

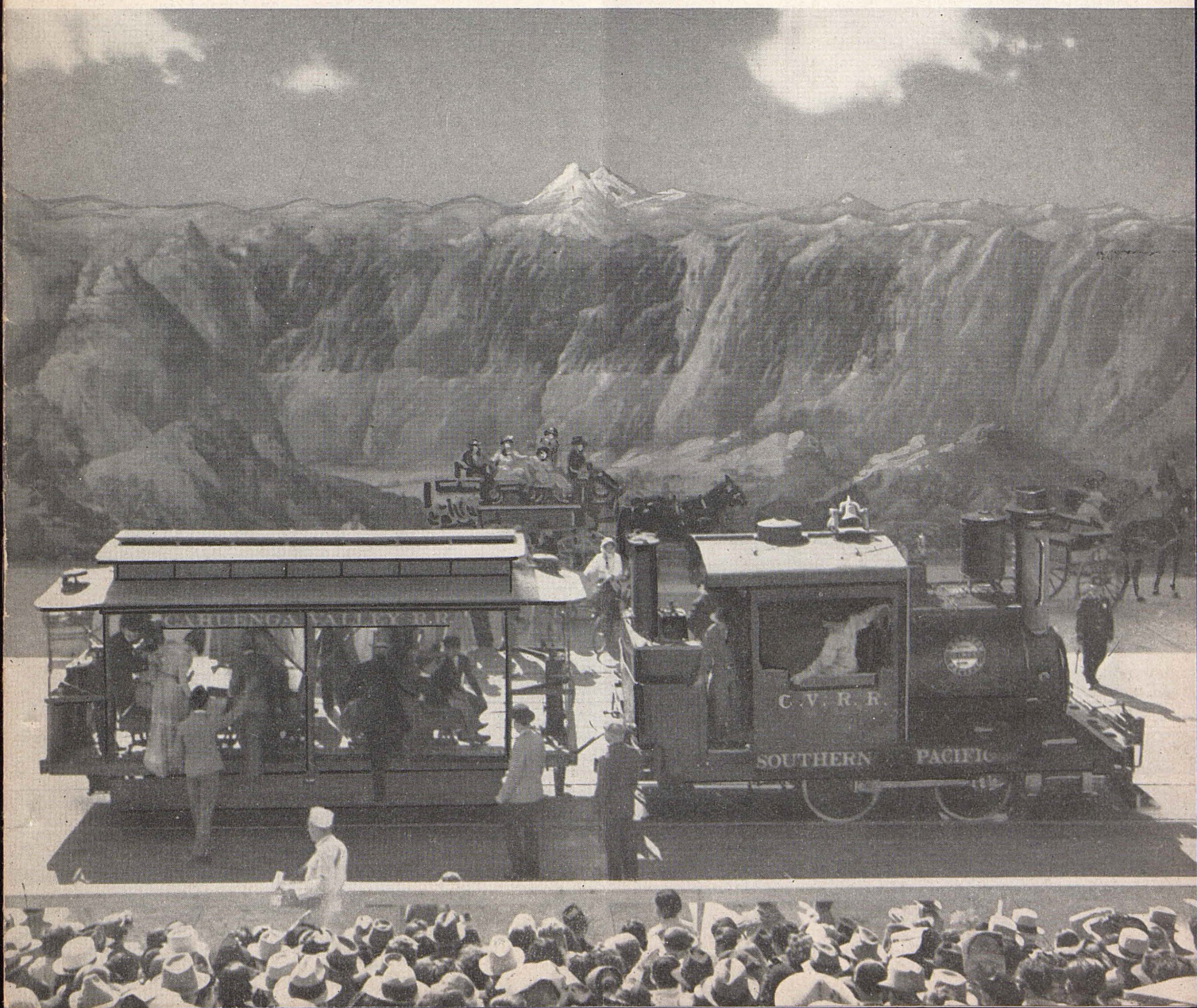
PACIFIC ELECTRIC

Magazine

Vol. 19—No. 12



June 10, 1939



PACIFIC ELECTRIC Magazine

Volume 19, No. 11 May 10, 1939

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

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

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

E. C. THOMAS.....EDITOR

THE COVER PICTURE

On the front cover of the Magazine is presented one of the scenes of the Pageant of Transportation Progress enacted at the opening of the fine new Union Passenger Station on May 7th.

It is particularly interesting from the viewpoint of employees of this company because of the fact that the Cahuenga Valley Railway was one of the "granddaddies" of the Pacific Electric, operating in the early days of Los Angeles from around the Plaza, out what is now Sunset Boulevard to what was then rather far distant Hollywood.

It had its triumphs as well as its vicissitudes, some of the latter being its difficulty making the grade west-bound on some occasions. This condition is vouched for by former Superintendent of Power and Equipment, S. H. Anderson.

TWO RETIREMENTS IN APRIL

Leaving active service for what we hope is a long period of restful, interesting pleasure and recreation after years well spent in the Transportation industry were two of our fellow employees, both from the Transportation branch of the railway.

Samuel G. Masterson, Motorman of the Western District in service for 19 years.

Christope V. Theil, Trucker in Transportation Division, with 18 years to his credit.

M. C. HALSEY PASSES

After an illness extending over many months, M. C. Halsey, Construction Engineer of the Pacific Electric for a great many years passed away at St. Vincent's Hospital on Friday, May 12th.

The deepest sympathy of a host of friends is extended to Mrs. Halsey.



POPULAR HARRY WILLIAMS

Some fellows seek honors, successfully and otherwise, and some have them thrust upon them. Into the category of the latter must be placed H. H. Williams, our General Agent at Santa Monica.

At a recent meeting of the Santa Monica Rotary Club, upon nomination from the floor, Harry was unanimously elected President of the Club for the ensuing year. No campaigning, no electioneering, no buttonholing. Ain't that goin' some?

Since going to Santa Monica several years ago, H. H. W. has climbed upward toward the top, fraternally, being now a Past Commander of the Santa Monica Bay Commandery, Knights Templar, and is at present an Inspector for the Grand Commandery of the State of California in Departments 7 and 8, both of which are located in Southern California.

Congratulations are extended by many friends.

CAMP READY FOR SUMMER

Manager H. E. DeNyse advises that the Pacific Electric Camp is ready and waiting for the usual crop of Summer visitors, and that they find a number of changes and improvement have been made since last year.

Reservations should be made at the P. E. Club in the usual manner, and to obtain the most choice accommodations, should be made early. It is not a good policy to wait until the last moment before planning your vacation and trying to secure reservations.

P. E. ROD AND GUN CLUB NEWS

By Arlie Skelton

The P. E. Rod and Gun Club Fishing Tournament for 1939 really got off to a bang on May 1st. All present agree that our outing to the P. E. Camp was the most pleasant and successful in many years. Which goes to prove its always fair weather when good fellows get together. However, when it is good for the fishermen it is usually bad for the fish. The finney tribe did suffer heavy casualties. There being a total of 208 trout caught and registered by our group up to the official closing time of 1 p.m. As usual Mr. DeNyse's hospitality made us feel like we were having a family reunion in the old home town. In all the year there is no trip like this.

One who has taken this trip to the P. E. Camp for the opening of the trout season, never seems to want to miss it again. For your information, I might add the fish registration taken on this trip are just about all that have been turned in yet this year. Our ocean fish registrations to date are just about nil. There will be about three hundred and fifty dollars worth of prizes to be sold or held over unless the members start registering their fish. Yours truly is worked up into a lather about it but can do nothing about it as there are only two kinds of fish that I can catch. Neither kind qualifying for the prize competition. If I go deep sea fishing, I get Tom Cod, if I go trout fishing I get sun perch. Then after each catch, I get razzed. However, I have not yet gotten into the cat fishing class. Our old friend Floyd Benoit has a formula for cat fish bait, is all enthused and of course we will hear more of this later. Unless my luck changes, I may try to borrow the formula.

Walter Stratman just returned from the San Diego County Lakes. Walter reported bass fishing only fair. He got a few perch and claims he gave them away.

McNeill and Gilbert tried their luck in Little Rock Dam. They didn't want to row a boat but they had to as that happened to be the day the trusty little outboard motor did not choose to run. Gilbert reported a good day's fishing while McNeill majored in mechanics. Good fishing reports are coming in from the High Sierras as well as local waters. Now is the time to go after them, while they are running.

Wishing you lots of luck.

He: "What's de trouble, Gertie?"

She: "Aw, de spaghetti's too stringy."

He: "Why doncher try it wid yer veil off?"

Los Angeles' Great Passenger Terminal Opened

THREE DAYS OF POMP, PARADE, CEREMONY AND PAGEANT PRECEDE FORMAL OPENING AND DEDICATION ON MAY 7TH

Los Angeles certainly loves her pageants and parades and will have them even if they come high.

In order to have the last great fiesta and fandango it cost the railroads (Southern Pacific, Union Pacific and Santa Fe) \$11,000,000 to provide the background and foundation. The prime motive for the festivities was the new Los Angeles Union Passenger Terminal, opened on May 7th.

And what a station it is, and what a celebration it was. What a crowd it drew. They jammed the streets and the station to such an extent that not many got to see anything. No one had any idea that the attendance would reach the proportions it did. An orderly crowd, an interested crowd, but, nonetheless a crowd.

The pageant of past and present transportation is said to have been one of the most complete ever presented in any city. The pity is, that it could not have been continued for many days more in order that tens of thousands more might have seen it; and there WERE tens of thousands who wanted to witness the spectacle, but never got within blocks of it.

The opening of this terminal marks the completion of a project that has long been agitated in this community of 1,300,000 population. It ranks as the finest on the Pacific Coast and among the finest in the country.

The new terminal, of the stub-end type, but with elevated tracks parallel with the main axis of the station, is located on a 45-acre tract of land facing Alameda street. The station proper, of Mediterranean architecture in white-faced concrete, with colorful tile roof areas and exterior ornamentation, consists of a number of building units of irregular shape, size and height, which, flanked by arcades and pavilions, have a main frontage of 860 ft.

