

# PACIFIC ELECTRIC

# Magazine

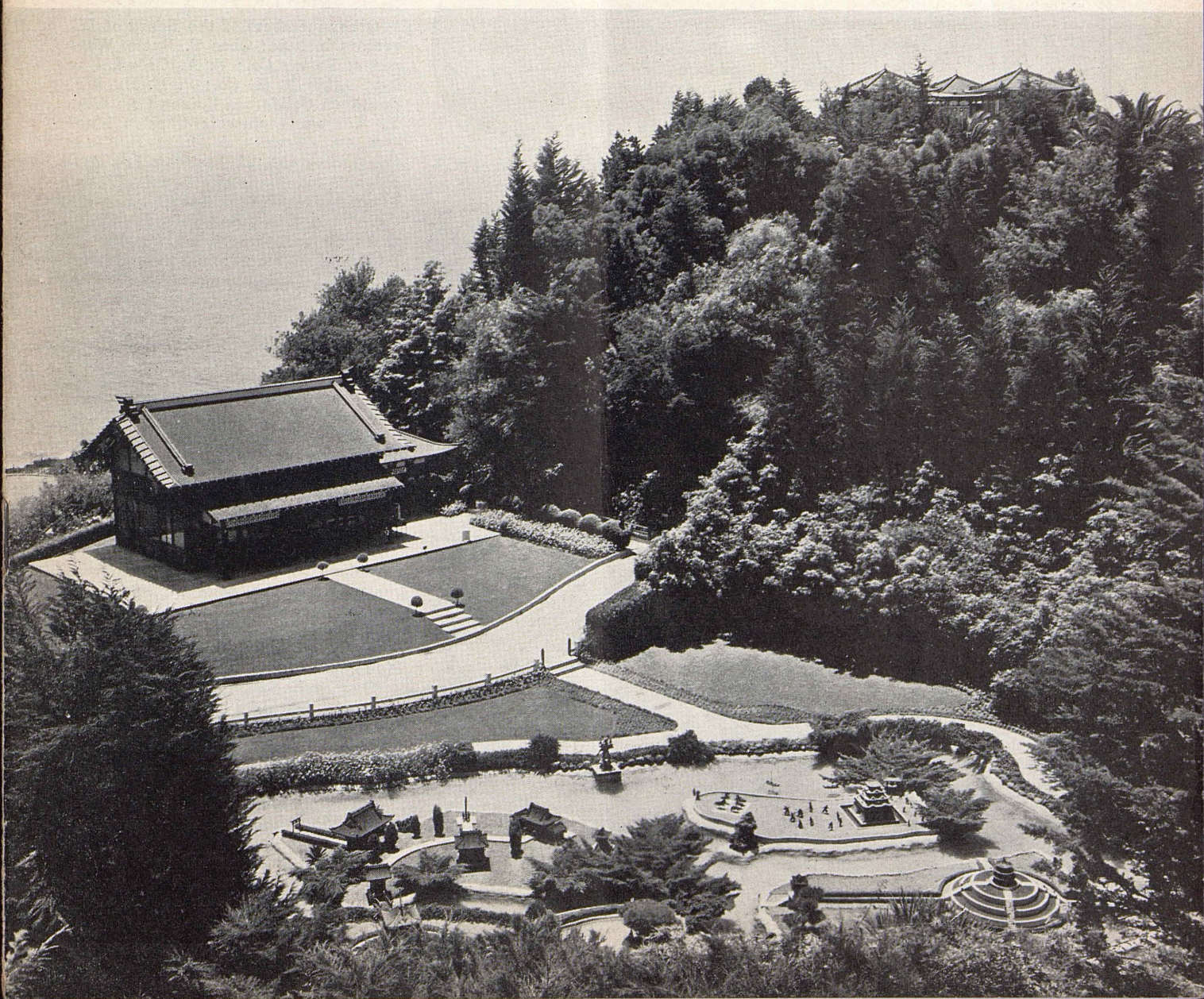
Vol. 19—No. 9



March 10, 1939

A BOWER OF LOVELINESS

BERNHEIMER ORIENTAL GARDENS



# PACIFIC ELECTRIC Magazine

Volume 19, No. 9 March 10, 1939

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

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

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

E. C. THOMAS.....EDITOR

## SPECIAL NOTICE

The Pacific Electric Masonic Club invites all members of the Pacific Electric Club and their families to attend a musical entertainment given by instructors of the National Institute of Music in the Main Lounge of the Club, on March 15, 1939, 8:30 P. M.

Under the caption of "Early Days in Los Angeles" the Herald on February 23d re-printed a news item of that day fifty years previous. It will be of interest not only to the younger generation of employes, but of greater interest to the "old Timers" of the company.

The line mentioned was the second electric interurban to be constructed in Southern California (1889), the first being the line to Pasadena via Garvanza (Highland Park) in 1885 which was brought about by the consolidation of the Pasadena Traction Lines and the Los Angeles Consolidated Railways by the building of a bridge across the Arroyo Seco. That line will be better known to many by the name of the South Pasadena Line, now out of operation.

The Los Angeles-Pacific Railroad was one of the principal constituent lines of what is now the Pacific Electric, with which it was consolidated in 1911.

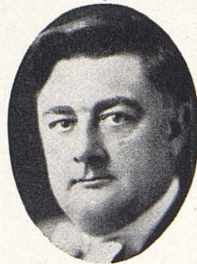
The Express of fifty years ago said:

"The first through train over the Los Angeles and Pacific railroad, opened to the traveling public, started from the depot near the Sisters' Hospital at 10 o'clock Thursday morning, Feb. 21. It made the trip to Santa Monica without incident. Another train was dispatched yesterday afternoon. The formal opening of the line from Los Angeles to Santa Monica is scheduled for today, and it is proposed to run three trains daily, with five trains on Sunday. This new line is about 24 miles long. It skirts the mountains and approaches Santa Monica via the Soldiers' Home. It passes some valuable quarries, and expectations of the road's managers are to bring a carload of stone to the city daily.

## P. E. Agents' in 17th Annual Banquet

Honors Extended to the Winners of the 1938 Attendance Contest.

Once each year the Agents of the Pacific Electric have a big rally to do honor to the members of their



O. A. SMITH

Association who have been the winners in the Attendance Contest. This year was no exception to the rule, and to go former years one better, it was resolved to hold the annual banquet in one of the "swankiest" places in the village regardless of the cost and to really "put on the dog".

So — the big blow-out was held at the University Club, on the evening of February 18th, and the attendance broke all previous records.

Presiding at the meeting was Cleve Johnson, President of the Agents' association; President O. A. Smith graced the meeting as Toastmaster; and, to the



CLEVE JOHNSON

gratification of all present, Mr. Paul Shoup, recently retired as Vice Chairman of the Board of the Southern Pacific Company, and one time President of the Pacific Electric, was the Speaker of the evening, delivering an address that was well received by all.

The entertainment features of the evening were provided by Fanchon & Marco and were said to be most interesting and entertaining.

Following were the Attendance Contest Guests of Honor:

G. P. Barkhurst, J. B. Black, W. H. Bratton, C. A. Bruce, E. R. Burke, E. S. Donaldson, H. E. Foskett, N. F. Graham, H. C. Hall, C. J. Hileman, D. W. Holtby, J. F. Jenkins, C. Johnson, W. Kraft, R. McLaughlin, G. W. Orr, A. G. Owen, F. C. Pittinger, E. A. Riley, M. A. Soper, L. A. Vincent, C. Whiteley.

Old Lady: "Does this bus stop at the pier?"

Driver: "Well, ma'am, there'll be a terrible splash if it don't."

## COMMERCIAL BOARD OFFICERS

Election of officers was recently made by the Commercial Board of Los Angeles, an organization composed of the leading industrial and commercial interests of the city and among those chosen to the Directorate was George Billhardt, General Agent of our Freight Traffic Department.

Other officers of the Commercial Board are: Fred A. Hooper, American-Hawaiian Steamship Co., President. Ben W. Wright of the Southern California Telephone Company was made first vice-president, and R. R. Beamish of the Davis Standard Bread Company was chosen second vice-president.

Jesse S. Newton, secretary; LeRoy Carman, of the LeRoy Carmen Printing Co., treasurer; Percy V. Harman, attorney; and Louis B. Mayer, national councillor, were all re-elected.

Other members of the Board of Directors include: Chas T. Butts, Warren & Bailey Co.; E. A. Coons, Union Pacific R. R. Co.; P. H. Ducker, Southern California Edison Co.; Wm. V. Kernan, architect; Charles Morgan, Sr., Morgan & Burr; E. Clair Overholtzer; A. E. Slaughter, Los Angeles Soap Co.; and Frank Weiss, Southern California Gas Co.

As the months roll on, the list of employes retiring from active service with the railway increases. The years they have devoted to the public in rendering it transportation vary as to number as does also the character of their employment; yet, each has filled a vital place in producing that transportation service so necessary to the well-being of every community in Southern California. Their duties were well performed, else they would not have the years of faithful endeavor to their credit; and, thanks are due them for loyal, effective efforts.

It is the hope of the Magazine, expressed for their fellows that their remaining years may be spent in pleasant recreation and be many.

