conditions requiring a brake test which necessitates the cooperation of conductors:

1. When initially taking charge of train of two or more cars after make up of train is completed,
2. When adding car or cars to train at any point,
3. After car or cars are cut off at terminals, leaving train of two or more cars,
4. Except as otherwise provided in Paragraph (d) when make-up of train has been changed or brake pipe has been separated.

Now, having listed the points or conditions requiring a "full crew test" let us examine the exception in paragraph (d):

"When cars are cut off train en-route at outside points, a running test at speed not exceeding ten miles per hour without power applied must

be made after cars are cut off, by service application and noting effect on movement of train."

This is the one and only condition in a train of two or more cars where a change in the brake pipe line may be made without a test involving all of the crew.

The principal change is in where the signal for the brake test originates:

"Before starting, conductor of last car in train must notify motorman that train is made up and ready for brake test by giving one long sound of conductor's communicating signal and motorman will then make full service application, and note by

observing gauges if brakes apply and pressures are correct, then place brake valve in lap position and note if brakes hold, next place valve in release position and note if brakes release.

Conductors on all cars except head car will observe brake cylinder gauge and if less than 35 pounds is indicated or brakes fail to release, they will immediately notify motorman. When conductors are not assigned to all cars of train, conductor in charge will make required air brake test observations on cars to which trainmen are not so assigned."

Note these two points:

1. The conductor on rear car gives the signal for the test; the motorman does not.

2. In the absence of any conductor of a car, the conductor in charge assumes his duties for the brake test.

Paragraph (f) requires:

"When trains of two or more cars lay over at locations where mechanical work may be performed on cars, brake test shall be made as provided in paragraph (b).

Motormen will observe the following paragraphs:

(c) "Immediately after train has started and at speed not exceeding ten miles per hour without power applied, a running test must be made by service application of brakes and noting effect on movement of train."

(e) "Motormen, when otherwise changing cars or ends of trains of two or more cars before starting train will test brakes from operating valve and note by observing gauges if brakes apply, hold, release and that pressures are correct."

These two paragraphs (c and e) are the same as in the old rule.



Mrs. M. V. Schwartz, of the Subway Terminal Restaurant, honors "Santa" and pleases patrons.

SOME OF THE ATTRACTIVE FEATURES OF THE 1938-39 PACIFIC ELECTRIC WOMEN'S CLUB BAZAAR



PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

Mon. and Tues., Jan. 9 and 10:
Transp. Engineering Class—7:30 p.m.

Tues., Jan. 10:
P. E. American Legion Auxiliary Joint Installation. Club Balroom. Open meeting—8:00 p.m.

Wed., Jan. 11:
P. E. Rod and Gun Club Regular Monthly Meeting—7:30 p.m.

Thurs., Jan. 12:
P. E. Women's Club Afternoon Meeting and Program—1:30 p.m.

Fri., Jan. 13:
P. E. Club Monthly Dance—Departmental Groups invited. Flo Hendricks and her Dance Orchestra—8:30 to 11:30.
PLEASE NOTE: This dance has been set up to second Friday of the month instead of Third Friday.
P. E. Club Bowling League Matches—Jensen Recreation Center 6:00 p.m. and 8:15 p.m.

Sat., Jan. 14:
P. E. Agents Association Monthly Meeting—7:30 p.m.

Mon. and Tues., Jan. 16 and 17:
Transp. Engineering Class—7:30 p.m.

Wed., Jan. 18:
P. E. Masonic Club 6:30 p.m. Dinner and Installation of new officers.

Thurs., Jan. 19:
P. E. Women's Club Afternoon Card Party—1:30 p.m.

Fri., Jan. 20:
P. E. Club Bowling League Matches—Jensen Recreation Center. 6:00 p.m. and 8:15 p.m.

Mon. and Tues., Jan. 23 and 24:
Transp. Engineering Class—7:30 p.m.

Tues., Jan. 24:
Regular Semi-monthly meeting of P. E. American Legion Post and P. E. Legion Auxiliary—8:00 p.m.

Thurs., Jan. 26:
P. E. Women's Club Afternoon Meeting and Program—1:30 p.m.

Fri., Jan. 27:
Transportation Safety Advisory Committee Meeting—10:00 a.m.
P. E. Club Bowling League Matches—Jensen Recreation Center. 6:00 p.m. and 8:15 p.m.

Sat., Jan. 28:
P. E. Women's Club Special Night Card Party—8:00 p.m. Bridge, 500, Pinochle, Bunco—Door and other prizes.

Mon. and Tues., Jan. 30 and 31:
Transp. Engineering Class—7:30 p.m.

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

Fri., Feb. 3:
P. E. Club Bowling League Matches—Jensen Recreation Center. 6:00 p.m. and 8:15 p.m.

Mon. and Tues., Feb. 6 and 7:
Transp. Engineering Class—7:30 p.m.

Wed., Feb. 8:
P. E. Rod and Gun Club Regular Meeting—7:30 p.m.

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

P. E. MASONIC CLUB

Pacific Electric Masonic Club will hold its regular meeting and installation of officers for the year 1939 at the Club on January 18th.

The following are the officers for 1939:

PresidentJ. E. Douglass
1st Vice-PresidentO. B. Briggs
2nd Vice-PresidentR. R. Wilson
3rd Vice-President.....Fred F. Willey
TreasurerH. G. McDonald
SecretaryE. J. E. Hassenyeager

All members of the Club are urgently requested to be present.