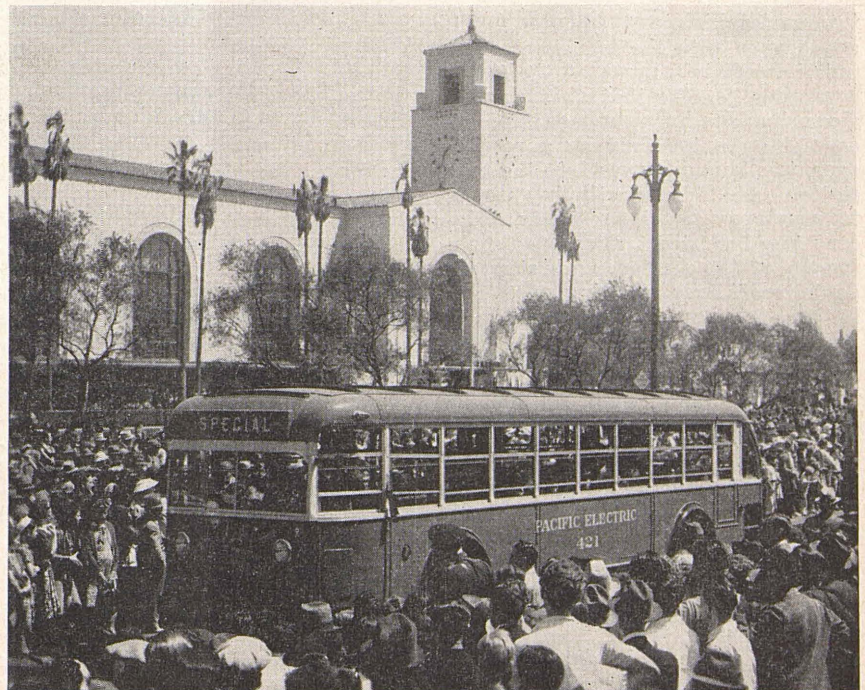
A feature of the station is that it sets back approximately 200 ft. from the street line, providing a wide expanse for drives, walkways and auto parking space, which affords a striking vista of the station structure, uninterrupted except by tropical landscaping and scattered ornamental electric lighting fixtures. Other features of the terminal are its effective arrangement of passenger facilities to provide maximum convenience with minimum interference between incoming and outgoing passengers;

the colorful decorative effects and acoustical treatment which are carried throughout the building interiors; the adequate provisions made for the handling of a large volume of baggage, mail and express with maximum efficiency and minimum interference with passengers; the streamlined, butterfly-type platform sheds which are of unique design and appearance; and the effective track layout approaching and within the terminal area, fully signaled and interlocked to permit the most expeditious handling of the many train and switching movements which will be required at this point.

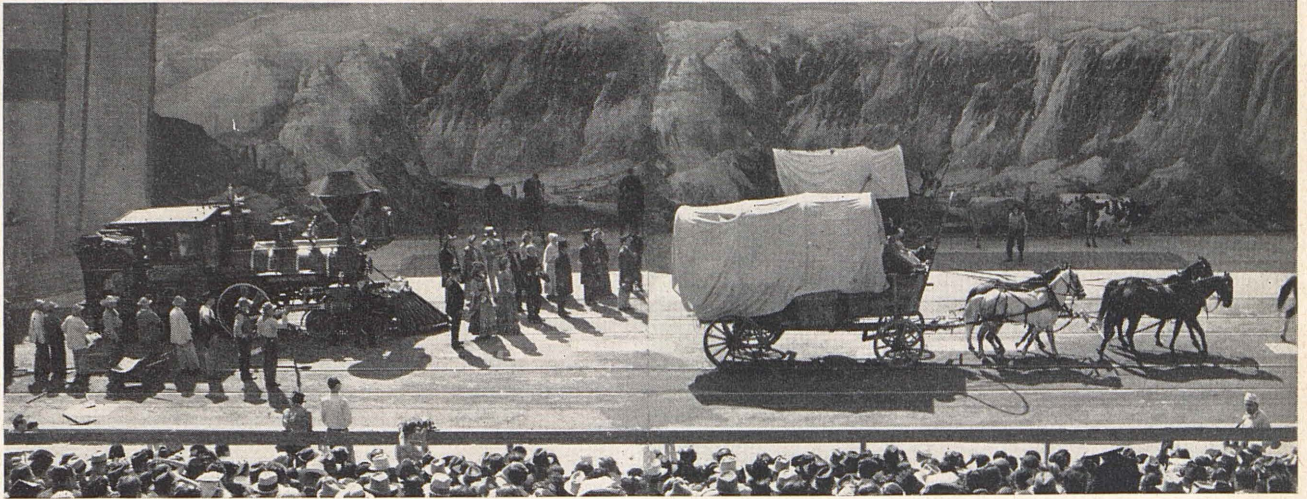
The new terminal replaces the Santa Fe's station at Santa Fe avenue and First street, and the Southern Pacific's station at the intersection of Central avenue and Fifth street, the latter station having been used also by the Union Pacific. It is located on what is known as the Plaza site, the old Chinatown of the city, and exclusive of the strip of land occupied by the approach tracks, covers an area approximately 1200 ft. long on each side between Aliso and Macy streets.

The use of the site for the new

terminal required the razing of more than 50 one- and two-story buildings of various types, but it has the advantages of being close to the recently developed civic center of the city and in close proximity to the lines of the participating roads. Utilizing the Plaza site, however, required that the platform tracks be located parallel with the station frontage, a requirement which dictated that the plan adopted provide for a two-level arrangement, with the tracks at a sufficient elevation above the station floor to permit a passenger subway beneath them, with ramps leading to the platform level. The new station, reflecting the spirit and atmosphere of Southern California, is of Mediterranean architecture, with all that this implies in a rambling effect, with broken roof lines and colorful exterior and interior treatment. Set back across the spacious, landscaped approach plaza, the station presents a number of central building masses of irregular shapes and height, supported at each end by arcades and pavilions. All of the building units are white faced, with Mission tile roofs in variegated colors and irregular pattern. Adding to this pleasing treatment, all windows are provided with sectional steel sash painted Venetian blue, and all window and door reveals are accentuated with tan above red quarry tile sills.



Thousands Witness "Transportation Progress" Parade



The dominating group of the front elevation includes a high, arched-face entrance vestibule, a ticket concourse or lobby, and a clock tower which rises to a height of 125 ft., surmounted by a Moorish finial. To the left of this main group is a low, two-story office unit, faced by a lower arcade, and beyond this lies an ornamental driveway arch and a continuation of the arcade, which terminates in a low peaked-roof pavilion, about 375 ft. north of the main station entrance.

Immediately to the right, or south, of the main building group is a multiple-arch-faced arcade, known as the South arcade, 83 ft. long and 38 ft. high, which forms an undercover passage or promenade 33 ft. wide, to an attractive restaurant unit of 65-ft. frontage. This latter unit, which is two-stories high and comparable in appearance with the two-story office unit immediately north of the ticket concourse, is, like that unit, flanked along its face by an arcade; the arcade, interrupted only by a roofed-over, two-lane driveway into the rear station grounds, continuing to a terminal pavilion immediately adjacent to Aliso street. Thus, the main facade of the station, with stepped-down roof lines and irregular setbacks and prominences each way from the center mass, extends continuously between Macy and Aliso streets.

On approaching the main entrance to the station, one is not only impressed favorably with the general appearance of the station as a whole, but becomes conscious of the pleasing, detailed treatment employed to carry out the Mediterranean theme of architecture, which has been deviated from only an absolutely necessary from the standpoint of practical considerations. The main entrance presents an arched opening, 50 ft. high, bordered with mosaic tile in different shades of blue, gray-green and burnt

sienna, which rises above a reinforced concrete cantilevered marquis, with the words "Union Station" across its projecting edge in bold, outlined letters. Recessed from the arch face are five glazed entrance doors in bronze frames and casements, and rising above the doors is an arched panel of ornamental concrete-work, glazed with pattern glass.

Passing through the main entrance, one enters a vestibule 50 ft. wide and 80 ft. deep, with a high, arched ceiling and an unobstructed floor area except for a central information booth. From here he can pass three ways through broad openings to the main passenger facilities—the ticket or main concourse, the waiting room and the restaurant.

In the use of the new station, the Pacific Electric does not participate, except in the handling of mail, baggage and express on stub tracks leading into the Station grounds from Aliso Street. Passengers destined to the Station or to our trains board and leave at the South entrance on Aliso Street.

YOUR GYMNASIUM

It is well known that resistance, in some form, is necessary to develop a muscle. The larger the muscle, the more resistance must be used in order to give it adequate exercise for development. And, if we desire to keep a muscle growing, we must keep demanding more from it, that is, keep increasing resistance.

So, it becomes evident that any type of apparatus intended to develop all the important muscles of the body must be capable of a wide range of adjustment, or variation.

One of the most effective of apparatus known combining the above is the adjustable bar bell, (just one of the several types of apparatus available at your gym) as it affords a range of application light enough for a small child or heavy enough to

tax the strength of the strongest man.

As there are many different size muscles in the body, many different size bodies, and with their wide variation in physical characteristics, the need for correct and scientific adjustment of resistance becomes very apparent.

As an example, your instructor uses a range in weights from 7½ lbs. to 240 lbs., besides utilizing full body weight also in several exercises.

More and more people, every day, including many of the medical profession, are now realizing that progressive exercise is the ideal way to build up robust health, unusual strength, and a fine physique. No other type of exercise produces such quick and lasting results.

And, as a game, or sport, "iron men" consider it ideal, as it gives absolutely uniform development, (which is practically impossible in many other games, such as golf, tennis, bowling etc., which are more or less a one handed game) with the free, added "bonus" of unusual strength and health when they have learned the iron game.

Our gymnasium roster is increasing steadily; we now have a father and son team, and you may be sure there is real competition.

April 7th the class attended a weight lifting meet at the Los Angeles Athletic Club, where the contest was very keen in the Olympic lifts. They were rewarded by witnessing some real stars in action, several raising over 100 lbs. more than their own body weight to arms length overhead, while one heavyweight elevated 309 lbs.

Your gym is available at all hours to suit your individual convenience, with instructor present each Monday, Wednesday and Friday evenings, 5 p.m. to 7 p.m.

TWO NEW APPOINTMENTS THIS MONTH

Many of their friends throughout the system will learn with much pleasure of the appointments made effective June 1st by Chief Engineer E. C. Johnson, with the approval of President O. A. Smith, of Alfred dePfyffer to be Structural Engineer, succeeding the late M. C. Halsey; and Burleigh F. Manley, for many years with the B. & B. Department to be Supervisor of Bridges and Buildings.