Following is the list up to the close of copy for this issue of the Magazine:

Thomas L. Ballard, Equipment Department, with 15 years of service. Retired Dec. 28, 1938.

August Olsen, Equipment Department, 33 years service. Retired Dec. 31, 1938.

Harry C. Mattox, Equipment Department, 26 years service. Retired Feb. 1, 1939.

Benjamin Porter, Assistant Trainmaster Western District, 39 years service. Retired Feb. 1, 1939.

# THE FAMOUS BERNHEIMER ORIENTAL GARDENS

## "FROM MULE CAMP TO ORIENTAL PALACE"

Adolph Bernheimer, a native born American, settled in Los Angeles in 1913. During that year he began building a magnificent estate in Hollywood in which to house his treasures. He lived in this home from 1915 until 1924, when he sold it to locate on the present site, which had caught his eye several years before.

In 1924 this location was being used as a mule camp in the construction of highways. An old barn and crude corrals were the only "decorations" on this magnificent promontory, but to the artistic eye it held untold possibilities. To the visitor it is hard to visualize the transformation from a barren hillside to a million dollar show garden known throughout the world. Work was begun at the new location in 1925 and it was finally ready for occupancy in the late spring of 1927. The photographs in this article graphically show the happy results.

Adolph Bernheimer began collecting oriental curios at nineteen years of age—fifty years ago! He made seventeen trips to the Orient. That interest has been unflagging through the years is made manifest to guests by the many priceless bronze statues and the rare and costly tapestries and furnishings of the residences.

Gardens, dwellings, everything was planned by the owner personally. He drew the blue prints and guided the men in the "how, when and where". The entire seven and a half acres as it now stands represents the money, labor and dream of one man brought to fruition—and, strange as it may seem, this one man is almost satisfied with the results.

From the opening date, twelve years ago, an average of five thousand visitors a week pass through the grounds. Many are plant lovers; many are lovers of antiques; but the great majority of callers are just people who appreciate good and beautiful things.

Here one really finds the Orient in California, so to speak, and although the dominant influence is Chinese, there are many, many interesting, very beautiful and very old objects from other parts of the Orient. You will exclaim over ancient oriental architecture; over lacquer, jade and bronzes of great beauty and antiquity; be fascinated by exotics of riotous colors, sensuous perfume and luxuriant foliage. For instance, the buildings are unusually graceful and noble. The famous stable arouses much interest in all classes of people. It doesn't take an architect to appreciate its flowing lines. The hill-

top house and guest house are well worth visiting with all their rare furnishings. The bronze of Lao Tse shows the benevolent face of the old teacher in a friendly argumentative mood; the Chinese mandarin in a devotional attitude; the scholarly Ten Gin, banished Japanese religious teacher is a truly great statue; it is quite large and faces the foot of the main stairs. The great humanitarian is shown mounted on the sacred ox upon which he rode about the country preaching. There are too many of these bronzes to describe in detail: a partial list includes the Goddess of Mercy, Burnese Buddha, Warriar, Elephants, Cranes, Dogs, Wild Boar, etc., etc.

The flower gardens exhibit a rare combination of colors and architectural designs. The miniature temple garden is a veritable rainbow; it shows exact reproductions in miniature of famous Temples of the Orient surrounded with many kinds of flowering plants. All together, there are seven and a half acres of gardens. These are changed continuously in order to maintain a year 'round flower show. As an example: about

March 1st and continuing through June visitors will be thrilled with the primula beds—actually 7000 of these flower plants in bloom—a beautiful sight.

The gardens are of so wide a combination as to delight the critical plantsman as well as the inexperienced flower lover. A corps of gardeners keep the grounds in perfect condition the year around. Visitors will delight in the fine specimens of native California flora as well as in the plants and shrubs imported from all over the world.

The best time for visitors is in the morning and early afternoon when fewer people are about. From two to five in the afternoon is usually the crowded time, especially on the hilltop, where a leisurely study of the art treasures is difficult during the hours mentioned. Of course every hour of the day—or night for that matter—is lovely.

Through the courtesy of Mr. Bernheimer, and his Manager-Hostess Mrs. Halstead, employes of the Pacific Electric Company will be admitted free to the grounds upon presentation of their Club Card or System Pass.



## WALTER WATCHALL

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



Meet another outstanding member of the P. E. Family. Robert "Snap-Shot" Labbe. We first see him riding on a broomstick thru Lincoln Park in Chicago. He is at that age where he is still a member of the

Triangle Club. The nursemaids in the park have a hard time keeping their feminine charges in their carriages. They all say "Goo Goo" as he goes by, meaning "God's gift to women". We next find him at the corner where he was the original Drug Store Cowboy. He moved West and we see him riding the ranges of the Council Bluff Stockyards. A talent scout saw him and told him he owed it to his public to go to Hollywood. Arriving in L. A., he boarded a car for Hollywood but got on the wrong one and found himself at the offices of the L.A.P.R. He decided to give them a break and went to work in Auditor's office. He has been an accountant from that day to this.

Hobby—Photography. An expert from taking to finishing pictures, also likes to DX on the radio.

### THINGS I WOULD LIKE TO SEE

Walt Disney could sure pick out a fine cast from among the P. E. Family for "Snow White and the Seven Dwarfs". How would this line-up do?

Sleepy, Bob Dorner; Dopey, Frank Connors; Happy, W. Benson—we're all happy to see him; Bashful, how about Al Manhart; Sneezy, Floyd Gill; Doc, Harry Culp; and for Grumpy, Ed Lickemby. And for Snow White, boy, oh, boy, where could you find a better one for that part than Jessie Eaton.

And now a fan writes in to tell us that we overlooked a good bet in casting "Gone With the Wind" when we left Mr. Hinkle out. He suggests we cast him in one of the pictures portraying "Wings". They say he has all the features built in since he has ears like the DC4 and suggests he might play the leading part in "Wings Over the Accounting Dept."

What do you thing of Scarlett O'Hara up and getting married, now we will have to call her "My Gal Sunday".

### Listen

I never did get it straight but

when it was all over Cross had the shells and Porter went to the Notre Dame game.

U. Drake now gives advice on child care. He is an uncle now and helps his brother walk the floor these nights.

Now they have a newtype of television at Torrance. Looking glasses on all the corners of the buildings is making Fred Maisey a real Sherlock Holmes.

Lewis and Hibbard the big Engineers seen in elevator with dark skin girls. How is your luck these days boys?

Are all the people from the far North Countries noisy. Reed Christiansen sure was making the racket at the bowling alley the other night. Maybe the Pass. Traffic is trying to develop a little competition to Noisy Swanson of the Freight.

Most people like to get away from a bailiff but Dorothea Berenak has a lonesome look in her eyes these days.

Harvey Smith is writing a book on "How I Handle My Women".



And now the inside story of Earl Moyers operation. On January 9th, the news leaked out of the big event the next morning at 10 A. M. at St. Vincent's Hospital. Called in my special events reporter, Seymore Saymore and told him to cover the event and broadcast it over our station WOW. It is now January 10th, at 10 A. M. and we take you to the main operating room.

Good morning, folks, this is Seymore Saymore, your special events reporter, bringing you a Stich by Stich report of the goings on here this morning. The cameramen have their machines set up for action, newspaper men are all around and autograph seekers are storming the doors. Here comes Doctor Weber now with his staff. The Doctor now pulls a whet stone out of his pocket and is sharpening his pocket knife. Doctor Gibson is busy with the anesthetic. There is some question as to what anesthetic should be used. Dr. Weber prefers ether, Dr. Gibson recommends gas, while the patient's

friends insist on chloroform. They are about to begin. We will ask the patient for a statement before they begin. "Mr. Moyer, would you like to make a statement at this time?" Mr. Moyer: "Yes, tell the boys at the office to try and keep the Red Cars running until I return."

The Doctor is now administering the anesthetic and all are busy. Dr. Weber is busy at his task, nurses are running in all directions. The place is in an uproar. The Dr. is now finishing the stitches and the operation is over. "Dr. Weber, Dr. Weber, would you like to make a statement for our unseen audience?" Dr. Weber: "I am very tired. It was a very difficult operation, the most difficult of my long career." What made it so difficult Dr? Dr. Weber: "Well the operation was not so hard but the patient kept blowing smoke in my eyes!" What did the result show? Dr.: "The Appendix contained three dahlia bulbs, one package of pansy seed, two burnt matches, and a used one-qt. spray gun." Thank you Dr. and now before signing off we wish to say that arrangements have been completed to have Mr. Moyer speak at the Alhambra Women's Club in the near future on "MY OPERATION" under the auspices of the Disfigured Anatomy Society of that City. The speaker will wear his suit with the cellophane window in order that all may view the incision. This is station WOW signing off.

Little Boy: "Between us, my father and I know everything in the world."

Companion: "Alright then, smarty, where's Patagonia?"

Little Boy: "Well, that's one of the questions my father knows."

He: "Don't you think my dancing is improving?"

She: "Well, you're certainly making huge strides."

From the bedroom of the twin boys came the mingled sound of loud weeping and hearty laughter, so father went up to investigate.

"What's the mater up here?" he inquired.

The joyous twin indicted his weeping brother.