REPORT OF VITAL STATISTICS December, 1938

Death Claims		Group		Mortuary
Name	Occupation	Died	Insurance	
Walter M. King	Retired Stevedore	12- 6-38	\$ 600.00	Yes
George E. Steward	Conductor	12-11-38	2,400.00	Yes
Anna Goss	Retired Car Cleaner	12-10-38	None	None
Edward E. Werntz	Retired Track Foreman	12-18-38	750.00	Yes
Raymond J. Ballinger	Conductor	12-27-38	2,000.00	Yes
Elza V. Stockton	Traffic Officer	12-30-38	2,000.00	No

Employees' Wives' Death Benefit Fund			
Name	Date	Wife of	Department
Anna Mary Peterson	12-24-39	Charles L. Peterson	Equipment

P. E. ROD AND GUN GOSSIP By Arlie Skelton

Well, here we are again at the close of one Tournament Season and the machinery all set up for the beginning of another. Good things seem to go on forever. The 1939 Tournament Season looks very promising. At the December meeting our annual election of officers was held and some very promising new blood was added to our official family. For the office of president we are sorry to part with our "Smiling Banny" as our able president, for the past two years, Mr. H. P. Bancroft, is affectionately known to all our members, yet he served us well for that time and thought it time to pass the honor of the highest official along to another deserving member.

By an unanimous vote, the members present elected the equally popular W. G. Knoche president for 1939. Mr. Knoche is well known and held in the highest esteem by all the members and we wish him a very successful year. 'Tis said he is very economical and shrewd in his business dealing and we may be sure of value receiving for all money the Club advances. Mr. L. J. Bush was elected First Vice President and Mr. A. C. Smith, Second Vice President. They are both well known and well liked by all the members and with three good men like these at the head of an organization, it is bound to do well.

For Financial Secretary, Mr. F. B. Patterson has been doing such a splendid job in that capacity for so long and still being willing to continue on no change was made. For Treasurer, Mr. C. G. Gonzalez has always managed to pay our legitimate bills and come out at the end of the year with some money left in the bank, so he was re-elected. For Recording Secretary, yours truly managed to survive the wrath of the Nominating Committee by promising to do a little better in the future was re-elected. For the Executive Committee, ballots were prepared, the five candidates polling the most votes were elected. Results: H. P. Bancroft, J. W. Clay, B. F. Manley, D. E. Porter and L. L. Lloyd were

elected. Other Committees, Field Captain and Fishing Captain to be appointed by the President-elect, and announced at the regular January meeting.

In the event our present Fishing Captain is re-appointed, it is hoped in addition to an official mouth piece being furnished him, (as our mountain climbing friend Burleigh Manley is known) it is also hoped he will be furnished a guardian so we may be able to get him to meet with the Prize Committee for the purpose of checking the registrations. The Prize Committee met for that purpose on December 20th but it seems our own beloved Scotty Braley remained home to tie up Xmas packages, string popcorn for the Xmas tree and mind the children while Mrs. Braley finished her Xmas shopping. Now we know who is the boss in that family.

At this time I want to thank my many friends for the confidence shown in re-electing me to the office of Recording Secretary. Serving you in this capacity for the past two years has been a pleasure. I wish you all a Happy and Prosperous New Year with lots of good hunting and fishing trips.

Hull Bros. Lumber Co.

LUMBER — SASH — DOORS

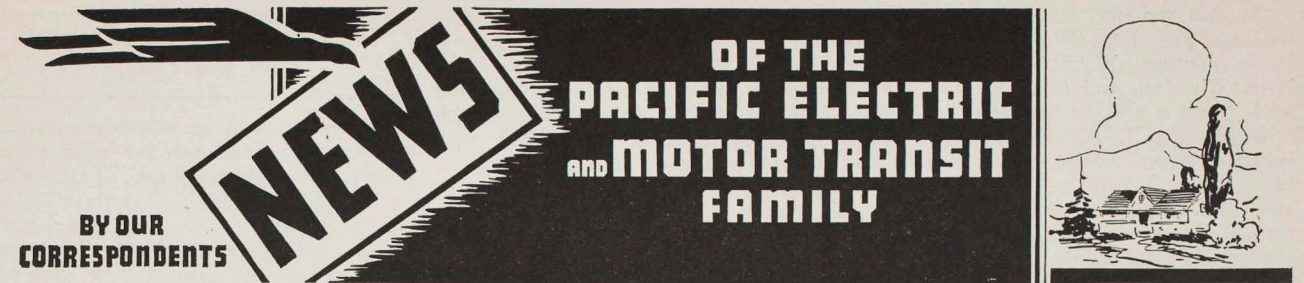
8635 Melrose Avenue

WOodbury 63161 OXFord 2669

LOS ANGELES, CALIFORNIA

PLEASE NOTE

The next P. E. Club Dance will be held on Friday, January 13, 1939. This dance has been set up from the usual third Friday of the month for this month only.



BY OUR
CORRESPONDENTS

TORRANCE SHOP NOTES

By W. M. Brooks

Torrance Shops wishes you all a very happy and prosperous New Year.

You know, the Christmas holiday is really a wonderful thing, if one would but enter into the spirit of the season. Old man Scrouge found he hadn't enjoyed life at all until he opened the door to "Christmas Spirit".

What is true of Dicken's "Scrouge" is true of us all.

George Evans, Superintendent of Shops inspired by "Christmas Spirit" initiated our first Christmas Tree at Torrance Shops. It was attended on Saturday morning by the Foremen only. The thought was expressed that it would be much nicer if the entire shop force could participate, but their number made it prohibitive.

Mrs. Nixon decorated the tree, which was furnished by Mr. Evans, and when she finished, it was really beautiful. Mrs. Davis provided coffee and Mrs. Nixon baked a fruit cake, and can she bake 'em.

We all enjoyed a happy hour together.

Happy to report that Dan Leonard is expected back to work January 3rd, after a prolonged illness.