Alfred dePfyffer

Mr. dePfyffer was born in 1890 in Lucerne, Switzerland, where he attended the grammar and high schools. He studied engineering at the University of Zurich, Switzerland, where he graduated, as Structural Engineer in 1914, one month before the outbreak of the world war.

The Professor of Structural Engineering at the University gave Mr. dePfyffer the advice that, in order to gain a wide and varied experience, an engineer, while young, should keep on moving, never staying longer than one year in any one place. This sounded like good advice to him but, with the outbreak of the world war he found himself in the Swiss Army, as First Lieutenant. Late in 1915 his unit was granted a prolonged leave and following his teacher's advice he started out to see what they were doing in other parts of Europe.

Mr. dePfyffer first went to the southeastern part of Poland, a highly industrialized section, which has, in the last 100 years, passed from Poland to Austria, then to Germany and finally back to Poland. He built coal separators, coal bunkers and steel mills. Later, in the northern part of Poland and in East Prussia, Mr. dePfyffer rebuilt bridges destroyed by the Russians in their retreat from Tannenberg. In 1917 he was called back to arms, but only for six

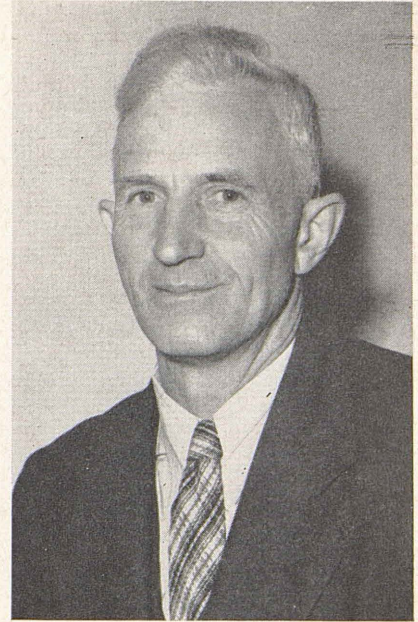
months. At that time the Swiss National Railways were being electrified to reduce the import of coal from Germany. The existing bridges had to be checked and reinforced to carry the much heavier electrical equipment and Mr. dePfyffer obtained a leave from army service to join the engineering staff in the Bridge Department of the Swiss National Railways in order to execute this work. The next move took him to Geneva, Switzerland, where he stayed for two years as technical advisor to an Architect. His work here was building factories, hotels and office buildings.

This ended Mr. dePfyffer's engineering work in Europe. He wanted to see what they were doing over here in America. He landed in New York en route to British Columbia where, in order to familiarize himself with American methods, he worked first as a chainman, then a rodman and then as an instrument man. In the winter he moved to the office and, for three years, his work was designing dams and irrigation projects and supervising the construction of same. Then, feeling that his practical experience could be broadened, he decided to investigate conditions in the United States.

Our wide awake Chamber of Commerce was the influence which brought Mr. dePfyffer to Los Angeles in 1923. He joined the Structural Department of the Pacific Electric as Structural Designer and later on was made Assistant Structural Engineer. He went back to Europe in 1926 and married here in 1928, deciding to make California his permanent home. He traveled extensively in 1937, studying engineering projects in the Scandinavian Countries, the Continent and the Orient. Mr. dePfyffer deeply appreciated these extended leaves of absence feeling certain that with his larger knowledge of world wide engineering practices he could better serve the Company. He hopes now to ably fill his new position, feeling confident, as in the past, of the splendid cooperation and congeniality of those with whom he is associated.

BURLEIGH F. MANLEY

Burleigh Frank Manley comes from pioneer California stock of a very sturdy variety, and in the school of hard knocks where no holds were barred he acquired that element of courage and self-reliance that has



brought him to the position he now holds. He has worked at every kind of job that the B. & B. provides, he knows how to do it and do it right, and also how to do it right in the least possible time at the smallest possible cost; and, that counts big these days.

He was born Nov. 9th, 1890 at West Point, Calaveras County, California. Educated in the Public Schools of Calaveras and Amador Counties.

His railroad career began at the age of 16 when he worked as Timekeeper on a railroad construction job at Santa Cruz, Calif.

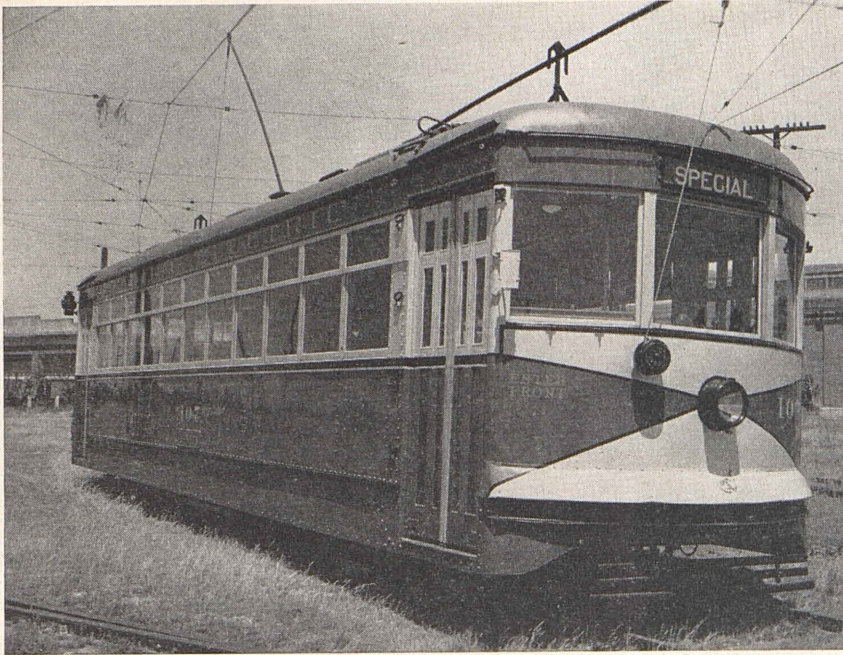
In September, 1907, Burleigh entered the service of the Los Angeles-Pacific Railway (now a part of the Pacific Electric) as a Timekeeper on the Hill Street tunnel construction work, after which he enlisted in the "Bridge Gang", right down at the bottom of the ladder, climbed the ladder a rung at a time, and is now on the top of that particular department ladder. His successive positions have been carpenter, B&B clerk, foreman, and General Foreman.

Manley is a popular "guy" with almost everyone. He makes strong friends and keeps them. He never "uses" them, but returns good deed for good deed. Those who know him gamble on the worth of his word. He has taken a large interest in all the employe affairs of the company as well as with his fraternity; is a leader in the Sports activities of the employes; and, in his home town has given much of his time to civic affairs of the community.

"How about a little kiss, Gracie?"

"Nope, I have scruples."

"That's okeh; I've been vaccinated."



RECONSTRUCTED CAR IN SERVICE

What to all intents and purposes is a new type of passenger car was recently turned out of the shops at Torrance and is now in service on the Sierra Madre Line, between San Marino and Sierra Madre.

This new car is numbered 107 and is one of 15 acquired by the company about 1931. Recently, the management decided to re-build one of the series to harmonize as far as possible with present day streamline models. The result is the car just placed in service.

On request for information as to what had been accomplished, the head of the Mechanical Department contributes the following:

"This car was recently generally overhauled and streamlined. Efforts have been made to make this an attractive unit, and there have been incorporated certain features to reduce noise. The wheels have been treated with lead to make them less noisy. Clearances between all parts of brake rigging and other moving parts have been reduced to the minimum to prevent unnecessary rattling. Skirting has been applied to the car body along the entire length of the sides which also will aid in reducing noise.

The latest improved type brake valves have been installed to make for smooth braking operation. The entire inside of the car has been refinished. New lighting system has been installed, giving individual lighting over each seat. Registers have been mounted in each end of the car on the platform, thus eliminating the overhead rods and operating mechanism which were for-

merly the source of considerable noise and were more or less unsightly.

The exit door is a treadle operated door, and the edges of the exit door have been equipped with the sensitive edge mechanism whereby the operator receives warning should any person or thing be caught in the doors while closing. Trolley bases were lowered and streamlined as were also the ventilators. A red and cream color scheme was used instead of the former entirely red exterior finish.

This class of car is equipped with the Heywood and Wakefield leather covered deep cushion type seat and also with heaters thermostatically controlled. These two items were already part of the standard equipment."

GOLFING NOTES

The Pacific Electric Golf Tournament opened with a bang Sunday, June 4, 1939, when there was a gathering of the clan at the Potrero Golf Course. A total of 24 golfers and would-be golfers answered the roll call for the first match and the fireworks were on, under the leadership of that auburn thatched member of the Freight Traffic Department, Johnny Stockberger.

The first day's play was on the basis of a blind bogey handicap, each contestant selecting his own handicap for the day's play. From the results turned in, some of the boys were a little too optimistic as to their ability and others underestimated their skill on the course.

When the smoke of battle cleared away there were 13 eligible for the blind bogey prize, which will be drawn just prior to the start of the next match, on June 18th, at the

beautiful Santa Anita Golf Course.

The bogey boys "in the money" were as follows: J. D. Henry, E. F. Clark, C. H. Belt, J. Kennedy, D. Houston, R. L. Dodson, L. A. Rossi, G. Maloney, O. M. Melsheimer, W. E. Kennedy, Lincoln Norrbom, A. E. Norrbom, M. Seigler, E. H. Clark, Ben Livingston.

Lucky players drawing a golf ball each from blind bogey were: Lincoln Norrbom, E. F. Clark, O. M. Melsheimer, J. D. Henry.

A high powered foursome consisting of "Pop" Henry, E. F. Clark, C. H. Belt and J. J. Suman turned in some good golf, Suman leading the parade for the day's play with a snappy 78.

Joe Kennedy with an 80 and Milo Siegler with an 81 and Pop Henry with an 84 were right behind "John". The balance of the pack were strung out Indian File behind these leaders.

Those participating in the first match elected a Rules Committee consisting of J. Kennedy, D. W. Lane and A. E. Norrbom, and a Prize Committee of Earl McCall, B. L. Livingston and E. F. Clark. These two committees will re-adjust the handicap set-up so that all players will have an equal chance at the final prizes and the prize committee will select a total of approximately 14 prizes, in lieu of the original set-up of five prizes. John Suman was elected Treasurer in place of Mr. Vickrey; due to the press of business Neal has to handle at this time he was unable to take on this added duty.