"Nothing," he chuckled, "only nurse has given Tommy two baths, and I haven't had any."

## CUCKOO CLOCKS

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LOS ANGELES

# Courteous Consideration Commended

## Letters From Patrons Reflect Appreciation of Service

Belated in its receipt, information came to the Editor a few days ago from a Motor Police Officer, that but for the very prompt action of Paul R. Hanna, coach operator on the Castellammaire Line, some time ago another disastrous fire would probably have occurred in the Pacific Palisades section. On one of his trips Mr. Hanna noticed a blaze starting in the underbrush, hastened to a telephone, notified the Fire Warden, and, because of his quick action the fire was checked in its early stage. The residents of that vicinity express their gratitude.

Conductor A. J. Speake, of the Western District, is commended most highly by a lady witnessing his assistance of disabled passengers on his car recently. She says: "here was courtesy personified. If everyone was so kind, the world would be a very happy place. He was so kind to the blind, feeble and troubled. Never an impatient look or gesture. Many noted and commented favorably."

Conductor J. H. Dougherty, of the Western District, receives a pair of compliments this month from pleased patrons because of his never-failing courtesy and helpfulness to his passengers.

Following is a letter received from a lady in Monrovia with reference to the unusually considerate service performed by Agent Whiteley recently:

"I wish to report an act of special courtesy and service on the part of your agent here, Mr. Whiteley.

"Recently I returned home one night at seven o'clock to find a telegram under my door announcing that my mother had passed away in the Middle West. (I did not know that this sort of message was ever delivered in this way, but it was.)

"The people with whom I boarded had left that morning; there was no one else in the house. I did not know any of the neighbors. I had no car and knew that the train did not run through Monrovia. Your office was closed for the day, as were the banks. I had \$15.00.

"After thinking that I could not do what must be done, I realized that I must get a ticket. Securing your agent's name and telephone number from the taxi-cab company, I called Mr. Whiteley at his home.

"I had nothing to do after that. Mr. Whiteley and his wife came over in their car and took charge. The train was due to leave the nearest station, El Monte, in an hour. After going to the office and making out my ticket, Mr. Whiteley secured money for me above the cost of my ticket. I certainly expected then to take a taxicab to El Monte to the train; but though agent had telephoned for the train to stop, he did not feel it safe because the station there might be closed, and he and his wife insisted on taking me over and seeing me on the train. They would not accept any money for their services, even for the cab service which I would have been out.

"I have ridden on your trains for years and am used to splendid service. Mr. Whiteley's kindness, however is outstanding. His personal consideration for a patron in difficulty and the extra time, trouble,

and pains he took in extending the services of his company, have my highest commendation."

From a Pennsylvania visitor to Los Angeles last month comes commendation for courtesy to Coach Operator J. K. Kennedy, of the Northern District. Among other comments she says: "Such courteous service rendered to visitors in a strange community, not only is appreciated by the visitor, but is worthy of commendation to the company for which said employe is hired."

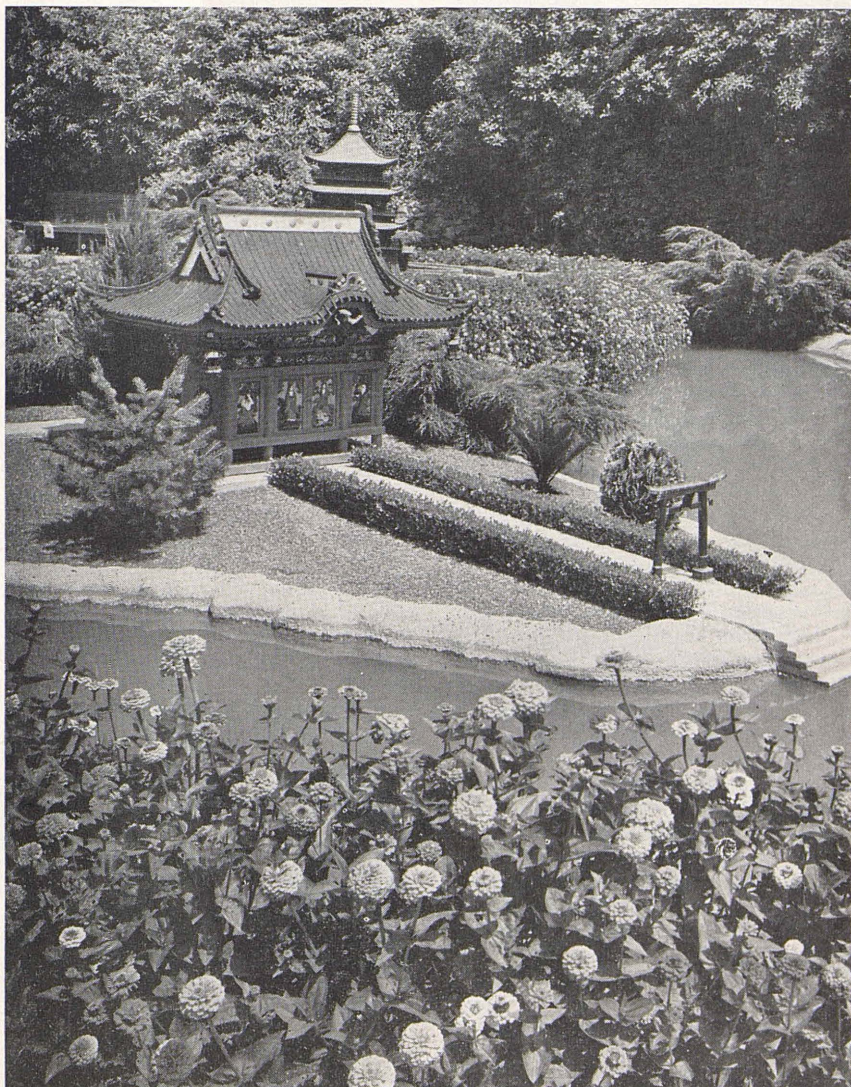
G. R. Stevens, of the Western District, draws two more commendatory letters this month for his distinct courtesy to his patrons, and incidentally, in one of the letters all of the men of the Western District share in the compliments.

Conductor J. E. Shelton, of the Edendale Line, found money dropped by a passenger on his car a short time ago, reported the incident

through the proper channels and assisted in locating the owner, a letter from whom, with her profuse thanks being received a few days ago.

A Pasadena lady writes us that for the past 30 years she has been a frequent passenger on our lines; has always enjoyed the service and commends its employes for their service. The other day however, she came in on the car of Conductor F. P. Ream and in a card sent us says: "Yesterday I took special notice of Conductor No. 96 (F. P. Ream) because of his fine courtesy to passengers. Never have I seen the man before and never any finer courtesy. He deserves real appreciation and should go far in life because of his attitude."

A bouquet to Coach Operator D. Tucker, of the Castellammaire Line. The following from a resident of Bel Air speaks for itself: "I rode out to Castellammaire Beach a few days ago on one of your Coaches. The driver was No. 2051 (Mr. Tuck-

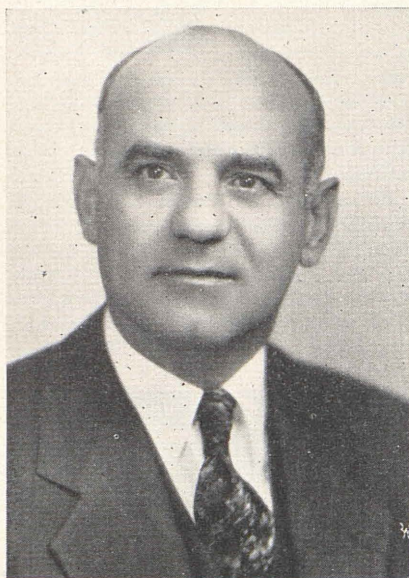


A Charming Miniature in the Bernheimer Gardens

er) and I noticed how kind and courteous he was to some old ladies on the coach. It is certainly a pleasure to ride on a coach where the driver is so kind and considerate."

#### PAST QUARTER CENTURY MARK

That doesn't seem like such a long time to some of us "old-timers", but to R. R. (Roy) Wilson, of the Motor Transit Co. it is some mile-stone.



Recently he had a one-man celebration of the event—not an event of age, but an event of activity in the transportation industry. An old colleague of his (Wm. H. Powell) knew about the event, and wrote for the Magazine a chronological history of Roy Wilson that would have filled four or five pages. That meant that we had to trim out a lot that was most interesting.

Beginning as a small boy with the Pioneer City and Suburban Delivery Co., of Los Angeles, he became at the age of 20 the Superintendent of that company, and since that time he has held similar positions with practically every Bus and Motor Coach line that has operated in the western half of the United States, and at some time in his short, yet intensive career, he has owned and operated several of them himself. It would take almost all the space in the Official Bus Guide to enumerate all of his company connections.

If you have any doubt that he has been places and done things during the last 25 years, drop in on the editor at any time and read his full, unexpurgated history. It will take you about an hour. In the meantime we present the congratulations of the Magazine and Roy's numerous friends, and wish him activity in fewer companies and with greater pleasure than he has had in the past.