Tom Kendrick is also back on the job warming the foreman's chair in the Blacksmith Shop. We are all glad to see him back. Tommy has a way with him.

Did you ever lose your teeth? Al Winkler lost his and to date we have no report of their being found.

Two old timers retire January 1st. Oscar Breese of the Carpenter Shop and Harry Brumter of the Air Electric Shop. To each of you our best wishes are given that you may have many many years in happy search of contentment.

Heber Blankenbiler of Pasadena was a visitor at the Shops December 30th.

Pride in one's native state must be a sort of localized patriotism. Henry Hogan hails from Georgia. Yas suh Georgia excels in the production of most everything. Carlton Bell however claims that Missouri outclasses Geor-

gia in raising mules. Carlton did not state whether he is from Missouri or not.

Incidentally however, Carlton Ball is the main stay of our Torrance notes, for without his notes, these columns would be slim indeed. His holidays were gladdened by a visit from his daughter Mildred, now Mrs. C. N. Schmidt of Kings City, California and his son Harry from Fresno State College.

Eldon Gilliam has nearly completed a new home, which he constructed himself during spare time. We are informed it combines many distinctive features built from Eldon's own ideas, and to be modern in all other respects.

Anthony Zamperini (the daddy of our famous Louis) and his family were most agreeably surprised Christmas morning from his son Pete of a brand new Plymouth Sedan.

Walter Bloomfield, Electrical Machinist, was made happy Christmas by the present of a new Teddy Bear. He is now tired of it however and wants to swap it for a Wetsy Betsy doll.

Harry Brumter, retiring January 1st, was presented with a handsome fishing reel by his fellow workmen to express their best wishes and friendship.

To Anthony Zahradnik comes the vicarious pleasure of a degree of "Cum Laude" conferred by Los Angeles High on his daughter Gloria. Congratulations Andy.

Frank Thompson, Avila Chicoine and Marcus J. Edwards were rooters at Los Angeles Coliseum Friday night December 30th.

Danny Barnard has been shifted from the floor of the Winding Shop upstairs to the balcony, with the rest of the girls. We are informed that the boys are taking up a collection to buy him a brassier.

Bill Hankins and Sam Whiting travelled to Valos Verde in Imperial Valley to get some Colorado River cat fish. There was an old mammy sow with a litter of piglets down there with the same idea. They both got fish. The boys first and parked them in a five gallon can. The pigs later when the boys were not looking. They did look in time however

to see the last fish being distributed to the piglets.

Charles Benson has been off the past week recovering from the loss of his tonsils.

George Bailey has been visiting his family in Sacramento during the Holiday week.

Harvey Beckwith expects to have his eyes operated on during the first week of January.

James Tarbit has moved into his new home at 353 116th Street, Los Angeles. It's his own castle too.

Jean Rivet spent the holidays in San Francisco visiting relatives.

Gus Gunderson reports a very happy Christmas for himself and family.

MACY STREET TERMINAL

By L. I. Mosier

Conductor "Chet" Collins has returned to work for a brief spell during the school holidays but expects to return to Stanford early in January. "Chet" says the Stanford Football team is much better than their record would indicate and you can't tell him any different.

Speaking of Football, Asst. Trainmaster E. B. Griffin states that his Christmas mail was extremely heavy this year, having received numerous cards from various localities, and all bore the same: (Greetings from Southern California—13 to 0) This must have a direct bearing on the recent Southern California-Notre Dame football game, as the above figures would indicate. "Griff" does not hesitate to name the source of all those Phantom cards as there is a certain Terminal Foreman in Pasadena who was a spectator at the game and we are a little suspicious.

Motorman C. E. Young is the proud owner of a brand new Plymouth car, having purchased same late in November.

Conductor L. T. Bashore left our midst early in January for an indefinite period to take up his new obligation as Assemblyman from the 49th district, and his address will be Sacramento for the next few weeks.

Conductor C. V. Thompson has recently bid back to Macy Street from Pasadena Terminal. Welcome back to Macy G. V.

At this writing, the following are on the sick list: W. W. Widdess, E. L. Young, E. W. Steinmueller, H. K. Riordan, and B. S. White. We wish them a speedy recovery.

Conductor H. F. Trockel has just returned from a short visit in Kansas City and way points where he and Mrs. Trockel spent the Christmas Holidays. Trockel reports they saw some real winter weather and was glad to get back to Southern California.

Well, boys, the races are on so keep your money in the bank as it may be a hard winter.

ACCOUNTING DEPARTMENT

By Thomas Hinkle

With the Christmas holidays now over and the New Year already underway and some of us still wearing those razzle-dazzle Christmas ties given by mother-in-law, we proceed with the task of bringing to you the most interesting news of the month.

Highlights of the Yule season were the Xmas breakfast held in the club, Saturday the 24th from 7 to 8 A. M., and Mr. Lovell's free raffle of a beautiful 32 piece set of Bauer Pottery dishes. Mr. Fleshner drew number 66 from a box high in the air which made a very Merry Xmas for Mrs. Florence Moss of the Timekeepers bureau. Mrs. Moss just knew that 66 was a very lucky number. The breakfast, attended by some 30 odd fellow employes was considered a success by those present as the food was very plentiful and very good. Next year we plan to have a bigger and better breakfast and hope for a larger attendance.

Our good friends Katherine Fox Doll and Milford Loucks dropped in to bid us the greetings of the season. It is always good to again see the faces of old friends. Godfrey King was seen doing some banking just before Xmas and wished me to convey his greetings to his many friends. Godfrey is getting along fine in his Travel Bureau business at 515 South Spring Street. Drop in and see him. Other current events of importance:

Elizabeth Reckweg of the Conductors Accounts signed on the dotted line just before Xmas, thus changing her name to Amalong. Mrs. Amalong left the service December 31st and at which time was presented with a beautiful set of cut glass stemware and a miniature washing machine. We all extend our heartiest congratulations to her and her new husband.