It was a very congenial bunch of players who participated on the opening day's matches and although there were some of us who appeared to be killing snakes rather than playing golf, it was all taken in the right spirit. Even Joe Shafer who really had a bad day with a snazzy 120, had no complaints. Never saw that guy complain anyway.

Some of the golfers were playing in hard luck, and such stick wielders as Henry, Lane, Clark, McCall, Maloney, Kennedy, Belt and Stockberger are a cinch to cut plenty of strokes off their opening round scores.

All are planning to be on hand for the next round on June 18, at Santa Anita Golf Course at 8:30 a.m., and it is anticipated additional players will enter during the next round.

"All right back there?" called the conductor from the front of the car. "Hold on!" came a feminine voice. "Wait till I get my clothes on."

The entire carfull turned and craned their necks expectantly. A girl got on with a basket of laundry. —Chas Warren in Santa Monica Outlook.

WALTER WATCHALL

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



Step up folks and meet another outstanding member of the P. E. family. Mr. George (I Fix-'um) Breninger.

As we gaze into the crystal ball we find our hero was born in

the old Quaker city of Philadelphia, the son of a contractor and builder.

George derived all his good qualities in one year when he helped his father build a big church in his home town. He was also a delivery boy for a meat market. The smell of the liver sausage made him crave bigger game and he came west to make his steak. He did not meat with instant success and said to himself this "Go West Young Man" is a lot of baloney.

One day he followed a red car to see where it lived and found himself in the P. E. Depot. He asked for work and was made foreman of a repair gang in the Land Dept. It is here that he has learned a lot. "Truth Stories" have made many offers for his story of "My Experiences With Our Tenants", ask George to tell you about them.

Hobby: Mislaying his hat and overcoat, and loves to blush when asked about it.

Alhambra, Calif.,
June 1st, 1939.

Mrs. Willie Watchall,
Corn Crib, Iowa.

Dear Maw:

Your letter received and news from home is always welcome. So you believe absence makes the heart grow fonder and think Maud really misses me. How many quarts does she give a day now?

I sure was surprised to hear about the twin mules. It was nice of Paw to name one after me. I have a good friend up on the sixth floor who I know would like to have a mule named after him. His name is Vic Labbe. How would that sound, Walter and Victor.

You wrote about getting the twin mules into the fair in San Francisco. That ranch you read about Maw is a NUDE ranch not a DUDE ranch, the mules should feel at home there at that. HAHA.

I was thinking of you Mothers' day. It was an old maids mother day here, no sun. I am glad you liked the folder I sent you, I really didn't mean it for a present, and tell Paw they haven't changed the arithmetics

since he went to school, that folder is not an arithmetic but a P. E. time table.

You are all wrong about me putting on weight. That was not my picture in the magazine last month, some of the boys played a trick on me. That is something I would never do.

I told the boss what you said about my ability and he said, and I quote "My boy your mother sees you at a different angle than I do", Unquote. I guess you see me perpendicular Maw and he sees me horizontal. They had a big parade here last month for the opening of the Union Depot, I went to see it and say Maw they had some trains just like the C.C. & W.H. (Corn Crib & Water Hole R.R.) sure made me homesick, the only difference is they burn wood and the CCWH burns corn cobs. You should see the new stream liners they have now. When they get them back home Paw will have to find some other way to pay the taxes. If one of the streamliners hit one of our old cows there wouldn't be any evidence left.

Did you see where the King and Queen arrived. Did you notice all the uniforms the fellows were wearing. I understand the Elks had to set their convention back a month so the drill teams could get their uniforms back.

You know Maw the cutest thing happened to one of our Auditors. A fellow named Cates has a little duck and every day his wife calls him on the phone and as she usually addresses him by saying "Hello Ducky Wucky". This causes the real duck to come to the phone, and Maw the cute part is the way he talks baby talk to the duck and he is supposed to be grown up and a smart Auditor. I understand that next month his wife is going to bring the fish bowl to the phone and he is going to sing "Three Little Fishes".

Well this is the month of June and of brides and grooms I understand that when you get a marriage license now they have a coupon attached to apply for a divorce.

And when people give presents out here in California they always send a box of stationery along so the newlyweds can write to the Voice of Experience. I will write again soon Maw and I will send the catalogues along in a few days,

Your loving, Son,

Walter.

Listen

Harold Huestis sings, Three Little Fishes every morning in the Club, just another club feature. . . . No truth to the story that Roy Swanson walked over to Catalina. . . . Halibut Murphy did not go to the P. E. Camp for May 1st, has his own club

now, likes to stay near the ocean and fish off the bottom. . . . Jake Geopfert and B. Manley brought in first and 2nd prizes, some they have had staked out up on the end of the lake. . . . Have you a stray cat or dog? . . . There is a fine collection at the MABEL CAVENDER HOME for pets. . . . It is the Mid night mission of the Equine world. . . . They must like that Kansas City Hospital. . . . Did you make the Catalina trip? . . . P. Cross did . . . he thinks. . . . Helped Kay Kyser lead his band. . . . Not satisfied with a winter of bowling the Passenger and Freight Traffic boys bowled at Catalina. . . . Wonder what became of Dorners brief case . . . probably used it to carry fish home in and is having it air conditioned. . . . Tom Hinkle was ruled out of the Del Rey Gliders Club, others claimed he had a natural advantage. . . . Guy McClure of Long Beach Car Barn had a nice new Red Auto . . . they called him the FIRE CHIEF . . . Mac got his Irish up and had it painted green. . . . Dot Berenek called the folks back in Wisconsin from the Fair . . . some lucky guy. . . . Why is M. Cavender often seen around the Stationery Store after 12 noon? . . .

Did you go to the Fair? Every one reports a fine time. . . . Why didn't they have a Miss P. E.? . . . How nice to vote for Jean Fogarty, May Chisholm, Eunice Fischer, Helen Mahoney, Harriett Barnes, B. Rowe, F. Wheeler, and lots of others. . . . Heard at the Fair: Officer, Clara and I are looking for the Ranch, we are country girls at heart. Officer, Jessie, you and Clara just follow the Layne and you will find it. The Rod and Gun Club will now sing "Three Little Fishes". Stock Market Quotations by Roy McClelland, "Its Time to Plunge".

Famous last words from Hollywood Park, "But he said it came right from the feed box."

Two men left a banquet together; they had dined exceptionally well. "When you get home," said one, "if you don't want to disturb your family, undress at the foot of the stairs, fold your clothes neatly, and creep up to your room."

The next day they met at lunch. "How did you get on?" asked the adviser.

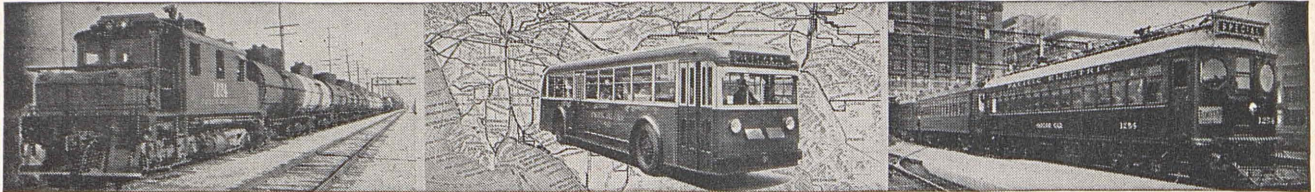
"Rotten!" replied the other. "I took off all my clothes at the foot of the stairs, as you told me, and folded them up neatly. I didn't make a sound. But when I reached the top of the stairs—it was the L station."

Salesman: "How much mince meat do you want?"

Bride: "About half a pound. And please cut it off a nice tender mince."



SAFETY NEWS



SAFETY ADVISORY COMMITTEE APPOINTED FOR JUNE

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

Northern District	Terminal
W. J. Hunt.....	Pasadena
C. H. Killgore.....	Macy Street
A. C. Johnson.....	San Bernardino
Southern District	
C. E. Young.....	Los Angeles
M. C. Prosper.....	Long Beach
W. A. Salisbury.....	Butte Street
Western District	
L. W. Capps.....	West Hollywood
W. J. Van Nice.....	Subway Terminal
J. O. Jones.....	Ocean Park
E. Wolfe.....	Glendale

This conference will be devoted to consideration of subjects relating to safety and on 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."

SAVING IS EARNING

How fully do you realize that accident expense is a real item in operation?

A dollar saved by avoiding an accident is worth just as much as the dollar the customer pays. In fact, it is worth more, for in addition to the work and expense of earning that dollar which is paid out for the accident, we have to put out the same work and expense to earn the second dollar which we keep.

The main office men have their problems, and don't let anybody tell you differently. In this day of keen competition they have to make every dollar cover as much as possible.

Careful operation on your part adds to the security of your company—and therefore to the security of its payroll.

It is a man's first duty to protect himself from accident. By so doing he is protecting those dependent upon him from the privations which follow the loss of his earning power.

CLASSIFICATION OF APRIL, 1939, ACCIDENTS

Train Service Accidents During April, 1939

Compared with April, 1938

	SYSTEM			
	1938	1939	Dec. or Inc.	Percentage
1. With Pedestrians	8	9	1 Dec.	12.50%
2. A. R.R. Cross. (Other than Co's)	0	0
3. Between Cars of Company.....	3	2	1 Dec.	33.33%
4. With Vehicles and Animals.....	140	117	23 Dec.	16.43%
5. Derailments	11	8	3 Dec.	27.27%
6. Equipment	0	2	2 Inc.	100.00%
7. Boarding Cars	7	6	1 Dec.	14.29%
8. Alighting from Cars	20	8	12 Dec.	60.00%
9. Injuries on Cars (not in collis'n)	18	16	2 Dec.	11.11%
10. Falling from Cars	0	0
11. Doors, Gates and Guard Rails....	10	6	4 Dec.	40.00%
12. Ejectments and Disturbances....	0	2	2 Inc.	200.00%
13. Employees	2	2
14. Miscellaneous	8	3	5 Dec.	62.50%
15. Total All Accidents:				
Passenger Rail	180	148	32 Dec.	17.78%
Motor Coach	29	19	10 Dec.	34.48%
Freight	19	14	5 Dec.	26.31%
Total	228	181	47 Dec.	20.61%

Also, he protects the property of his employer. Valuable equipment is in his care. Time and money have been spent on his training. In our work we are carrying valuable merchandise or precious human freight. When we accept for transportation either the merchandise or the human freight, the responsibility rests upon us to deliver it safely to its destination.