## 29th National Orange Show To Open

### Annual Display of the Golden California Fruit at San Bernardino, March 16-26.

The next event of moment to interest visitors from other parts of the Nation as well as the "home folks" will be the 29th Annual Orange Show, which will open at San Bernardino on March 16th and continue until March 26th.

For months plans have been maturing that will apparently make the forthcoming show one of the greatest in point of decorative beauty as well as of entertainment that has been produced throughout the many past years.

A little of the past history of the Orange Show would probably be of interest to our readers.

When the National Orange Show was conceived by a group of civic minded citizens in 1910 it was dedicated to one purpose . . . to promote the Citrus Industry.

Today, twenty-nine years later, that still is the principal motive of the exposition.

It was this distinctive difference from other sectional expositions which brought the Orange Show world-wide attention from the start.

When the small group of visionary San Bernardino business men conceived a fete dedicated to citrus growing and marketing in 1910 they received little encouragement. So it was with their own money—a collection of \$4500—that the first show was staged.

It was Senator Swing who was business manager of the original citrus fair and exposition that occupied two small circus tents.

The canvas covered a vacant lot at the corner and overflowed into Fourth Street where rain, which fell almost continuously during the five days of the show, filled the gutters and brought a steady stream through the middle of the tents.

In that first show there were two carloads of citrus fruit exhibited. A packing house in full operation and a box-making contest were the principal features. The packing exhibit is still a great attention-getter while machines now take the place of the speedy nail hammering experts of yore.

There was little money for prizes then and exhibitors had to be content with ribbons and banners. The winner of the grand prize also had the added glory of seeing his fruit packed in a polished maple box and shipped to President Taft in Washington.

Those two little tents had only

8000 square feet of space—today the Orange Show buildings have 140,000 square feet beneath their roofs—more than three acres and 17½ times as much as the first exposition—providing in one of the finest exposition buildings in the nation, a permanent home safe from the caprices of the weather.

The present permanent status, with fine buildings, landscaped grounds—has been achieved through a tenacious adherence to the original purpose.

After the success of the first show the officials obtained larger tents and moved the exposition to Second and E Streets in 1912. It remained there until 1919 when it again outgrew its location and was placed for one year on Rialto Avenue near G Street. This site proved unsatisfactory and the fair moved to what was then Urbita Hot Springs where it remained until 1923.

The executive committee, which had been seeking a permanent location, purchased forty-two acres of the present property and the tents were placed there in 1923 and 1924. During the latter exposition a terrific windstorm caused damage and the officials determined to erect a permanent home. The present building, since enlarged, was completed in time for the 1925 show.

Through the years the fair has become more and more the show window of the citrus industry. Through it the world has become conscious of Southern California's leadership in citrus culture—with its more than 330,000 acres of orchards employing 40,000 persons and producing citrus fruit valued annually at an average of \$78,588,000.

From the tiny 1911 fete, which was seen by less than 20,000 persons, a vast crowd for those days, to the present mammoth show, which was viewed by more than 150,000 persons in 1938, the fame of the exposition has spread.

#### Not Faring So Well

The old lady did not see eye to eye with the taxi-driver on the question of fare.

"Don't you try to tell me anything, my man. I haven't been riding for years in taxis for nothing."

"No," said the driver, "but I'll bet you had a good try."

#### Not on Easy Street

"Has your son got his house in Philadelphia yet?"

"Well, he says in his last letter that he's in a predicament. Do you reckon it's one of those fancy houses they're building nowadays?"

# Novelty In Home Surroundings

## An East San Gabriel Man Installs Private Railroad For His Diversion

**R**AILROADING in their own backyard will soon be participated in by Mr. and Mrs. Ward Kimball, who have recently purchased and unloaded at their new homesite in East San Gabriel a locomotive, a tender, and one coach.

Although model railroad enthusiasts, the Kimballs' newest possession



Mr. and Mrs. Ward Kimball

it not miniature, but an honest-to-goodness train. The engine weighs 35 tons and the coach 20 tons, the total length of the train is 84 feet.

True, the engine and tender are of 1880 vintage, the coach was first placed in service in 1877, and some of the rails which will be used in constructing the 500 feet of trackage of the "Kimball Line" were made in Holland in 1830, but the whole works are in good running condition and, it is reported, the Kimballs intend to run it, too.

According to press reports, the Kimballs expect soon to build a new home on their recently acquired two-

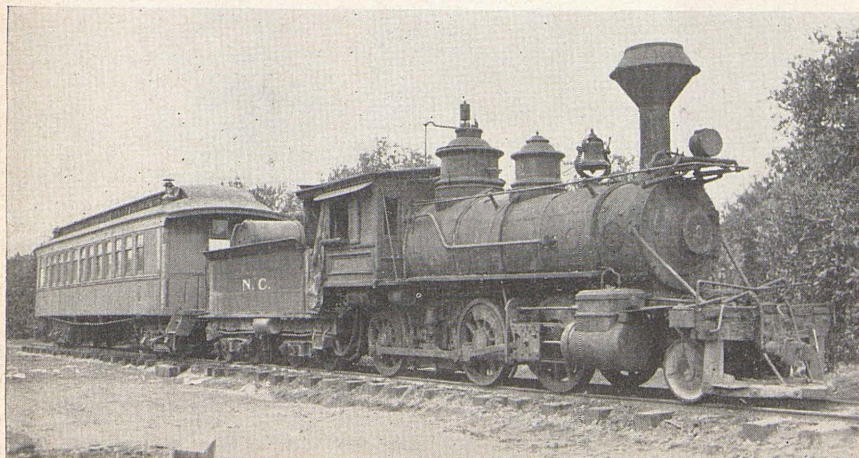
acre site. In designing plans for their home and railroad they found it necessary to bring in the train first and build the home later. If the home was built first, they would have been unable to get the train onto the property. So the Kimballs set the train up on a short stretch of track, which when finally completed will make it necessary when driving into their own garage to cross the railroad track.

The engine and tender were used until last year on a narrow gauge track in Nevada from Battle Mountain to Palisades. It was one of the two engines used on the old Nevada Central Line, discontinued last year. Kimball bought the works for \$400 and paid an additional \$400 freight to Los Angeles. Since arrival in Los Angeles the engine has been completely overhauled in the Southern Pacific shops, and is said now to be in perfect running condition.

The coach was purchased from the Carson & Colorado Railroad, which ran from Virginia City, Nevada, to Keeler, California. Its plush seats and ornate fixtures are in good condition. Kimball stated that all it needs is a good coat of paint to put it in running order and ready for the "Golden Spike" ceremony to be conducted upon completion of the project, which it is anticipated will not be for several months. After the 500 feet of track is laid, Kimball plans to build an old fashion station along side of the line. Inside will be miniature model trains. A building is also planned for the engine and tender.

Both Mr. and Mrs. Kimball work at the Walt Disney Studio, where they first became interested in model trains when he was assigned to make train sketches at the studio.

She had no principle, but gosh how she drew interest!



## THEIR "FUTURE" INSURANCE

### The Little Farm of Mr. and Mrs. E. C. Rogers Responds to Efforts Well Directed.

Three years ago, E. C. Rogers, car repairer at our Ocean Park Terminal, ably assisted by his good wife, began to build their future independence. They acquired a tract of ground at Northridge in the San Fernando Valley, constructed a home and began to cultivate their acres with a devotion that has produced startling results. So successful have they been, despite many obstacles that recently



Rear view of the little home and acre that means "real life" to Mr. and Mrs. E. C. Rogers.

they were the recipients of extensive publicity in the Pacific Rural Press, an outstanding agricultural publication of the country.

We quote in part from that publication, the article written by Arline L. Chewing, its correspondent.

"I'll wager that you are about ready to give up since that early frost destroyed the last of your fall garden. But in this unusual state of ours, early frosts must be expected occasionally, and the good gardener is one who can go through a frost and not lose his enthusiasm or courage.

"One family that can 'take it on the chin,' and did, is Mr. and Mrs. Edward C. Rogers, who live near Northridge. They had planted their summer crops successively so as to give them a fresh supply over a long period. Consequently, they had practically a full garden long after their neighbors. But Jack Frost showed them no compassion; he levelled their plantings to the ground.

"However, their garden had already contributed greatly to their food supply, as their cupboards testify.

"The Rogers moved on to their place three years ago and were determined to make it pay for its keep within five years—a "five year plan" in gardening, so to speak. Their little farm is almost on a self-supporting basis in food supply now, at the end of their third year. . . .

"The success of this family on an acre is really outstanding and its telling may be an inspiration to people living on places of the kind. The family consists of Mr. and Mrs. Rogers and their two children. During the past three years, they have practically subsisted on the vegetables grown in their garden.

"They have not spent one cent on fertilizers; they plow under all of their vines which enriches the soil sufficiently.

The fellow employes of Mr. Rogers will be glad to know of his success, and the Magazine most sincerely hopes that many may profit by the example he has set in establishing himself against that day when retirement must come from our railway activities.