I understand that Grace Walkup, also of the Conductors Accounts, did a "Walkup" to the marriage license bureau and likewise agreed to dispose of her old name. By the time

this is printed she may have a new one.

Joseph C. Lortie and Mrs. Neva Bargaehr were quietly married Christmas day in the Magnolia Park Community Church in Burbank with few close friends and relatives attending. After a reception given at the home of Mrs. Arch Feary, the couple left by train on a honeymoon.

Philip Still has joined the shovel leaning army of W.P.A. workers. Phil as you probably know was given an indefinite leave of absence January 1st for assistance in a W.P.A. project covering compilation of company retirement records.

Theme song dedicated to Irene Hurlbut: "Show Me the Way to Go Home". Our Heroine went to Albuquerque last month to meet her sister who was driving to California to visit the early settlers of Wilmar. Irene was to act as guide so as to be sure her sister would find the Marley residence without fail. Everything went fine until the journey in the wilderness between Los Angeles and Wilmar (8 miles). Here the wisdom of our guide faltered and failed and lo and behold the immigrants went astray and got lost in the wilds of Alhambra. After many inquiries and much roundabout travelling Irene finally came through and guided the caravan the remaining 2 blocks to her home.

Construction of Charles Sein's new Monterey type home at 2028 South Stoneman Ave., Alhambra has been completed and he cordially invites your inspection visit.

Al Manhart is now following in Charley's foot-steps and has signed and sealed papers which will begin the construction of his new home.

Mr. Russell C. Hollinger has finally graduated from night school. Through his own undying efforts and years of study he has earned the honorary degree of B.P.S. It is fitting that Mr. Hollinger, B.P.S., be congratulated by each and every one at this time, because very few students are talented sufficiently to acquire this distinction. Russell, as some profession and in line with his degree, Bachelor of Pencil Sharpening, he will be only too glad to demoncall him, is now a past master at his strate his ability for you. I am told that he received a mechanical pencil sharpener for Xmas.

We are happy to see Frank Wilson looking so well again. Mr. Wilson returned to service December 14th following a 90 day leave of absence period he took for a rest.

It is reported that our former co-worker Harley B. Clark passed away at the General Hospital on December 25th, after a long confinement in the Hospital. Our heartfelt sympathies are extended to his family.

PURCHASING DEPT. NOTES

By Ray Cragin

Here we are at the beginning of a new year and we are glad to report that all members of this Department are back to normal after the Christmas and New Year Holidays. All presents were given and received as the case may be, and the exchanges have been made on gifts where the giver over estimated the size of the receivers foot when giving socks, or put out red ties when blue ones were preferred. The Rose Bowl game has been put away for another year and my pal George Quesenberry can now sit back and rest until September when his Trojans will again go forth to do battle.

"On Wisconsin, On Wisconsin" sings Miss Dorothea Berenak. It is all brought about by that Christmas Wire from the boy friend in that State. The young lady also states that her team the Amazons are going to live up to their name from here on and the rest of the bowlers better be at their best when they meet the Wild Women or the score will read wone none, lost four.

"We note in the *Veterans Review*, the official publication of the V. of F. W. that "Little Man" Floyd Gill has been named Chairman of the Housing Committee for their state convention in Los Angeles in June. "See me and I'll put you to bed" is his slogan. He will have a lot of things to do and that bicycle Rose Mary got for Christmas might be put to good use by her daddy.

Roy Ewing has been holding down the Torrance Truck in the absence of Ed Rand. It was rumored around Venice that Roy had a milk route as he was seen leaving home about that time in the morning. However Mrs. Ewing explained to the neighbors that Roy was leaving for work at Torrance.

Mr. Ted Sorensen put on his spurs and came to town from the Big Industrial City to be the jockey on the pick up truck, and is daily seen dashing about our busy streets with parts for Red Cars and Coaches.

"Two Gun Cain" picked the Christmas Season for his vacation. He happened to stroll into the toy Department of the May Company one day and all the kids took him for the "Lone Ranger". He asked "Cap Gun" Kitto to become his partner. "Two Gun" has offered Kitto a blanket if he will be Tonto and they will go out and do some good deeds.

The following news from Torrance:

My boy friends at Torrance who furnish the news of the goings on in the Big City did not have much to

report this month. They were either busy recuperating from the Holidays or busy playing with Junior's electric train and the result was not much news.

The Zurborg family who are musicians do not have instruments according to their size. Papa August who could make the fullback position on any football team plays the flute while his young son plays the cello. How about trading August, and let Junior do a little blowing for awhile.

It was told around the Torrance Store that Fred Hopkins was in love. This caused considerable excitement and a Committee was formed to investigate. When Fred was approached he said he was, and then sang "I'm in love with the lady on the Two Cent Stamp." These stamp collectors do funny things.

Jose Torres has taken a vacation and gone sight seeing in Texas and Mexico.

PACIFIC ELECTRIC RESTAURANT AND NEWS SERVICE

We are all wishing Miss Grace Nichols the best of luck on her recent promotion from Assistant Manager of the 6th and Main Streets terminal Fountain Lunch to Manager of the Long Beach station Fountain Lunch. Although this is her first move to Long Beach since the restaurants and news stands have been operated by the Pacific Electric, Grace is no stranger in Long Beach as she was located there at one time when the units were being operated by the Interstate Company.