One moment of carelessness, and not only is the revenue from that load lost, but probably the revenue from many other loads safely delivered. Think it over. Accidents can be prevented. It is also good for you to develop careful habits. Careful habits add to your happiness and that of your family, and possibly help your bank account.

A dollar saved is a dollar earned, whether for yourself or for your company.

IT CAN BE DONE!

We may not all be able to equal the record of Ab Jenkins, that famous driver who has driven one million miles without a mishap, but we can constantly strive to come as near to it as possible.

One of the reasons Ab Jenkins has

been able to make such a wonderful record is because he takes the responsibility for avoiding accidents upon himself, and has little to say about the faults of others. He believes that if a motorist is, at all times, driving with full regard to his own safety and the safety of others, he seldom becomes involved in the accidents caused by others.

This wonderfully efficient driver believes that a few simple rules, carefully observed, will keep the average driver out of many, if not all accidents. Here are his six important rules:

1. Accept Responsibility.
2. Be Alert.
3. Know the fundamentals of safe driving and practice them.
4. Keep your car in first class mechanical condition.
5. Cultivate regard for the rights of others.
6. Don't stand too secure on your own rights; safety is the main objective.

Householder (to prospective maid); "Why did you leave your last place?"

Maid: "Oh, it was so dull. They were trying to live on their income."

—Chas. Warren, "Outlook".

HOW ARE WE DOING?

The railroads of the United States made a record for safety in 1938, unequalled for 15 years, yet 460 employees were accidentally killed and 15,014 injured, showing that there is still plenty of room for improvement.

For the third consecutive year the Union Pacific was given the highest record for safety among the National railroads by the National Safety Council. The U. P. has been able to do this largely by being able to keep the active interest, enthusiasm and persistence of all employees, from the highest to the lowest, working for safety day after day.

The human animal is a queer creature. All are **passively** interested in safety; that is, we do not want to get hurt nor to hurt others, but it is a most difficult matter to arouse **active** interest in safety.

An **active** interest in safety calls for the imagination and foresight to recognize a hazardous condition or manner of working before the accident occurs, and then taking the necessary steps to **prevent** the accident from occurring.

It is a strange thing, but true, that many a man will refrain from standing in front of an approaching motor and jumping on the footboard to keep from being laid off for a day or two, but won't refrain from it to keep from being laid off for life with an amputated leg. A man will keep from jumping from a moving car by the fear of being short a pay check, but not for fear of being short an arm. I suppose we are all like that to some extent, but it is only as we reduce such tendencies that we advance in accident prevention.

Most foremen or others in charge of men working under them realize their responsibility for seeing to it that their men work safely, but some lack the foresight or power of observation to recognize a hazard in time.

Some of the more experienced or older men could render a useful service if they would more often give younger, inexperienced men the benefit of their experience.

This should never be done in the spirit of "calling 'em down" or "bawling 'em out", but by privately telling such young fellows of similar occurrences observed and the unfortunate results following.

The whole subject of accident prevention might be boiled down to a statement like this:

When you once get all employees of any organization to working together all the time to help themselves and each other prevent accidents, good results begin to show at once.

REPORT OF VITAL STATISTICS—MAY, 1939

Death Claims		Died	Group Insurance	Mortuary
Name	Occupation			
Arthur W. George	—Frt. Car Repairer	5- 3-39	Yes	No
Elizabeth Czarnick	—Janitress	5- 6-39	Yes	Yes
Clarence M. Steele	—Retired Blacksmith	5-10-39	Yes	Yes
Thomas J. Walsh	—Retired Track Foreman	5-11-39	Yes	Yes
Milo C. Halsey	—Structural Engineer	5-12-39	Yes	Yes
Paul D. Neithercutt	—Conductor	5-13-39	No	Yes
Ray Hixon	—Conductor	5-15-39	Yes	Yes
James H. Kelly	—Retired Motorman	5-18-39	Yes	Yes
Horace L. Perry	—Retired Trucker	5-30-39	Yes	Yes
Henry C. Froude	—Retired Manager			
	Redondo Bath House	5-31-39	Yes	Yes

NEW POSTER TO REDUCE CASUALTIES AT R. R. CROSSINGS

The Safety Section of the Association of American Railroads, through the Committee on Prevention of Highway Crossing Accidents, has prepared a new attractive poster for use in connection with the Eighteenth Annual Crossing Campaign to be conducted during the present year. This new poster is being given a wide distribution and should very materially assist in bringing about a further decrease in the number of casualties at railroad highway crossings.

As an indication of the progress that has been made, there are shown below figures covering fatalities and injuries in grade crossing accidents for the peak year 1928, since this national campaign was started, and for the years 1937 and 1938.

Year	Fatalities	Injuries
1928	2568	6667
1937	1875	5136
1938	1517	4018

The decrease in the total number of highway casualties last year, as well as the decrease in the number of such casualties occurring at grade crossings, strongly indicates a real awakening of the public and particularly of drivers of automobiles to the necessity for exercising proper care at all times.

In railroad operations the grade crossing problem is the most serious one and merits the careful consideration of every individual driving motor vehicles on the highways. The slogan, "CROSS CROSSINGS CAUTIOUSLY" certainly should be remembered and observed as one of the fundamentals of safety.

The only apparent solution to accomplish this result effectively is, first, the elimination of the most hazardous crossings by grade separation as fast as this work can reasonably be financed and justified; second, installation of effective protective devices at the most hazardous crossings; third, closing grade crossings that cannot be reasonably justified; and fourth, continued education on the part of the motoring public, with adequate law enforcement.

PREPAREDNESS

In the newspapers, over the radio, in public addresses, and in private conversation, we are hearing a great deal about preparedness.

Most all of the civilized nations are taxing themselves to the limit to prepare for war.

While we are all in this mood for preparedness, let us consider our own little world and see if there is something we can do or anything we can learn in the way of preparedness for our constant campaign against accidents.

Have you watched our reports and noticed how the number of our accidents move up and down with the seasons of the year?

Let us compare the figures showing the total number of accidents, also those for interferences with automobiles, as between a month when days are longest with one when darkness comes early:

	1938		1937		1936	
	Total	Auto	Total	Auto	Total	Auto
July	190	111	241	143	282	149
Dec.	262	174	319	210	334	234

From these figures we learn that the time of greatest hazard of accident is in the late afternoon or early evening when thousands of autoists are hurrying home and the largest number of our cars are out. In July, at this time of day, it is still light and visibility good, while in December darkness has fallen. Thus if we know when the danger of accident is greatest we can be alert and prepared to exert every effort towards accident prevention.

A few years ago the element of skidding automobile tires on wet pavements entered into a large number of accidents, but a recent survey of serious accidents showed that the modern tires have reduced this to a great extent.

Now, if we know the time and conditions we are in the greatest danger, ordinary common sense will tell us to be more alert and cautious during that period.

Floyd: "Do you always get your own way about things at home?"

Newly-married friend: "Well yes; but often I have to change my mind quite a bit about what I want."

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

- Saturday, June 10:**
P. E. Agents Association Monthly Meeting—7:30 p.m.
- Monday and Tuesday, June 12 & 13:**
Transportation Engineering Class—7:30 p.m.
- Tuesday, June 13:**
Regular Semi-monthly Meeting of P. E. American Legion Post No. 321 and American Legion Auxiliary Unit No. 321—8:00 p.m.
- Wednesday, June 14:**
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.
- Friday, June 16:**
P. E. Club Monthly Dance—Last dance of season. Make up a party and enjoy the music of Flo Kendricks and her dance orchestra. Dancing from 8:30 to 11:30 p.m.
- Wednesday, June 21:**
P. E. Masonic Club, 6:30 p.m. Dinner and Regular Monthly Meeting.
- Thursday, June 22:**
P. E. Masonic Club pays visit to Elysian Lodge.
- Tuesday, June 27:**
Regular Semi-monthly Meeting of P. E. American Legion Post No. 321 and American Legion Auxiliary Unit No. 321—8:00 p.m.
- Friday, June 30:**
Transportation Safety Advisory Committee Meeting—10:00 a.m.

PACIFIC ELECTRIC WOMEN'S CLUB

By Mrs. W. A. Hasty

May 24 about sixty of our club members, boarded the big red cars for Santa Anita Park (No, not for the races). It was the Women's Club Annual Picnic and what a happy and interesting day it was.

At noon the gay party gathered around the big table loaded with food and spent an hour in such sociability as can only be enjoyed at a picnic table.

After lunch, Mr. Lyon, of the Pony Express Museum, invited the Club ladies to go through the museum as his guests. And what an interesting tour it was. There are curios of all kinds of the early days, from an old Wells-Fargo Office, and a barn full of wooden horses so true to life that some of the ladies were a little leery of going inside for fear of being kicked. Old buggies of all kinds, a watch about five inches across with a chain so large, no man would want fastened to his clothes in these days. The watch was inscribed by Tom Thumb. Hoop skirts, old shoes, and other interesting things too numerous to mention. Take a day off sometime and visit this interesting spot, it will be well worth your time.

May 25 marked the end of another successful year for the Women's Club, with the salute to the Flag and a verse of America. A very full and busy afternoon was spent. Our president, Mrs. Elvah Wade Fuller, presented a lovely little gift to each member of her board.

The business of reading reports by all chairmen was then taken up, and from these reports, which spoke for

NOTICE!

The San Bernardino and Riverside ladies are holding their Annual Picnic together in Riverside, at Fairmont Park, June 14th. There will be no picnic at San Bernardino.

themselves, our year has been a success financially as well as socially.

An impressive memorial was held for our eighteen (18) departed members. While our President, Mrs. Fuller sang, a rose bud was placed in a basket by 18 of the ladies in the assembly and a moment of silent prayer was observed. The last member to leave us was our dear little Mother Emeritus, Mrs. Nellie Spencer, but her cheery greetings and happy smile will live on in our club and be an inspiration to all of us who knew and loved her.

Closing the early part of our meeting, Mrs. Fuller thanked the board, her committees and the Club for their help during the year, and turned the chair over to Mrs. V. L. Curle the installing officer. Mrs. E. D. Rand, as Sergeant-at-Arms, conducted Mrs. F. M. Hart to her seat of honor, and as Mrs. W. A. Bishop played "Marching Along Together", the new Board, lead by Mrs. Rand, marched in and formed a double row in front of Mrs. Curle. As each officer was brought forward, she placed an old fashioned bouquet in a large golden heart which was afterward presented to Mrs. Hart.