# SAFETY NEWS



## CLASSIFICATION OF JANUARY, 1939, ACCIDENTS Train Service Accidents During January, 1939 Compared with January, 1938

	SYSTEM		Increase or Percentage	
	1938	1939	Decrease	
1. With Pedestrians .....	9	5	4 Dec.	44.44%
2. At 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.....	163	148	15 Dec.	9.20%
5. Derailments .....	7	9	2 Inc.	28.57%
6. Equipment .....	0	0	.....	.....
7. Boarding Cars .....	10	9	1 Dec.	10.00%
8. Alighting from Cars .....	9	11	2 Inc.	22.22%
9. Injuries on Cars (Not in collis'n) .....	22	19	3 Dec.	13.64%
10. Falling from Cars .....	0	0	.....	.....
11. Doors, Gates and Guard Rails.....	4	6	2 Inc.	50.00%
12. Ejectments and Disturbances ....	3	2	1 Dec.	33.33%
13. Employees .....	7	5	2 Dec.	28.57%
14. Miscellaneous .....	5	6	1 Inc.	20.00%
15. Total—All Accidents:				
Passenger Rail .....	208	181	27 Dec.	12.98%
Motor Coach .....	23	28	5 Inc.	21.74%
Freight .....	11	13	2 Inc.	18.18%
Total .....	242	222	20 Dec.	8.26%

This month, it was 6. Let's try looking twice before closing doors.

7. Employees: Five of the boys injured. One would have been too many. Could not some of these have been prevented?

8. Total All Accidents: The men in passenger rail service cut their total down by 27 over last year but the motor coaches and freight went up by 7, so we had a net improvement of 20. This may not be enough to boast about but it was much better than nothing.

### SCISSORING AT CROSSINGS

The two illustrations with this article show conditions which arise in the experience of a motorman every day and it is by his ability to meet and handle such situations that his efficiency is measured.

Because of the number of tragic accidents at grade crossings, some transportation companies have found it necessary to make and rigidly enforce rules forbidding two cars to meet and pass in an intersection.

In the picture which we might call "The Wrong Way", the automobile has approached the intersection at the time when the car on the track nearest was crossing and the driver

### TALES THAT ACCIDENTS TELL

The record we have before us this month is for January; a new year and a fresh start. As the months roll by and the accidents pile up will the record show that we are more alert and efficient?

Let's look back over the first month.

1. Collisions with Pedestrians: Cars 5; motor coaches none. A year ago this month there were 9, so that is encouraging.

2. Collisions Between Our Cars: Only one, and the man responsible for that one can tell you exactly how it could have been avoided.

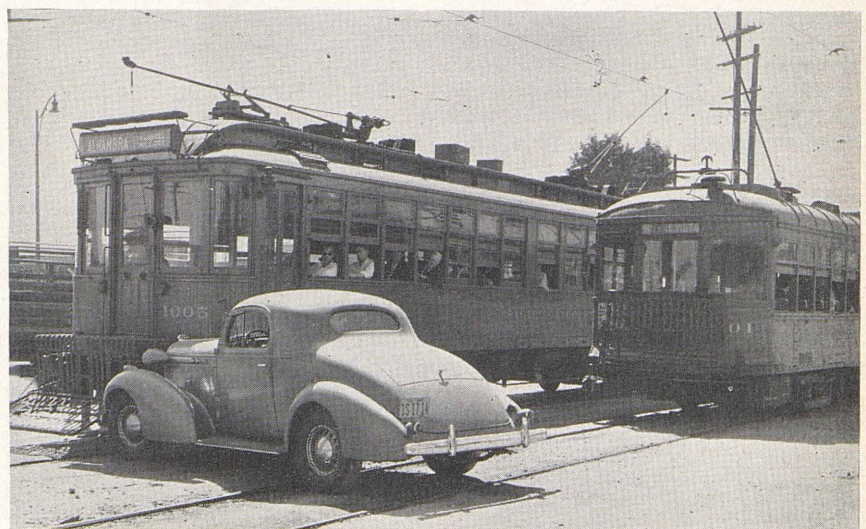
3. Collisions With Vehicles: A total of 148. Both the passenger and freight rail service made a reduction in this item over last January but the motor coaches did not do so well. They spoiled a good showing.

4. Boarding and Alighting: Step accidents are still our big problem. The cars had 17 and the motor coaches 3 but for the number of passengers carried this makes them about even. Of the 3 on the coaches, 2 were in Pasadena.

5. Injuries on Cars (Not in collision): These very nearly equal step accidents as we had 19 such. If we

change this heading to "Rough Operation" it will be more accurate.

6. Doors, Gates and Guard Rails: These are usually passengers caught in closing doors. It seems we cannot go a month without some of these.



WRONG WAY

This motorman, not anticipating that an automobile driver would be so heedless as to cross immediately behind the car moving in the opposite direction, has been compelled to make a rough, emergency stop to avoid a serious accident.



failed to note or could not see the car in the opposite direction approaching the crossing.

This, however, is a poor excuse for the driver to give for cutting across close behind one track onto the other in front of an approaching train but drivers will do it and motormen know it.

While the motorman may be justified in feeling that the fault or blame for an accident under such conditions rests with the automobile driver more than it does with him, yet the fact that every motorman knows that such things are a daily occurrence leaves with him a certain amount of responsibility which he cannot escape.

In the other picture one motorman has seen that another car meeting him is nearer to the intersection and that they will meet at or in the intersection so has checked up speed to allow the other car to clear before he arrives. This not only allows him to have his car under control and have an unobstructed view of the crossing but also insures that the approaching automobile driver will see him and have no excuse for running onto the track if the distance is too short.

Since we so frequently have it demonstrated that the automobile driver cannot or will not protect himself from such hazards, let us resolve to do all in our power to save him from his folly.

**STEP ACCIDENTS**

With all the rush and confusion of handling many thousands of passengers to and from Pasadena for the Rose Parade and Football Game, you might expect several step accidents but for some good reason we had but one reported.

Five cases reported that passengers were injured in attempting to board or alight from moving cars. This is 25 per cent of the total which is more than usual. These cases always call for careful analysis. Such questions arise as "Should the car have been moving?", "Could or should a trainman have seen what was about to happen and stopped the car or the passenger?" Three of the accidents happened on the same line and two of these three to the same crew.

Of the 20 step accidents for the month, 75 per cent were to women. Are we doing all within our power to prevent these? When they seem to be in too great a hurry, do we ever try to steady them by saying: "Take your time" or "Watch your step"? More time is lost when someone falls than if they took twice as long in alighting.

Do we assist with heavy packages or children? This is as much part of our duty as collecting fares.

The motor coaches experienced but three step accidents but from the number of passengers handled, these three equalled the 17 on the cars. It would be interesting to know which, if any, of these were caused by the coach being almost but not quite close enough to the curb. It is safer for the coach to be three feet from the curb than three inches further than a woman can step safely. A woman may attempt to make the step if it is just a little longer than usual but, if it is clearly too far, will step down onto the street then up onto step or curb safely.

**BRAKE OR MAN FAILURE**

"Oh, there is no danger of me hitting a pedestrian or running into anything, I always have my brakes in good condition."

When you hear a driver make this boast, watch out for him. He is so sure that a mere mechanical device like the brake is all that is required for safety that he entirely overlooks the man element.

This is equally true of the motor coach operator and motorman as well as the driver of the private automobile. Knowing the condition of his brakes and just what they can do, he never realizes that he does not know just what he will do under all circumstances.

Much study and many experiences have been made to determine the period of time between the realization that a stop must be made and when the operator applies the brakes. Many operators require a full two seconds for the impulse to travel from eye to brain to muscle while one who can act in one second is considered excellent. The best of the racing drivers may cut this down to less than a second when in competition, but they are frequently involved in accidents on the road when pleasure driving due just to this element of time.

One second or even two seem so short a time as to be of little consequence, and was not in the horse and buggy days, but when all drivers, operators and motormen realize what it means with modern equipment, accidents will be reduced.

If we always had 3 or 4 seconds advance notice when some emergency was about to arise, most of us would be able to prevent the accident.

**APPOINT SAFETY ADVISORY COMMITTEE FOR MARCH**

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, March 31, 1939, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10:00 A. M.

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

- |                           |                 |
|---------------------------|-----------------|
| <b>Northern District:</b> | <b>Terminal</b> |
| F. P. Ream .....          | Pasadena        |
| A. R. Butler .....        | Macy Street     |
| R. Hunsley .....          | San Bernardino  |
| <b>Southern District:</b> |                 |
| J. E. Lewis .....         | Los Angeles     |
| E. L. Bulmer .....        | Long Beach      |
| W. H. Otto .....          | Butte Street    |
| <b>Western District:</b>  |                 |
| C. J. Giesegh .....       | West Hollywood  |
| R. E. Cooke .....         | Subway Terminal |
| E. P. Verret .....        | Ocean Park      |
| P. E. Stiller .....       | 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.



**RIGHT WAY**

This motorman, anticipating that an automobile driver might attempt to cross the tracks directly behind the train moving in the opposite direction, has brought his car under control so as to be able to stop in time to avoid striking the automobile.

**PACIFIC ELECTRIC CLUB  
MONTHLY BULLETIN**

**Friday, March 10:**  
P. E. Club Bowling League Matches—Jensens Recreation Center. 6:00 p.m. & 8:15 p.m. Spectators welcome.