Dave Drobman replaced Justin McCarthy as the new stand agent at No. 101 in the 6th and Main Terminal the first of the year. Mac's going to become a supersalesman for an outside concern after getting in BIG start with our organization; while Dave is really a local boy making good, having started as helper in the stands while still attending school Good luck to both of you!

Now that the shouting and tumult has died, we're all looking back on the busy days we had during the Holidays. Capacity crowds were handled at our restaurants and fountains without a hitch and received our customary fast and pleasant service, many compliments having been made. The personnel at the units are to be complimented on their fine holiday decorations, especially Mrs. M. Schwartz at the Subway Terminal restaurant who presented a fine tableau of the Manger. (She even removed the snow from around the Manger, and replaced it with grass, when one customer made the remark that he'd never heard of snow in Jerusalem—Authenticity, that's what she strove for!)

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EASY TERMS

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Furnish Your Home Now!

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Enjoy the Comfort of a well furnished home and pay for it while you enjoy it. You will be surprised how much in furnishings a small amount of money will buy, and payments can be adjusted nicely to meet your income. You will find a new joy in living in home comforts we can supply.

*Liberal Trade-in Allowance
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Next Door to P. E. Station — or Phone TR. 0041

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LONG BEACH TERMINAL

By M. C. Prosper

Motorman W. H. Downey retired December 1st after 18 and one half years of service with the company. Mr. Downey has been a street car motorman the greater part of his life, having worked on the cars in Sioux City, Iowa for 17 years, and 8 years in Omaha, Nebraska. That adds up to 43 years as a motorman, which is certainly a long time to spend at one class of work. Mr. Downey has a very good accident record with this company, so experience must be a good teacher.

Motorman Harold Brown has been off work for nearly two weeks on account of sickness. Brown returned to work just in time to bid in run 80, so of course his old run 82 has been worked by the extra board for quite a while. Run 82 has the reputation of being a bearcat and does Motorman Harold Jenkins hold his breath when he looks at the board for his next day's work.

Motorman W. W. Mooney has been off sick for several weeks and from last reports is much improved.

MISS-OUTS: During the recent weather unpleasantness peppy Phil Chapman was observed to wait impatiently, twenty to twenty-five minutes for a San Pedro car to ferry him down to Fairbanks. For three consecutive days, reports our bright-eyed Mud-hop, "Chappie" failed to see the train arrive. The first day he made it handily by a snappy dash across the street and a pardonable five-second paralysis of the conductors arm. The second day however, the train was subdued only by an astonishing high-gear sprint down the middle of Ocean Boulevard and a sparkling vocabulary. But he made it, boots and all. On the third day Conductor Cottingham happened to glance back up the track and saw what he took to be a big cloud of steam a few block back, but it was only Phantom Phil calling a cab.

Pop Wheeler wonders why it is that every morning up in Los Angeles a lot of people get up and ride down to Long Beach, and every morning a lot of people down in Long Beach get up and ride up to Los Angeles. Pop thinks the solution of the entire railroad problem is hidden somewhere in this simple query, awaiting only some brilliant intellect to dig it out.

Favorite Expressions:

Donald Smith: "Eight ball in the corner".

Barney Wasserman: "Nineteen rows of garlic, seventy feet long, I

planted. I think I'll get married in a couple of years." Better not wait, Barney.

Jimmy Leathy: "Where's Emmitt?"

Emmitt Martin: "Where Jimmy Leathy?"

Johnny Benson: "You see it was like this."

Rail-bender: "What time are you out?"

Jim Ross: "What do you care. You ain't goin' no place."

Famous Last Words

"So I says to him, I says, 'I don't care if you are the superintendent, you look like Buffalo Bill to me'."

6TH AND MAIN NEWS

By G. V. Brown

We are happy to report the new arrival in the Wild family. A swell baby girl. Mrs. Wild and baby are doing fine, but papa Wild's condition is doubtful. He tried to puff his chest out to far and broke a couple of ribs and wrenched his back. All kidding aside, we sure send you all our happiest of congratulations.

Carson says he loves to sleep. So he did. Result cost him five brownies. Oh my!

We are sorry to hear that Motorman Bob Boardman's daughter was struck by an automobile and injured painfully. She is on the road to recovery now and we are thankful for that.

It looks like J. Brock, better known as Jimmie, is trying to take Cecil Coomb's place on the Torrance line. Competition must be great.

Jack Cody, Jr. says he ate some

noodles that were so long he thought he had a ball of string instead.

Is there any truth about Cecil Coombs being a grandpa? What about it, Cecil?

We are sorry to hear Ham Brown is confined to bed because of illness. Here's hoping for a speedy recovery.

Motorman Pettit of the Long Beach line says he never wants to look a piece of lumber in the face again. We don't blame him.

Manicucci wants to know where all the chess players went to. Come one, come all, he says "I'm unbeatable".

The Western Division has their miniature railroad builder and so have the South. It's none other than R. C. Vanderpool. He has built his own miniature set from his own scale. He's working on a streamline train at present. It should be on display soon. Some of his train was on display at the Ambassador Hotel during the miniature railroad session.

Jackson and Turner claim they're glad that Christmas comes only once a year.

They say Curly Braman doesn't like red flags any more.

Joe, our barber at Sixth and Main sure likes to give the boy's a trimming. The fellows ask for it claims Joe and all he says is thirty-five cents please.

Bill O'Hern claims all the fellows who transferred to the Western Division are sure good conductors. Good for one trip in the morning and one trip at night. The best in the west, he says.

Billy Bisson of Watts is moaning that no one wants to go fishing. It looks like Billy has forgotten that

old song about the "Stormy Weather".

Geo. Ackerson is on an eighteen day vacation. He's going back where he can cool off.

Bill Silvers claims he only works Run 52 one day a week and he can't understand why everyone has to break the windows out of his train, the only day he has to work it. What a break.