The new officers are: President, Mrs. F. M. Hart; Vice-President, Mrs. R. R. Crunk; Corresponding Secretary, Mrs. R. C. Langston; Recording Secretary, Mrs. J. R. Herrin; Treasurer, Mrs. H. A. Andrews.

Board of Directors: Mrs. Elvah Wade Fuller, Mrs. Frank Miller, Mrs. W. A. Hasty, Mrs. H. Johnson and Mrs. Wm. R. Thomas.

At the close of the installation, a lovely desert luncheon was served.

Mrs. Daisy Burke announced she was leaving June 1st for Castle Rock, Boulder and other points of interest in Colorado, most of the time being spent in Denver with her sister.

We gave our thanks to Mrs. Crunk and her committee, Mrs. Rambo, Mrs. Pearl Anderson, Mrs. W. C. Hitt, Mrs. Murphy, Mrs. Bell, Mrs. Andrews and Mrs. Hasenyager for the lovely party.

Mrs. Emma Bell entertained the San Bernardino Ladies on May 19 at Compton. Mr. Bell took us to the house and before dinner we engaged in a spirited game of chinker check. On learning it was the birthday of one of the members, Mrs. Bell turned it into a birthday dinner. The time to leave came all too soon.

AMERICAN LEGION AUXILIARY

By Mrs. Martha Harper

At the regular meeting of the Pacific Electric Railway Unit 321 Mrs. Bernice Nichols was unanimously elected as Chaplain, and was installed by Mrs. Lillian Lyons, Past President of the Unit. Mrs. Nichols is very active as Hospital Chairman and we are very proud to have her as our Chaplain.

Nomination of officers will take place at the next regular meeting on June 13. All absentees are urged to attend this meeting. And take their share in the activities of the Unit. There are many eligible women among this large family of Pacific Electric Railway Employees. So come out to the meetings and see for yourself the good that is being done.

At the time this issue is off the press, we will be well launched in the work of the First Church of the American Legion. The first service being scheduled for May 28, Memorial Sunday and was fittingly made a Memorial service. If you have been reading the P. E. Magazine you will know that this Church has been organized by your own Comrade Commander Newman, who has spent many hours of hard work, getting this move under way. Commander Newman was assisted by the Rev. Richard Keech, who was chosen as the first Pastor of this Church, and a committee of members of the Post and the Auxiliary.

This Church is nondenominational, and the public is invited to attend. Take notice Pacific Electric employees as well as Legionnaires and families.

The national membership of the American Legion Auxiliary was approximately 450,000 on May 1, according to Mrs. E. Bryant, membership chairman of Pacific Electric Railway Unit 321 of the Auxiliary. This was the largest May enrollment in the Auxiliary's history and indicated that the total membership for 1939 would approach 500,000. The large Departments of California and Wisconsin exceeded their 1939 quotas during April, bringing the number of Departments which have passed their quotas to 13.

Women of the American Legion Auxiliary are strongly opposed to the proposed constitution amendment to require a referendum on war, according to Mrs. A. Newman, President of Pacific Electric Railway Unit 321 of the Auxiliary. The Auxiliary is giving its full support to The American Legion's efforts to prevent passage of the proposal by Congress, she said.

"While, superficially, the proposed amendment has wide appeal to women, closer study will show that it would promote rather than reduce

the danger of the United States becoming involved in war," Mrs. Newman stated. "Other nations would interpret such a move to mean that Americans are pacifists who would not go to war under any provocation and would be tempted to commit aggressions that would force war.

"Under today's condition, I believe it would be practically impossible to take a vote upon the question of whether or not the United States should declare war. Wars are not declared these days but begin with sudden attack. If we were to hold a referendum on war, would the enemy country await the counting of the votes or would the mere decision to take such a vote be the signal for attack?"

"The women of the American Legion Auxiliary are bitterly opposed to war, having seen the men of our families exposed to the dangers of the last war and having devoted twenty years of peace to work for the welfare of those disabled and left dependent. But we can see no safety from war in a weak and undecided attitude. We believe that our peace can best be protected by strong national defenses which can be set in motion by action of the Congress as provided by the Constitution."

The interest of the American Legion Auxiliary will follow the 40,000 young men who will attend the Citizens Military Training Camps this summer, said Anna Tucker, chairman of the national defense committee of Pacific Electric Railway Unit 321 of the Auxiliary here. Many of these young men will be sons of Auxiliary members and many others will have had their attention directed toward the camps by the efforts of the Auxiliary. The Auxiliary will give awards to outstanding trainees at many of the camps.

The camps are open to young men from 17 to 24 years of age for the basic course, and up to 29 for the most advanced course, Mrs. Tucker explained. Military training is only part of the activities, much time being given to athletics, health training and citizenship instruction, the purpose of the camps being to better equip the trainees for useful citizenship in peace as well as to perform their citizenship duties in time of war.

More young men apply each year than can be accommodated in the camps and the Auxiliary has joined with the American Legion in a request that the camps be enlarged to accommodate 50,000 youths each summer. As all expenses are paid by the government, including transportation to and from the camps, increased appropriation must be obtained from Congress to make this possible.

Enrollments for this year's camps are being completed rapidly, Mrs. Tucker reported. Full information and application blanks can be obtained from high school principals, postmasters, or the local representative of the Military Training Camps Association, or by writing to the C.M.T.C. officer of the Corps Area.

ACCOUNTING DEPARTMENT

By Noble Cates,
Pinchhitting for W. C. Scholl

We had our joys and sorrows during the past month.

We regret very much to mention the sorrows, and all of us wish to extend our deepest sympathy to Helen Bettis for the loss of her mother, who passed away at Santa Monica Hospital on May 8th.

Southern Pacific Day at the Fair drew a large percentage from the ranks of the Accounting Department. The following were there, whether you saw them or not:

Anna Beseman, Marie Claxton, Sam Taylor, Florence Cox, Juanita Hoover, Mildred Edwards, George Perry, Dorothy Littlefield, T. E. Dickey, Nina Robertson, Paul Fancier, Helen Sawyer, Betty Enscoe, Grace Shreeves, Mrs. Walton, Marian Snowden, Mr. Eggeman, Grace Christensen, Lois Brown, Eunice Fischer.

Everyone reported having a good time and no drunks admitted; however, they advise that you can't see the Fair in one day in any condition.

We have some new clerks to welcome at this time: Fred Middleton, Richard Allen and Fred Heath.

It is quite natural for someone's wife to call her spouse on the phone and let daddy talk to the baby, etc., but believe it is one for Ripley when a man's wife calls him and he talks baby talk to a pet duck. Can you imagine the conversation? Three guesses as to who it is? ? ? If you do not already know, it is our voucher examiner.

If you are curious as to why Ed Uecker is favoring his right foot (when he thinks about it) he will tell you he sprained his instep sliding into third base, having arrived there after a three bagger—but don't you believe him. The fare paying passengers on the Long Beach Line are on to our Eddie. They now demand his seat and Eddie's dogs are howling.

The vacation list is growing by leaps and bounds as mid-summer approaches:

J. B. "Becky" Thatcher's tour carried him east by train to El Paso, thence to Louisville, where he saw the Kentucky Derby, then to Chicago. Flew from Chicago to Detroit, then by auto west through Royal

Gorge and Tahoe to San Francisco Fair. He met a fair damsel (a C. of C. delegate from Paris, France) French—Oh! Boy!

Sam Taylor is taking 2 weeks leave along with his vacation. Has gone east to get new Chevrolet, then drive on to New York and up into Ray Knowlton's home state—Maine. Sam visited San Francisco Fair on the way east.

George Chrystal—Westminister, B.C., visiting his brother and hobnobbing with the king and queen.

Glady's Sunday—P. E. Camp with hubby.

Bill Reed—Home.

Grace Lund—San Francisco, Yosemite and Beach.

Olive Rohde—Beach.

Lois Brown—Topanga Canyon.

Edna Abell—Washington, D. C., and New York World's Fair.

Dorothy Littlefield — Ferdinand Ranch, Phoenix, Ariz., and Camp Verde, Ariz.

Florence M. Moss—Home.

A. P. Beaumont—Home.

Frank Hardesty—Wheeling, West Virginia.

Margaret Taylor — New York World's Fair.

Dave Alexander—Pontiac, Mich., for new automobile. Should have talked to Harold Kuck first, my fran.

Mrs. Elizabeth Walton—Home.

If you have any stray dogs or cats to dispose of, look up Mabel Cavender. She takes them all in—feeds them and gives them a good home.

All you gun totin' clerks take notice—Can you or can you not shoot quail on the wing, after dark, sighting through a mirror and hit them in the head each time, in or out of season, with a twenty-two rifle and after telling about it still keep a straight face? Well, there's one among us who can! So he says!

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PACIFIC ELECTRIC BLDG.
600 South Main St.

SPECIAL EMERGENCY
DISPOSAL SALE
\$13.95 to \$23.95

SUITS - TOP COATS
Furnishings — Shoes

The Usual Budget Accommodations is given to all P.E. Employees

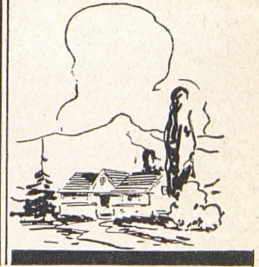
Satisfaction Guaranteed
—Compare

HATS—\$2.49 and \$3.49
STRAW HATS—\$1.39



BY OUR
CORRESPONDENTS

OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY



ENGINEERING DEPARTMENT

By Victor P. Labbe

The whole Signal Department, including overhead and bonding; also Towers have gone flowery, if you know what I mean.

Al Smith, Ralph Cobb, Bill Moesby and Howard Bancroft, head the list. Too bad fellows.

Robert "Cupid" Doner has been keeping a hidden secret from all his girl admirers, until just recently the cat got out of the bag in the person of N. D. K.

Three guesses whose name is tattooed on Robert's manly bosom.

Congratulations to Mr. and Mrs. James Lee Flathers "Jr", whose wife gave birth to a bouncing baby boy, 8 lbs. and 7 ozs., Monday, May 8th at the P. & S. Hospital, Glendale.