**Saturday, March 11:**  
P. E. Agents Association Monthly Meeting—7:30 p.m.

**Monday and Tuesday, March 13 and 14:**  
Transportation Engineering Class—7:30 p.m.

**Tuesday, March 14:**  
Regular Semi-Monthly Meeting P. E. American Legion Post No. 321 and American Legion Auxiliary Unit No. 321—8:00 p.m.

**Wednesday, March 15:**  
P. E. Masonic Club—6:30 p.m. Dinner and Regular Meeting. Fine program arranged for. See Special Bulletin.

**Thursday, March 16:**  
P. E. Women's Club Afternoon Card Party—1:30 p.m.

**Friday, March 17:**  
P. E. Club Monthly Dance — Dancing from 8:30 p.m. to 11:30 p.m. Music by Flo Kendricks and her Dance Orchestra.

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

**Monday and Tuesday, March 20 and 21:**  
Transportation Engineering Class—7:30 p.m.

**Thursday, March 23:**  
P. E. Women's Club Afternoon Meeting and Program—1:30 p.m.

**Friday, March 24:**  
P. E. Club Bowling League Matches—Jensens Recreation Center. 6:00 p.m. & 8:15 p.m. Spectators welcome.

**Monday and Tuesday, March 27 and 28:**  
Transportation Engineering Class — 7:30 p.m.

**Tuesday, March 28:**  
Regular Semi-monthly Meeting P. E. American Legion Post No. 321 and American Legion Auxlary Unt No. 321—8:00 p.m.

**Friday, March 31:**  
Transportation Safety Advisory Committee Meeting—10:00 a.m.

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

**Monday and Tuesday, April 3 and 4:**  
Transportation Engineering Class—7:30 p.m.

**Thursday, April 6:**  
P. E. Women's Club Afternoon Card Party—1:30 p.m.

**Friday, April 7:**  
P. E. Club Bowling League Matches—Jensens Recreation Center. 6:00 p.m. & 8:15 p.m. Spectators welcome.

**Saturday, April 8:**  
P. E. Agents Association Monthly Meeting—7:30 p.m.

**WOMANS CLUB NEWS**

By Mrs. W. A. Hasty

On Feb. 9th, the Women's Club enjoyed a most interesting and enjoyable meeting. Dr. Dinsmore Alter gave us an extremely interesting and instructive talk.

It would be well worth any one's time to visit the Griffith Park Observatory and Hall of Science, which contains so many wonderful inventions for our education and pleasure. In the Observatory are located the telescopes and other astronomical instruments and lectures are conducted for the information of visitors each day.

Our Valentine Box was opened and occasioned much merriment for the Club members by the exchange of Valentines.

Our second meeting of the month was a joint Lincoln and Washington day. Our program chairman read a

**REPORT OF VITAL STATISTICS  
February, 1939**

Death Claims		Group		
Name	Occupation	Died	Insurance	Mortuary
Alford O. Anderson	Machinist	2-14-39	Yes	Yes
John Stanton	Retired Trucker	2-16-39	Yes	Yes
Wesley Rake	Retired Laborer	2-22-39	Yes	No
Bert J. Wadleigh	Retired Clerk	2-23-39	Yes	Yes
Albert D. Nolan	Retired Loader	2-24-39	Yes	Yes

biography on Washington. Mrs. J. R. Herrin gave the Lincoln "Gettysburg Address". Mrs. Hornbuckle gave us a word picture of the three principal battles and told of the beginning of slavery, the first selling post having been in the Old St. Louis Hotel in New Orleans. Mrs. Moore told of her Uncle's farm being one of the battlefields.

Mrs. Fuller had a pleasant experience in discovering an uncle whom they had not seen for 40 years, living in Glendale.

The meeting was concluded with the singing of old patriotic songs.

March 9th is another birthday party and on the 23rd of March the Torrance ladies will present a program.

**On Her Dignity**

Gentleman Visitor (to fiancée's little sister): "Your sister let me kiss her. Now, won't you let me kiss you?"

Little Sister (loftily): "No, I don't allow all the gentlemen to kiss me, as sister does. There's a great difference in people, you know."

**Precautions**

He: "Would you love your husband if he had only one eye?"

She: "Why, no. How horrible!"

He: "Then let me carry that umbrella."

**Born That Way**

A visitor to a Southern village stopped at the gateway of an old colonial mansion to inquire of a colored servant: "Mammy, who lives in this beautiful home?"

"Kunnel Robertson live here," replied Mammy.

"Colonel in which army?"

Mammy (proudly): "He ain't kunnel in no army—he's jes a nachel bawn kunnel."

**Secondary Results**

A woman who had given a dinner party met her doctor in the street the following day.

"I am so sorry, doctor," she said, that you were unable to come to my party last night. It would have done you good to be there."

"It has already done me good," he replied, tersely. "I've just prescribed for three of your guests."

**Not Worth It**

Little Willie, being taken out for a treat by his very stout uncle, got on a bus.

"If you sit on my knee, Willie," said his uncle, "I won't have to pay any fare for you."

"I'd rather not, uncle."

"Why not, young man?"

"Because every time you breathe I fall off."

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**PACIFIC ELECTRIC CLUB  
BOWLING LEAGUE**

By Don Houston

Here are the standings of the various teams in our league as they enter the final dash:

**6:00 P. M. Group**

	W	L
Engineers .....	64	24
P. E. Club .....	53	35
Freight Traffic .....	46	42
South .....	45	43
B. & B. Dept. ....	43	45
Pass. Traffic .....	39	49
Transportation .....	33	55
Amazons .....	29	59

**8:15 P. M. Group**

	W	L
Claim .....	53	35
North .....	49	39
L. A. M. C. ....	47	41
Timekeeping .....	42	46
Subway .....	42	46
Signal .....	42	46
Bonding .....	42	46
Conductors .....	35	53

Hudkins of the North, Grenke of the Timekeepers, Norton of Transportation, and Weir of the South team were winners of High Series prizes during the month of February. Cuccia of the North, Houston of the P. E. Club, Oliver of the South and Vanderpool of the Conductors took down the high game prizes during the month.

Grenke, the chief moaner on the Timekeepers squad surprised himself and everyone present on the night of February 10th by rolling a nifty high game of 227. That, folks, is one for the book. When the "Mayor of Catalina" can get up on his hind legs and do a stunt like that, there's hope for all the rest of us.

Due to sickness, emergency work, etc., some of the early bowlers have been doubling over and bowling on an 8:15 P. M. team. Chief Iron Man of the league is Bert Norton, who has performed in a total of 105 games to date. Bert was out of his team's line-up on the night of February 24th, however, due to illness. We sincerely trust he will be back with us soon.

Noticed J. Latimer back in action with the Timekeepers. He turned in his usual good series and will be a help to that club for the balance of the season.

Ted Cuccia's return to action with the North team has bolstered up that aggregation so that they are now but 4 games out of first place and Brahm, Pabst, Kissick, Gowanlock and Mat-tison had better turn on the heat if they want to cop the pennant in the 8:15 P. M. league. In addition to the North club the Los Angeles Motor Coach team is blowing hot on the heels of the leaders and it would be no up-set to have those pin

smashers gather in the first place prize.

In the 6:15 P. M. group the Engineers apparently have a safe lead, however the South, the Frt. Traffic and the P. E. Club still have a mathematical chance of catching them. However, Gonzalez, Hasenyager, Davis, Black and Ohlinger have been consistently good all season and the team overtaking them has quite a job on their hands.

The Amazons, while they have not been winning as many games as they would like, are just about the best sports in the league. Eunice Fisher is sporting a fine average of 138. and is closely followed by Bessie Chobostsky, with 133, Dorothy Beranek with 129, Evelyn Welch with 119, and Ruth Bushard with 104. Mighty fine bowling and they will be a hard aggregation to beat in coming contests.

Ned Rich, after carrying the Bonding team on his broad back for most of the season is finally getting a little help and they are now in a four way tie for fourth place in the 8:15 P. M. group.

Vanderpool, of the Conductors, has also had to scurry around at times for men, but "Van" is going right ahead and when you consider he has to keep "Kewpie" Jackson, Turner and the rest in line, he's more than a wonder, he's colossal.

We noticed "Lefty" Loveys bowling on the Frt. Traffic team. Now the question is, will his association with "Cupid" in any way have an effect on this young man, should he be warned, or is there the chance that "Lefty" may do "Cupid" no good? It's quite an involved issue and the final decision may have to come from the Supreme Court.

We finally located the man who gets the biggest thrill out of his bowling. Introducing Harry Hampton, of the North team. Harry certainly is one enthusiastic member and one of the best sports in the league. It's a pleasure to watch this gentleman perform.

Wouldn't it be a picnic for the pin boy if the following five soft-ball bowlers were on the same squad? Gowanlock, Frank Epp, H. Smith, Cody, and Art Pabst. On the other hand, how about a team of the following zephyr like bowlers? Bill Getz, George Orr, Thomas, Jackson, and your truly, wouldn't we be a riot? The pin boys could stage a pinochle game waiting for the pellet to reach the end of the line. However that would be an improvement over some of the balls Laurel Jones and McIntire fire, they tell me they don't always sometimes reach the pins, in the right alleys.

All the boys will be turning on the heat for the balance of the season, as the first teams in each group

battle for first and second prizes while the two second place teams meet for third and fourth place prizes at the end of the season. With the races as tight as they are at present anything can happen and it figures to be a battle right down to the final curtain.