Matthews is still wondering where his swell pictures went to that he found some time ago.

WEST HOLLYWOOD

By G. R. Stevens

A happy and prosperous New Year to every one as we welcome 1939. After a happy Yuletide Season, as evidenced by the cheery smiles everywhere our New Year was ushered in with high spirits and may it continue to bring health and happiness to all. We hope those New Year's resolutions remain unbroken.

Conductor C. S. Brooks took a three months leave of absence, and accompanied by his wife made a rail trip back east to visit relatives, residing in Fort Wayne, Indiana. He continued his trip on to Buffalo, New York, Washington, D. C., and Tennessee. Mr. and Mrs. spent Christmas Day in San Francisco.

Mrs. Hatton, wife of Motorman (Happy) Hatton made a trip recently to Seattle, Wash., and Vancouver, B. C. Reports having enjoyed a pleasant trip.

Motorman H. J. Sherman was off four days during the Holidays and made a trip to Fresno.

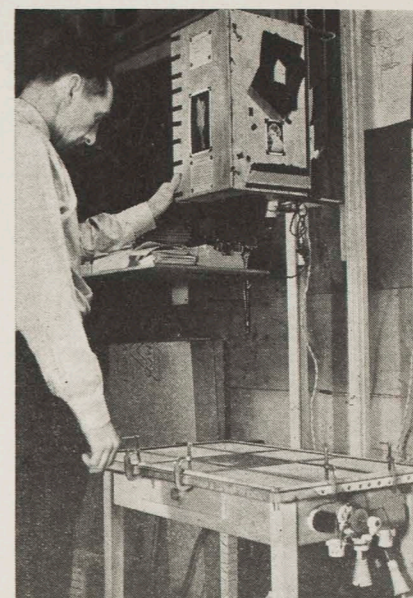
Billy Jo Baird, talented granddaughter of Motorman J. C. Crawford, played a piano solo at the Ambassador Hotel Theatre Christmas program, December 18th.

Motorman R. B. Hooper and wife drove out to the other side of Mojave quail hunting.

On leave of absence last month were, F. H. Taylor, K. E. Rodecker, G. L. Sanders, A. B. Owens.

On the sick list are G. R. Martin and T. W. Lee.

Have you a hobby? Something you like to do in your spare time? Bus Operator P. R. Hanna, working out of West Hollywood, has a most interesting hobby, that of making photographs and 16 mm motion pictures. He has a complete 16mm motion picture film laboratory which he built himself, and he develops and prints his own films after he has taken them. Hanna mixes his own chemicals and has his own formulas. He has two 16mm motion picture cameras with tripod, lens, together with his projectors are equipped with electric apparatus. He also has a 16mm printer, electrically driven. Aside from the motion picture films he takes still photos. His



P. R. Hanna in Laboratory

developing wheel is four feet long and his tank requires three gallons of developer. His lab is equipped with numerous lights necessary in taking motion pictures, and there are many wheels and reels of films. He has built his own enlarging machine which enlarges up to 20x36. Mr. Hanna's interesting collection of cameras include five still cameras, one 5x7, postcard size, a contact printer for flat work and a copying camera. Although he has two Sincophoto flash cameras, Hanna specializes in 16mm. He has 14 reels of 400 foot film on hand of pictures he has made, and a film file where negatives are stored away, some as far back as 1922.

P. R. Hanna resides at 9005 Kieth Avenue, and has been interested in photography all his life.

ENGINEERING DEPARTMENT

By Victor P. Labbe

It nearly broke Dave Boyle's heart to have to pay E. Hayward. Boyle picked Notre Dame.

Nancy Kelly and Jean Fogarty are now known as the Fighting Irish.

Happy birthday to you: L. A. Biehler, Ralph Pratt, Frank B. Patterson, Charles E. Hunt, Walter Dekema, Henry E. DeNyse, Ray G. Buford.

Ray Buford has taken up pipe smoking in a big way. (?)

F. W. Spencer is back on the job again after a rest-up at the hospital.

New Years Resolutions: Russell Duguid, an air tight, light proof office on the Sahara Desert. Nancy Kelly, a romance. Art Hildebrandt, a better brand of cigars. Gus Guerzio, an affair with Snow White. Robert Dornor, to subscribe to the Eve-

ning Herald. Donald Lewis, to learn how to be a good loser at pinochle. W. D. Boyle, to be more cheerful, if possible, to all my fellow workers. Bob Humphries, to be more thrifty and not spend any more of my money foolishly. Al Smith, to wear pansies in his lapel in place of carnations. E. Hayward, a better game of golf and not fudge the golf score.

Who is the new heart beat of Grey Oliver's forgetting all about the Compton girl. Nuff said. He met her on the rear end of the Alhambra inbound to Los Angeles.

We all miss Jean Fogarty our Queen stenographer since she has been laid off, and hope conditions will improve shortly so she can be called back once more.

Jim Flathers is doing very nicely after an operation at St. Vincents. Certainly glad to hear this and I know Jim will be glad to have his friends call and see him.

Previous issues of this Magazine have offered a series of articles dealing with the development and progress of the "Furre Catus" Foundation, established and until recently fostered by our Dean of "Scientia Combular Electrostaticisms", Donald R. Lewis. It is with regret that we are forced to announce the termination of this enterprise. Mr. Lewis has tendered his resignation, and being unable to secure the services of anyone so well versed in this particular field it will be impossible to continue, and students will be refunded anything and all they have put into the institution. Mr. Lewis further wishes to thank one and all for their cooperation and though reticent, believes his action is justified due to the adverse criticisms he has received from those not being able to comprehend the fullness and depth of activity in this field.