Our deepest sympathy to the family of Mr. M. C. Halsey, who passed away at Saint Vincent's Hospital, May 12th.

Charles "Elmer" Erhman has given up singing and gone in for candid cameras. Although he acts timid, believe he will be more successful in this line.

We have a first class jitterbug dancer in the Engineering Department in the person of Jean Fogarty, who wishes to challenge one and all for the best exhibition of jittering.

Says she keeps in trim by sliding down mountains, jumping off cliffs, etc.

Its hard to believe that E. "Rollo" Hayward is stooping to the point where he now erases his golf score to make it appear that he can really have a low score.

Ray Buford has gone Hollywood. Well it gets them sooner or later.

Alfred C. Louie has returned to work after being in the hospital, account auto accident. Al was thrown into the windshield and suffered several cuts on his face. Glad to see you back Louie.

Harvey B. Smith is still remaining a bachelor—with all the offers of marriage recently pouring in. What is this strange power Harvey has over women.

Hope "Hugo Menenghilli" develops those films he took at the S. F. Fair

real soon as the subjects, I understand are the fair sex.

Wonder who will win the darling baby boy that Ronald Rodlech is selling chances on.

Understand Bill Moesby went to Chicago on his vacation. Also S. F. to see the fair.

Noticed Roy Swanson was passing out cigars the other day, the occasion unknown. Don't tell us that you married the girl, Roy.

L. W. Perry intends to visit the New York World's Fair, and on the way back stop off and buy a new car. Prosperity must be here.

Nancy Kelly figures to go East by train, see the World's Fair and drive a new car back to L. A. Wish I knew the secret of how to do it.

Jessie Eaton, Clara Doll and Helen Semnacher attended the S. F. fair, going stag. Jessie was all dolled up and brought yours truly home a souvenir. Helen as usual wore her gloves?

FREIGHT TRAFFIC NOTES

By J. E. Blackburn

Some interesting activities which took place during the month just past include the Southern Pacific "Day at the San Francisco Fair" on Treasure Island which was attended by a number of Pacific Electric people. The only representative from this department, however, was George Meyers and family, which was pretty good representation at that, since the family totals about six individuals. In last month's issue of the magazine George was cautioned to take some notes on what he observed so he could "take us all to the fair" literally. It seems, though, that George never got past the concession operated by the celebrated Sally Rand.

The "Pacific Electric Club Excursion to Santa Catalina Island" was immensely enjoyed by the Freight Traffic Department in company with Mr. and Mrs. Jack Cross of the Passenger Department, Miss Dorothea Beranek of the Purchasing Department and a close friend of hers, Miss Evalyn Anderson. Those of this department participating in the excursion were Mr. & Mrs. Jack Birming-

ham, Roy Swanson, Mrs. Blackburn and I, all of whom made the trip over on Saturday afternoon. Then Sunday, Mr. & Mrs. A. E. Norrbom with Gloria and Lincoln came over on the ten o'clock boat as did Mr. & Mrs. George Meyers and family. Jimmy Shafer of the Passenger Department was also seen occasionally at Avalon in company with Miss Nancy Reese, a former Pacific Electric employe, as was Carl Haskins of the Bureau of Schedules & Research who made the trip over Sunday morning. Those who failed to attend certainly missed a grand time, particularly at the dance Saturday night at the Casino where Kay Kyser set an all-time record for an opening night attendance.

George Koltz entertained a number of Pacific Electric employes at his home in Van Nuys on May 21st, the occasion being a meeting of Carson's Orchestra, which meets once a month to practice. The musician in George's family is his sister, Rosemary.

Frank Connors made a trip to Orange County Park recently to attend the DeMolay picnic. Frank surely is not a DeMolay. It must have been on account of one of those fine looking young sons of his. Frank also makes frequent trips to Lake Elsinore where he is a property owner. We all wonder what the attraction is down there. Perhaps it's just rest and solitude that he desires.

Ralph McMichael is back in the office again after his long stay in San Francisco working on the oil tariff, much to the enjoyment, I'll bet, of his family. Ralph had been gone so long that some of his colleagues had just about forgotten the smell of "El Ropo".

A doctor had an urgent call from a gentleman saying his small son had swallowed his fountain pen. "All right. I'll come at once," replied the doctor. "What are you doing in the meantime?"

Came the answer, "Using a pencil."—Warren.

"You'll never get rich talking to yourself."

"Edgar Bergen did."

—Chas. Warren didn't.

PURCHASING DEPT. NOTES

By Ray Cragin

Dorothea Beranek and Ruth Bushard returned from the San Francisco Fair safely. They report a steaming good time. Dot also made the trip to Catalina and says from now on she will be found at home. Funds for that vacation must be accumulated.

Big Little Chief Roy Ewing and family have returned from a very pleasant trip to Oklahoma City. Roy took the family back to his old camping grounds and showed them how his brother Indians live. It was a great outing for all concerned except that Gary insisted that his old man wear a blanket to work every day.

They're biting. Not the fish but the fishing bugs. George Quesenbery got nipped. He went shopping for fishing tackle and went for hook, line and sinker. A trip to the sea but no fish, he forgot to get an appointment with the fish.

If you hear C. C. Fenimore talking about dates do not get the wrong impression of the man. With his wife and youngest daughter Murial he spent Decoration Day near Indio trying to drive some of the Gardena fog out of his system.

The old saying is "What you sow you reap". At a District breakfast, May 14th, put on by Alex Berger Post of the V. F. W. our Stationer Floyd Gill was presented with a Memorial Plaque by his fellow comrades. Floyd's hard work for his post for the past year was appreciated by his comrades and this was their way of showing him their appreciation.

The following notes from Torrance:

Our friends to the South in the Big industrial City are vacation minded. Frank Winterburg was the first to go. Young Franklin heard they had the Miniature Railroad from Venice at the Fleishacker Park in San Francisco and insisted that Papa and Mamma Winterburg take him up to ride on it. They also visited the Fair and the second week of the vacation was spent touring in Arizona.

Fred Hopkins found May an ideal month to vacation. He took in the San Francisco fair and then to Salt Lake and Ogden, Utah, where he visited friends. Fred was seen in Reno but he says only for ten minutes during the train stop. We have our suspicions, Fred would like to make Winchell's column you know.

Alpha Barrett is passing up the Fair for a visit to her old home state of Illinois and also Indiana. It is said she has received an authentic report that Mr. X is living on the banks of the Wabash.

Mrs. Royce Robertson took her

hubby for a vacation into Utah to visit Zion National Park and other points of interest. She also promised to take Royce to the Fair if he was a good boy.

Ed Rieber has conflicting plans for his vacation. One is to add a few final touches to his Fallbrook property near San Diego Movie Colony and the other to visit Maverick County, Texas, where his uncle is sheriff, and buddy of the Cactus Jack Garner. Ed is a forward looking young man and a ticket reading Garner and Reiber in 1940 would be hard to beat.

One of our Store Department men of the upper brackets, Mr. Will Lock, returning home late one night saw his wife sitting in the newly erected pavilion in the back yard. While opening the door of his garage and putting his car away he carried on a spirited conversation with her, that is his wife, not the car, till he noticed the talk was one sided. After giving her a mild bawling out for sulking because he was a little late in getting home and still getting no reply he went over to her saying "Come on in, you will catch cold", and found one of those life size cardboard figures that so many of us have jostled and apologized to in crowded stores. It is said that when company is present now and the wife wants any little job done like washing the dishes she just says "Come on in, you will catch cold," and her husband dashes to the rescue much to the mystification of the visitors.

Bill Jolley received a twenty one jewel Hamilton watch from Mrs. Jolley on May 13th, this being Bill's birthday. This goes to show that he is still the ONE man in the eyes of the Mrs. and she will be looking for him to come home on time from now on.

On May 16th the stork presented Mr. and Mrs. Orville Strosnider with a bouncing baby boy. Orville who was working at San Pedro at the time heard double when they called him on the phone and thought he had twins. A rush to the Torrance hospital found he was only half the father he thought he was.

We understand John Van Der Zee is looking over the catalogues for fishing tackle that will handle big fish. First thing we know he will be striking up a friendship with Zane Grey like Fred Hopkins has with Ed Durling.

SUBWAY NOTES

By W. F. Servranckx

P. D. Neithercut passed away after an illness of several months at the home of his brother at Phoenix, Arizona, on May 13. Our sympathy to the bereaved family.

Ray Hixon of West Hollywood passed away at St. Vincent Hospital after a serious operation and was laid to rest according to B. R. T. rituals at Forest Lawn Cemetery. He is survived by Mrs. Ray Hixon and 4 children and 3 grandchildren. To the bereaved family we extend our sincere sympathy.

Once more we had our once in a while get together meeting at the Subway to pick our new ? runs under the able guidance of our acting L. C. "J. E. Tolbert" who just returned from Salt Lake, Utah, where he paid a visit to his son who has been ill. Many familiar faces were seen again with great big smiles.

And talking about smiles we understand that a new club is being formed at the Subway, known as the "Smiles Club" and it is reported that the executive board is composed of E. M. Adams, and J. R. Hollis. It is generally agreed to that these two characters are well chosen. Good luck to you boys, and keep smiling.

Congratulations to Mr. and Mrs. M. F. Bidwell for the increase of the family. Yep, it is a boy!

Don't forget our 3rd Annual Picnic at the Riverside Breakfast Club on July 2nd at 2:00 P. M. Especial feature will be Ray Hightower and W. R. Rogers competing in their famous race. Come one, come all, and bring a friend.

R. E. Cooke told us the one about the time that he won the bronco busters championship of Montana,

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but as usual that "lime juicer" B. R. Goodwin wanted proof. Why not furnish us with a snapshot, Ray?

Due to an increase of force, many familiar faces are again seen at the various terminals with the familiar welcome committee on hand. Glad to see you all back at work boys, and it is sincerely hoped that we may see your smiling faces around here for a long time to come.

That toothless wonder who has been percolating around the Subway has actually gained some weight since he has been able to eat doughnuts and hamburger steak, did you ask who? Well, let your conscience be your guide.

So long, boys, see you next month.