You can expect to see Coach Glancy exhorting his charges to give their all for good old Psgr. Traffic, or see Swanson walking up and down like a caged lion, sticking the hooks into Birmingham or Loveys when they get their usual nine pins instead of the works. Also Lutes of the South will probably be after his charges, charges is good, but he will need an elephant gun to move such prizes as "One Ball" Yeager and "Runt" Weir, to say nothing of having someone build a fire under him, the captain I mean. Captain Beranek of the Amazons will probably get out on the line with a box of bon-bons and offer her cohorts a dainty tid-bit, or somethin, for an extra good effort for good old "Amazon." What Captain Worthington can do to shake up the "Easy Aces" Transportation Department to you, team's more than this feeble brain can offer any solution for. He might put an add in the paper, or put 'em up on the swap hour over the radio. Perry and Jacobsmeyer combined might bring in a second hand phonograph or even a radio. However, who ever heard of a radio on a bowling team.

With their teams riding high, Captain Brahm of the Claim, Hampton of the North and Epp of the Los Angeles Motor Coach have no worries. Welch of the Timekeepers worries too much already and he can be excused, he has McIntire and Grenke to contend with, to say nothing of Kinney. Ernie Pont has a good team, maybe its the captain.

See you Friday, fish day.

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**NEWS**  
OF THE  
PACIFIC ELECTRIC  
AND MOTOR TRANSIT  
FAMILY  
BY OUR  
CORRESPONDENTS



### ACCOUNTING DEPARTMENT

By Geo. Perry

The culinary prowess of our co-worker, Ed "Chef" Campbell is well known especially by those privileged to attend the annual New Year's dinner, which he prepared with his own lily white hands. There is then a reason why he cannot see the blaze made by the destruction of cancelled tickets go entirely to waste so when it comes lunch time and the tickets are burning merrily Ed gets a long stick pokes it into a juicy weiner (brought along for the occasion) and presto—Hot Dogs for lunch.

It did not take Detective Charlie Chan Tighe long to find the culprit who spilled a large black blot of ink on one corner of his desk recently. Putting his nose to the ground to pick up the scent he discovered a trail of ink spots leading away in a northerly direction, quickly disguising himself as a profit and loss statement with a profit balance, so he wouldn't be recognized, he trailed the spots to their end, confronted the suspect, obtained a confession and another perfect crime was solved. If you have not already guessed the name of the criminal look at the end of this column.

Congratulations to Mr. and Mrs. Leo Vidal, upon the birth of their son, Leo Tabet on Feb. 24th. Little Leo was a 7 months baby weighing but 5 lbs, however, he is showing the old Vidal spirit and he and his mother are both doing exceptionally well.

#### Shorts

We have this month a new auntie in our midst. It's Betty Enscoe whose new nephew arrived Feb. 13. Wonder if the youngster will call her auntie Bee.

The male contingent, not to be outdone, reports a new uncle. It's Sam Taylor and he's an uncle twice over with both a niece and nephew in Feb. It's a cinch he'll be called "Uncle Sam."

Chas. and Ida Sein played host to a group of friends from the office recently to celebrate completion of their new home in Alhambra. Everyone had a wonderful time, but of course it could not be otherwise with

such a gracious host and hostess and such charming surroundings.

We welcome John Kinney to "Roster A" and bid farewell to Warren McKay who has forsaken the ink and quill for the artistic atmosphere of "Jerry's Joynt" where he may be heard nightly playing the electronic organ.

Join the Navy and see the world is the slogan of the Navy, so we say join the Mighty Moochers and have some fun. The Mighty Moochers Club recently founded, is composed of the following officers: George Perry, the Glorious Glutton; Clayton Scholl, the Vice-Glutton; Tom Hinckle, Supreme Swine and Louis Tighe, Scavenger. Initiation: 1 pound box of candy and monthly dues of 25 cents. The purpose and idea of the Club is FUN. As often as the Treasury permits, the Club will give a party for the membership and their wives, husbands or what, as the case may be, which will be held in the pig-pen of some member hog. Don't delay—join the Mighty Moochers now and be a hog. See Porky Weeks, Hog-Caller, acting Chairman of Membership Committee.

What family of what typist who is an exceptional swimmer greets her new tall boy friend as Hi-Yo Silver?

Well, some smart fellow came along and stole the march on the eligible bachelors of the company. Our Gladys Howell is now Mrs. Kenneth L. Sondag. Her marriage came as a complete surprise even to her closest friends for she breathed nary a word to a soul but slipped away over the holiday of the 22nd to Las Vegas where the ceremony was performed, after getting the clerk out of the bath-tub and the judge out of bed. Could it be that the new clutch in her car which we reported last month was in any way responsible? However, best of wishes to both bride and groom.

You will be happy to learn that our bowling team is doing all right and that we can point with pride to the record of your friend and my friend, Herman Grenke, who has bowled the amazing score of 227 points for a tie with R. C. Vanderpoole for high game score to date. The prize for high season score is a bowling ball and if the deadlock

is not broken it will be interesting to watch them each using half a ball.

There was supposed to be an item of really "big news" for this column in the next issue of the Magazine, but due to the overflowing enthusiasm, the news is out—Helen Bettis, Betty Gorrell, Laura Drake, Mildred Upmeyer and Ruby Binkley purchased a sweepstake ticket and have informed us that they can't miss. Well, lots of luck, but don't spend 1st prize just yet.

Elizabeth Brackett of our Conductors Accounts Bureau left the service on the 28th day of February. Her many friends presented her with a small gift shower and a pink nightie. Elizabeth, if you're listening, might the "Small" gift shower be interpreted in two ways? A Winchell, eh?

Mr. and Mrs. Albert Manhart wish to take this opportunity to extend to all their friends of the Account Dept. a hearty welcome to open house at their new home, 2695 E. Villa St., Pasadena, on March 26, 1939. "Al" is a member of our Central Time-keeping Bureau. Incidentally, Al, does Mrs. Manhart know what she has let herself in for? Our Accounting Dept. consists of approximately 152 members, add to this the better halves or friends as the case may be and you have some 300 invitations out. Well, it's too late to back down now, so we'll be there.

A bit of dashing hither and yon was done up in good form over the week-end by Lois Brown and Dorothy Littlefield of the Conductors Accounts Bureau. They drove to Phoenix, Arizona, where Dorothy has relatives and last but not least, a Boy Friend. They enjoyed a frolick in the snow, a Barn Dance and horse back riding while away. Both appeared to be in good health although a bit sleepy when they returned to the office Monday morning "On Time". Some trip for the week-end, which, according to my map is 848 miles.

Answer to Detective Quiz—J. P. Hoaglund.

Smith: "Do you think the candidate put enough fire into his speech?"

Brown: "I think he didn't put enough of his speech into the fire."

**SUBWAY TERMINAL NOTES**

By W. F. Servranckx

C. A. Thomas of Glendale likes the food at the P. E. Cafe so well that he tried to eat the flowers off the plates, and while we were all standing on the 13th floor of the City Hall, he was busy pointing out some old landmarks which he remembered when you and I were wearing ? ? ? Well you know, Charlie.



The Entire Standigal Family

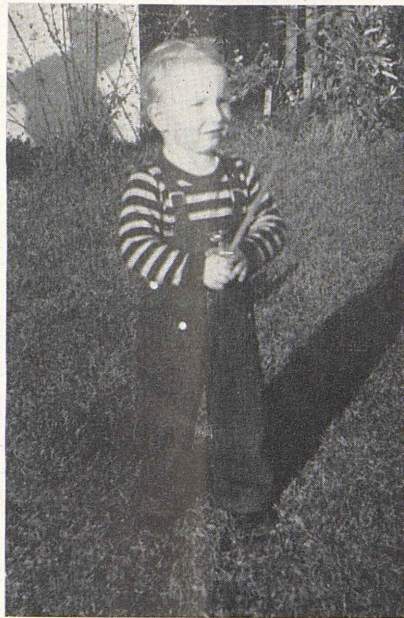
In this issue we have one grand family, none other than our well known Conductor Wm. Standigal, most of us remember the young man and the young lady to the right of the picture when they were just babies, and of course mamma and papa—you all recognize them.

Chas E. Murray that well known Motorman of the Hollywood Line has his hat in the ring for the race of Councilman in Glendale. We all know that he is well qualified for the job and any of you who live in Glendale should vote for him, and incidentally, Charlie herewith presents a picture of his grandson, Carl M. Thim, age 2, talks very plain and can carry conversation like a grown person. His hobby is to visit and at the same time be spoiled by his grandma and grandpa, and he loves animals, and is very interested in autos and particularly trains. Just a chip off the old block, say we all.

R. E. Cooke explained how he received the bump on his head. O.K. Ray, we believe you and how.

We found out the other day that on November 1, 1938, Motorman C. B. Short and Miss Mabel Hall were married at Los Angeles and are home to their friends at Redondo Beach. Congratulations to you both from all of us.

That Grim Reaper called again the other day, Feb. 23, when B. J. Wadleigh, retired car checker, died suddenly while walking in his garden at home. He is survived by his widow, 3 children and C. P. Wagner, a



CARL M. THIM (2 years old)  
Grandson of C. E. Murray

nephew. May we take this means of extending our sincere sympathy.