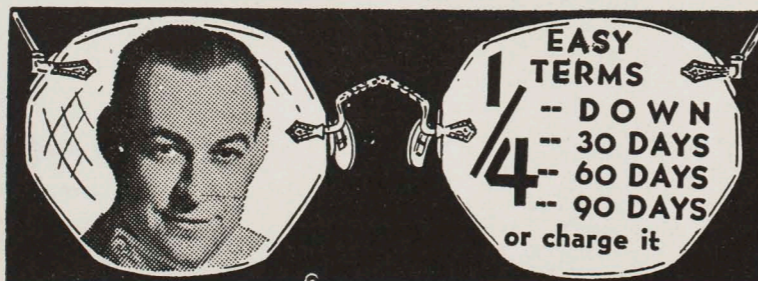
Al Smith can offer a variety of cheese for some time to come. Some good hearted soul gave him 20 pounds of a thousand varieties.

Ed "Tiny" Martin, Brea substation has invented a new handkerchief holder. He will demonstrate it to anyone interested and intends to patent it and live in ease the rest of his life.

Congratulations Paul Du Par — 7 pound boy, born Friday, December 23rd, 10:00 P. M. at St. Luke's Hospital, Altadena. Latest streamline model:

2-lung power.
Free squealing.
Knee action.
Changeable Seat Covers, etc.

I knew a girl named Passion,
I asked her for a date;
I took her out to dinner,
My gosh—how Passionate!

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MOTOR TRANSIT NOTES
By M. J. Creamer

Here's hoping each and everyone had a very Merry Christmas and a Happy New Year! The Motor Transit enjoyed their share of the holiday rush and at times the local L.A. depot took on the appearance of the Grand Central Station. Every available bus was called into service. The Greyhound party held at the Rosslyn Hotel must have been a "wow". Just ask Tucker, Jehl, Strong and a few others of the gang who dropped in at one time or another . . . and dropped out!

A number of our men managed to take off at least Christmas day to be with their families. Operators Putnam, Eddo, Sam, Axton, Smith and Cox were a few noted to be enjoying the day at home. Operator Murray and wife made a hurried 10-day trip to Aberdeen, Washington to be with their folks over the holidays and had an excellent trip in spite of the buckets of rain and highways dotted with snow. Operator R. J. McMullen commented on the usual run of ties he received at Christmas—you know, Christmas ties we mean—but no bill accompanying them so he can't take them back! Jehl flashed out with a new sweater, Rorick with a new suit and comments were aplenty!

Harriett Fisher, M. T. information and telephoen operator who has been ill for some time was sent a large box of candy by the M.T. "gang". A note of thanks has been received from her and she was very happy to be remembered! We sincerely hope that you are improving, Harriett!

Judging from the position as night baggage clerk at the Los Angeles Express office, there must be something "uncanny" attached to it as single fellow that takes the position winds up married in short order. Joe Hernandez in Pomona, got the bug shortly after he took over and now we learn that Lawrence Allen is tripping to the altar. The young lady is known to us as "Billy" Wilson and she and Lawrence will be married at the bride's folks home on December 31st. "Billy" bought him a handsome Bulova wrist watch for Christmas while he adorned her with a lovely ring. They will make their home in Alhambra. Lawrence, when asked of this sudden decision, remarked: "Well, it was like this—I made up my mind to ask her and I didn't think she would say yes—but she did!" Lawrence says that he's 21 and Billy 18, so the heartiest of congratulations will have been in order when this comes from press.

We are indeed sorry to learn of "Pat" Patterson's illness and confinement in the hospital. "Pat" (As-

sistant Agent San Bernardino) was home for a few days and then rushed back to the hospital. May your recovery be rapid!

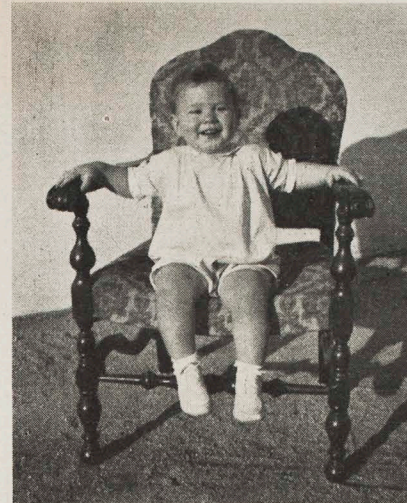
Henry Howard, Agent, El Monte, was hurt in an accident shortly before Christmas when struck by an automobile as he was crossing the street at Garfield Avenue and Valley Boulevard. His condition was very critical for a time as infection was spreading in his leg. He is confined at the St. Vincent's Hospital in Los Angeles and although none of us would want to trade places with him or suffer the pain he has been forced to undergo, we are happy that he is back on the road to recovery. Best wishes from all the "gang".

Mr. Johnson, P. E. Railway relief man is now relieving in the Los Angeles express office. Bob Cruson relieving at El Monte, Jack Sundstrom relieving in San Bernardino. (Incidentally, have a correction to make

about last month's yarn wherein I mentioned that Jack Sundstrom had two boys while in reality it is two girls! Must be slippin', so my apologies!)

Operator A. L. Stice who has been with us about five years has left the service to work with his brother who has a plumbing business in Glendale. He says plumbing is his trade! Operator D. J. Smithson, has returned to service and mighty glad to be back. Operator "Bill" Golf celebrates his 18th year with Motor Transit on January 4th. That's a long time to his record!