MOTOR TRANSIT NOTES

By M. J. Creamer

HIT OR MISS—here we go again! Howard Strong sporting a pair of cheaters. (eye goggles to you) Even Geo. Jehl too, making the ticket office force 100 per cent in eye-crutches. Guess the next move will be the white cane and a tin-cup unless Fortune smiles at us in the way of some lighting effects because now it's like "Roaming in the Gloaming". Geo. Jehl cashing rubber checks but not out! Walt Rorick back from another trip to San Francisco and the Fair—this time with the Shriners. "Ole" Swanson being along too and a gala time was had—just ask 'em. "Ole" Swanson's bowling team winning fourth prize in the series. Starting a new summer team now. Recently he bowled 257 in one game which is quite a mark to shoot at. Tuckers getting lodged in their new shatto—such class! Do drop around at dinner time—the meals are excellent and the accordion music furnished by "Sonny" as well as Tuck's harmonica renditions are most entertaining. J. E. Brown in another wreck—this time a motorcycle accident—and a broken arm for him! A rapid recovery to you, John, even though Walt Deal regrets the incident most deeply by remarking "If it could only have been your neck instead of an arm that was broken"—(such compliments). 'Tis rumored that Walt Deal (Gilmore) is raising some two-headed chickens and the problem now confronting him is whether he'll have to use a two-headed axe or a double-barrel shot gun to "socko" the daylight out of them for a chicken dinner. Will be interested in learning the outcome of his experiment. Strange as it may seem—Walt returned to the ol' era of candle-light at his home. His wife thought he paid the light bill—and he thought that she paid it—the light company said nobody paid it—and



A few of our operators on location—yep, it's the well-known dog house! (Reading left to right) B. A. Rudd, H. J. Eddo, G. L. Hoffman, J. T. Pettitt.

OFF went the lights and from what we learn somebody's feathers were up and remarks aplenty being passed. Whoa! Lawrence Allen and the wife making a trip to San Bernardino in their new buggy. Mr. Claude Allen, Assistant Superintendent, sporting a new Mercury car. Guy Rhinard sporting a new bob—one of those personality (?) haircuts, styled in Hollywood with a part n' everything and soft, silky waves . . . tch. tch. . . (He says it's natural—but in this machine era we have reason to doubt.) Mrs. Seifred winning \$89.00 door prize at recent home showing at Pan-Pacific Auditorium which means a new washing machine. Bob Cruson on a spending tour—not just one paid but THREE pair of shoes for his little girl, age 6, and winded up by buying himself a pair of blue swimming trunks to show off that masculine form of his on the beach . . . look out gals! Preacher Seifred performing "mock" wedding ceremony for an elderly couple married some time. Bob Griffith saying

"I'll never batch again and that goes when my wife starts her second vacation this year!" "Pop" Reynolds received Mother's Day Wire addressed to the depot. Couldn't figure things out for a minute says he and then came the dawn—T'was from his son in Manila intended for the Mrs. Incidentally, his son plans to make another trip to the States soon for his firm, making the trip by China Clipper. Sibyl Mather noted enroute to visit Harriett Fisher, loaded down with flowers. We are all hopeful that Harriett may fight her way back to health. Greetings once again to Agent Howard, Pete Mallinckrodt and Pete Peters.

"Babe" Larson and his brother bought an outboard motor in anticipation of their coming vacation at Big Bear. It will be a regular family reunion. Plans to take a month off. His brother in Los Angeles and another brother in Tuscon, Ariz., and their respective families will be together for one grand vacation. Lisle Farquhar has signed up for a 90-day vacation beginning in July which should be ample time for a world tour but details are lacking as yet. Operators Couch, Reeves, Sype, Butler and Wickham are a few others looking forward to vacations. "Wake" Wakefield off for a vacation—and will take in the Fair. VACATIONS? (Jealous-ya-shure).

Bill McKenzie was asked why he always runs across the street with express for Montrose—"Canna ye see t'will save shoe leather?" says he. Two Sunland cabinet makers, house refinishers, carpenters etc., claim they are only a PRIVATE enterprise when asked to do some professional work. "We run our own saw and

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joiner outfits to please ourselves" says Johnny Knapp and Stewart Axton, grabbing another piece of wood for dissection. "Sidehill" Barnum has a pleasant smile on his face now that he isn't losing any more change! Even J. M. Smith is more at ease for a reason. The rumor that "Van" VanSandt doesn't have a long enough lay-over for a lunch hour was vigorously denied by him. He says that two hours should be plenty of time for anyone to polish off a bone. (One-way) OW Brown is observed smoking a "hod" again—guess it must be his bro-in-law's "terbaccer". (O. W. says that I should take lessons from his son in writing this column . . . his boy, age 16, attending the Glendale High School writes two columns for the school paper, one of which is devoted strictly to activities while the other is under a non-de-plume . . . a satirical column on various teachers which they relish—and to top it all he is working toward one of the scholarships!) "Shorty" Hall returning to work with the Motor Transit after a long absence. Welcome back "Shorty". "Herb" McCollum moving from Santa Ana to El Monte. Clyde Pearson giving out his personal cards as representative of Nudist camp.

Alpha Sands went to the beauty shoppe recently to get a shampoo and finger wave, showed up next morning with sculptured Grecian ringlets and hair some shades "redder" than before. Claims it was just the rinse but looked more like a "dye" job to certain gals around the building. Zam! Alpha is looking forward to her vacation and a trip to San Francisco. Mrs. L. M. Harris, Motor Coach Record Clerk is on a six months' sick leave, being relieved by Paul McDonald of the P. E. transportation department.

A few more anniversaries in June: Operators Butler, 16 years; Irby, Kimball, Faulkner, 13 years; Barnum, 12 years; Cook, 10 years; Haynes, 8 years; Murray and "Loud mouth" Edmondson, 4 years; Bubier, a 3 year old.

We regret to learn of the passing of Lem Sommerville's brother who died in May from acute indigestion while on a fishing trip.

And from Santa Ana we have news: Bill Kennedy made a dash into a hole out near Nevada somewhere and came out with chunks of silver chloride ore running about 2,500 ounces of silver per ton. Said he would walk through forty acres of cactus barefooted to get a lease on the old workings which have been idle since the 80's.

"Tommy" Daiker (the lad with a smile) is firmly convinced of the future of Santa Ana, having just purchased a cozy home. Sam Carr also has finished a building program

—an attractive little bungalow for his boys. Many of the operators are on a moving spree. Johnny Hill coming back to Santa Ana to pick up assignments. Maybe the depression is over. John Bailey sporting a new Studebaker—a honey too! Incidentally, John is wearing a grin bigger than a jackass browsing cactus—the rumor is that the big placer gold strike near Atwood is next to his property. This with oil wells all around it would make anyone grin! "Benny" Kimball influenced his misses to contribute a big thick lemon pie to the office gang in Santa Ana recently. (Such treats are always appreciated say they) How about tossing one in the L. A. ticket window some day—we're only human too! Charlie Rhinard has gone in for fencing—not with poinards or whatever you might want to call them, but with planks etc., (Don't know whether it is to keep something IN—or OUT of the yard. Dick Butler observed carrying a large tub the other day—can't say whether he is planning to wash his feet, start a laundry or what. Jack Burgess says he always knew that thirteen was unlucky—his misses dropped a pocket book with that amount of dollars in it. Yes—it's STILL missing!

When meeting persons wearing long red whiskers same should be firmly jerked to determine whether or not SAM CARR is behind them . . . this because several days ago a sweep-stake winner put out smokes for the boys. Sam came home with all pockets bulging — which just "ain't" normal. Well, if Sam isn't lurking under all anonymous plumages met with, we find the best policy is to run immediately after the summary tweekings!

Relief Agent Hess was waiting on a deaf old lady the other day—she wanted to go to Albany. Hess asked "Do you want to go by Buffalo?" She replied—"Don't get smart with me young feller, you KNOW I want to go by stage!"

Red Norris, popular P. E. Motorman played an innocent citizen a dirty trick the other day—he found

and returned a pocketbook containing thirteen dollars and eighty cents and a marriage license—just imagine hunting up a man to hand him a life sentence!

This issue has a sad ending. Ed Netzley, Ass't. Sup't., has reasons for a lasting headache. Recently he attended a show having bank night as a feature and entered his name on the records. The following week came the big drawing—but Ed didn't attend . . . sooh he lost the \$200.00 prize and got a check for \$1.00 in the mail as consolation prize . . . Oui!

Signing off—and thanking you for my new title "Non compos mentis".

An Englishman was visiting this country for the first time, and he was driving along the highway, saw a large sign, "Drive slow. This means you!"

The Englishman stopped in surprise and exclaimed, "My word! How did they know I was here?"

—Exchange.

A middle-aged woman lost her balance and fell out a first-floor window of the Allis Hotel and landed in the alley, in a garbage can. Chinaman passing remarked: "Americans very wasteful. That woman good for ten years yet."—Chas. Warren.

Angry Employer (to Irishman who insisted on leaving his service): Well, goodbye Pat, and bad luck to you.

Pat: Good luck to you, sir, and may neither of us be right.

—The American Boy

The conductor of the band glared at the cornet player. "Why on earth," he yelled, "did you leave off playing just as we got to the chorus?"

"Well," said the cornet player (a raw recruit), "on my music it said 'Refrain.'" So I did.—Exchange

Dear Old Soul (in curiosity shop): "I suppose this is another of those horrible futuristic paintings which you call art." Shopkeeper: "Excuse me, madam, but that's a mirror."

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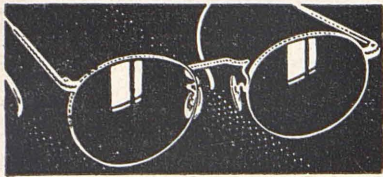
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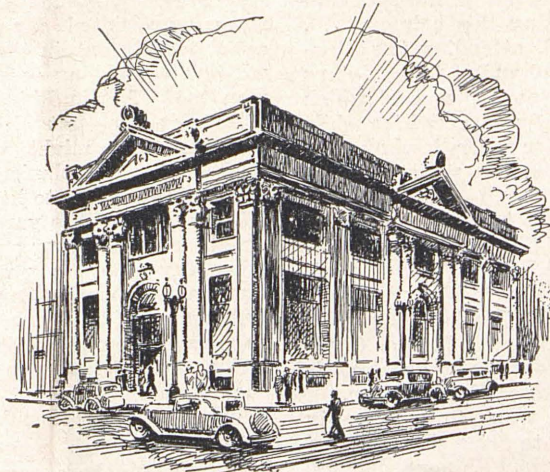
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