Operator E. L. Worsham off sick for a few days. Stanley Moore (alias "Rankin") car cleaner, having molar trouble, that is—having 'em pulled both upstairs and downstairs. Held off over Christmas for the final yanks as he wanted to save a couple for that Xmas turkey and all the trimmings! Jehl's have moved from



"WHAT A SMILE"

Larry Lee Lamb (15 mos.) Son of Mr. and Mrs. B. C. Lamb.

their residence in Glendale to Montrose. Tucker's moved from Alhambra to El Monte. Rhinards moved to a new residence in El Monte. Incidentally, "Guy" Rhinard remarked that his best Christmas present was the return of his wife from the East where she has been a number of months and whose arrival had been anticipated and postponed for a long long time!

Operator F. X. Goeschl had a welcome surprise. Was a bit gloomy on Christmas eve when he didn't see any Xmas presents but the surprise came on Christmas day when he got a '30 Ford in good shape to run around in. He bought the wife a Gruen watch for Xmas.

Many wonder what happened to Neil Seyforth and his song. Wasn't it "Melody Lane?" Well, maybe they'll play it for him on the opening day at Santa Anita.

Operator Zmoos is called "Snow Shoes". He's even dissipating to a great extent, we mean by that—smoking one of those fowl smelling pipes! Operator "Whitey" Fabun has a new Plymouth and mighty proud of same. Says the back seat is very comfortable.

Jim Tucker's boy looks like a regular cowboy now, with all the trimmings, new boots, sombrero, kerchief, silk shirt, jacket, spurs, etc. "Babe" Larson said he had some news for the P. E. Magazine but forgot it. Well, even that IS news! Freeman from San Bernardino was a recent visitor in Los Angeles.

Howard Strong's home in Alhambra was the recent scene of a robbery when the screening over a bedroom window was slashed and the home entered. Jewelry valued at approximately \$100.00 was "Gone

with the wind". Now I hear that the windows are a regular fortress.

Comments were passed along regarding Operator Sype who held a bus at a stop a few minutes while a lady came bounding over a vacant lot loaded with Xmas gifts. She was mighty thankful to make the bus and was very sincere in her praise of Sype's thoughtfulness.

Just in case you have a Chinaman asking for a one-way ticket to "Toenail", our experience might be helpful. After much deciphering and crystal gazing, we arrived at the solution. "Where did you want to go? San Fernando tunnel?" "Yes—that's she! "Toenail". "When goes the bus?"

From our friend, Joe Hernandez in Pomona comes the following:

The first news since the County Fair! The depot has been painted inside (hooray) and Newton Potter of San Bernardino in all his splendor—ruined one of his \$75.00 suit of clothes and was very much disgusted because of the painting coincided with his only days work at Pomona as relief.

Alex Peterson is the talk of the town since he bought one of those new "Hitler" like uniform caps. He is often taken for the Chief of Police. Is quite a football fanatic and followed local school football squads all around the vicinity in their games.

Lawrence Allen, was a recent visitor in Pomona. He had returned from a tour of Santa Ana, Long Beach and San Diego, and was accompanied by his little lady friend and from their guilty expressions, one might suspect that they had been shopping for vital statistic permits. (Well the news is out—in preceding columns.)

It is gathered from inquiries regarding Herb and "Call" McCollum that they left quite a reputation as young Lotharios in their youthful school days at Pomona. Many fair sex members inquire as to the McCollum boys whereabouts. One old timer here, hobbled in a cave and said Herb stole his gal way back in 1914! Skeletons in the closet?

The most discouraged man in Pomona is one Watson A. Turner. It's like this. The Fox Theater was giving away a brand new Pontiac for Xmas to the lucky one who held winning ticket. These tickets were given by the local merchants to their patrons. Watson, through his popularity, gathered some 2000 or 3000 chances and spent one whole night signing his name and address very clearly but alas! Said Pontiac was won by a young lady who sat near him at the theater at time of drawing. Watson now vows he is through with games of chance.

Once again—back to Alex Peterson! Alex, very proudly exhibited a \$50.00 Xmas gift check from a wealthy lady he chauffeured back in Chicago before coming West to Motor Transit. This former employer has regularly sent him the same gift for past 20 years. What luck, power or virtue possess these Swedes?

QUITE SMART

"I may say I'm regarded as quite smart," announced the applicant for the stenographer's position, "I've won several prizes in crossword and jigsaw puzzles, and word picture competitions lately."

"Yes, but I want someone who can be smart during office hours," returned the prospective employer.

"Oh, this was during office hours!" said the girl.

THANKS FOR THE IDIOTS!

I have made up my mind that this world is made up of 50 per cent natural people, 30 per cent shy people, 10 per cent snobs, and 10 per cent idiots.

I ask you to be extremely nice to the natural people, to be tolerant to the shy people, give the snobs a quick kick in the pants, and thank God for the idiots, because they will never find you out!—Sir Seymour Hicks

Did She Buy It?

Girl Customer—Does this lipstick come off easily?

Cosmetics Clerk—Not if you put up a fight!

"Here comes the parade. Where's mother?"

"She's upstairs waving her hair." "Goodness, can't we afford a flag?"

And He Was Right

"So you are building a new house, eh? How are you getting along with it?"

"Fine. I've got the roof and the mortgage on it, and I expect to have the furnace and the sheriff in before fall."

The owner of a cheap watch took it to a jeweler to see what could be done for it.

"The mistake I made, of course," he admitted, "was in dropping it."

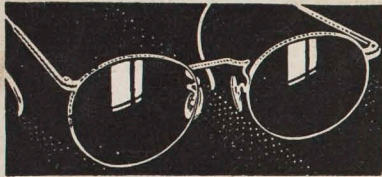
"Well, I don't suppose you could help that," the jeweler remarked. "The mistake you made was in picking it up again."

Street Car Conductor: "How old are you, little girl?"

Little One: "If the corporation doesn't object, I'd prefer to pay full fare and keep my own statistics."

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