Our well known sheriff received a beautiful Valentine card from Patsie, but would not divulge the contents of a perfumed letter. You lucky stiff, say we all.

Famous last words at the Subway, "SIT TIGHT".

So long—see you next month.

**6TH AND MAIN NEWS**

By G. V. Brown

J. A. Clements has returned from a 15-day vacation in the East and looks very cheerful.

Ham Brown is still on sick leave, but feeling better. However he doesn't relish breaking in false teeth in addition to his other disability.

Flash! Al Sisk took a few days off and skipped out and got married. We missed the usual passing of cigars, but all the same all of us wish you both many years of happiness.

The information may be somewhat premature, but we have just been informed that Motorman Paulson's daughter, now attending Compton Junior College, is planning to become a bride as soon as she graduates at the close of the present school term. We hope to have more news of the affair when it occurs.

Anyone want a good ride? Just ask Motorman George Sushensky who now sports a new LaSalle coupe.

It is with regret that we chronicle the passing of Joe Szabo, our barber at Sixth and Main Terminal. He was taken to the hospital on Friday, Feb. 17th for an operation and died on the following Sunday. Condol-

ences are extended to his bereaved family and other relatives.

Bob Lowe says he is going to follow in his father's footsteps and be a hypnotist. Hurry home, Bob.

Well, well. We see that young Cody is back in uniform again.

Motorman Haymond tells us that Conductor Hank Anderson is giving away a free meal with each dozen eggs purchased; but, K. M. tells us that Haymond forgot his eggs.

**WEST HOLLYWOOD**

By G. R. Stevens

It looks like Spring is here again judging by the earnest enthusiasm with which trainmen out West Hollywood way are planning vacations this year. Snow at Big Pines, Lake Arrowhead and Big Bear sufficed to stem the desire to romp in the great outdoors for the winter. But now it's—Get out the old fishing pole, oil up that cherished old reel that has helped land a many a big one, and check up on the rest of the outfit for Spring, for the opening day of Trout Season is not far distant and you'd better begin planning that opening day early.

Motorman C. C. Tucker's hobby is horses. He finds a great deal of pleasure and pastime in raising well bred stock. He has eight fine horses that he pastures at San Bernardino.

Trolleyman A. Hornbuckle was hurt seriously recently when he fell from a freight motor, on which he was working on North Sherman Way. The fall broke both his wrists and hurt his knee badly. He is still in St. Vincent Hospital and would be glad to have the boys call and see him.

Conductor Clyde S. Brooks of West Hollywood had an unusual experience in the middle of the night a few weeks ago. Friends called him at one ten A. M. and he made a "hurry-up" trip in his car taking them to the hospital, arriving in the nick of time. We don't know who the proud parents are, but maybe Conductor Brooks can give us some information about it.

On the sick list are T. W. Lee, R. F. Gummere. Trolleyman V. L. Webb is still on leave of absence.

R. E. "Red" Walker, formerly conductor out of OPCH and WHCH has opened a "good eats" Cafe across the street from West Hollywood Car House on Santa Monica Blvd., and calls it Ruby's Snack 'n Chat.

Voice (over telephone): "Are you the game warden?"

"Yes, ma'am."

"I am so thankful I have the right person at last! Would you mind suggesting some games suitable for a children's party?"

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## MACY STREET TERMINAL

By L. I. Mosier

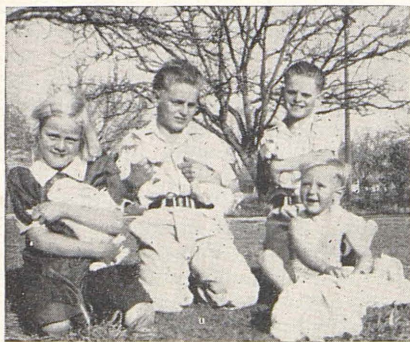
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Conductor B. F. Way returned to work February 15th after an extended leave of absence. Ben, along with Mrs. Way motored east to Detroit, where they visited relatives and brought their parents to California for the winter. Returning from Detroit via Chicago, Memphis, Pensacola, New Orleans and El Paso. They report plenty of cold and snow in the east but Ben says they had to come to California to find real snow, having come through Cajon Pass where the snow was the deepest they had encountered.

H. T. Carter and A. F. Pohlman left our midst early in February to take up employment with the Key System in Oakland and S. F. We wish them the best of luck.



Reading left to right, Helen, Howard, Donald and Raymond Harris, ages 10, 13, 11 and 3 respectively. Children of Conductor W. S. Harris, Macy Street. The white rabbits are a part of their list of pets as each have their own pets and also their own garden. They live on a two acre ranch near El Monte and "Dad" says they are pretty good Ranchers all of them. We'll say they sure look mighty capable.

Just received a letter from "Chet" Collins from Stanford University stating he will be back with us soon. "Chet" states he has been quite busy with his studies and will be glad to get back so he can breathe once more without feeling in a hurry.

"Poncho" the Janitor has bid in a mail handling job at 6th and Main. So boys, meet our new Janitor "Jerry Ferris" from the freight house.

The recent high winds caused considerable damage to some of the boys. "Red" Loy started to work one morning and found his garage demolished and R. W. Gergen lost part of the roof of his house.

Things you see and hear around the trainmen's room . . . Larry Brown with a pocket full of candid camera snap shots. . . G. G. Ganes with a tax bill and be-moaning his income tax. . . Ed Holt looking for a cribbage game. . . William Kaplan with his list of clients. . . Jack Kipp looking for more work (Gravy).

. . . Ed Trieschman (Ditto). . . Robert Taylor looking for his car to race track. . . Arnold Spohn, going fishing (too early for Barricuda). . . H. B. Peterson must have a new alarm clock. . . E. G. Johnson, a sack of Bull Durham and a chess game.

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## NEWS FROM EASTERN DISTRICT

By B. A. Fay

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During the recent wind storm, R. E. Van Deren of the Mechanical Department and Trainmaster B. G. Jones joined forces with an ax from the Engineering Department, there that's all of the Departments mentioned, and successfully removed a tree which had blown down on the track.

Motorman B. McCumsey, who recently has been confined in the Hospital, has been around the Station several times recently, and it is hoped that by the time this appears, that "Mc" will be back on the job.

Amos Patton, Night Foreman, recently was seen strutting around looking very important. No information available, but there are plenty of rumors.

"Hi Yo, Silver" — C. L. "COW BOY" Mills went into action down Corona Way the other night and was successful in roping a trolley pole that had gone astray.

Welcome to San Bernardino, J. M. Landis. Hope you like us, but why, oh why, did you "bump" George Miller. Every day he is around under foot and telling the world that he doesn't know. The San Bernardino Terminal will gladly trade George for what have you but will give nothing "to boot".

For the past several weeks A. D. Smith was on the Sick List with an infection of the throat. "A. D." is now back to work and says the rest did him good. L. S. "Gravy" Polk did "A. D.'s" job, and was very happy when he reported back. "Gravy" had three weeks washing to do, so layed off for a couple of days.

March 1, 1939, was a gala day for Motorman Frank Pettegrew. Understand Frank sold his alarm clock and put cotton in his ears and then went to bed for a rest that did not have to be broken with the thought that "I have to get out on time". Frank retired effective March 1 after a splendid record of 28 years with the Pacific Electric Railway. Frank joined forces with the P. E. Boys on the old Watts Line, and incidentally J. A. Severance broke him in. For the last twenty-three years Frank has been running on the Riverside lines, and it will be many a patron who will miss Franks cheery "Hello". Frank plans to retire to his "Rancho"

and lead the life of a "Gentleman Farmer". Best of wishes, Frank, and don't forget to drop around and say hello.

Recent visitors to the Trainmen's Room in San Bernardino were Mr. Fred Peachey who always has a good story and is very busy with the coming Orange Show; Dan Finley who has developed into quite a Fish and Game expert; Charley Ives who is doing things in politics in Riverside; and C. G. "Pop" Broman, the "egg man" from Fontana.

Barney Blevins set some kind of a record for "attempted running". Barney tried to catch a freight that had a thirty second head start but "he fell down", also, one lantern, one coffee pot, and several other miscellaneous articles.

B. W. McCullough, also known as "Fats" is happy. He finally received a letter. "Mc knew he would eventually. Oh, yes, it was from the—"

J. A. Patterson, A. D. Downs, S. W. Hartshorn, and C. O. Stephens report that the recent Agents' Dinner was the best yet.

Wanted: Several large and extra poisonous Black-Widow Spiders. Anyone having same, please send to Brakeman H. G. Bracken.

Anyone having information as to the name of the party who was seen washing the windows of his home, please advise. Don't like to mention name, but cannot understand why "G. B.'s" son can't wash windows.

I. J. Middleton and Company were very mean to L. S. Polk. They made him walk home from the carhouse. No apparent reason why they were not ready to go home too. "Mid" should be made to walk, it would be good for his "middle".

The National Orange Show, March 16 to 26, promises to be a spectacular event. As always, service will be operated from the Station to the Orange Show Grounds and many visitors are expected.

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### Tired of Dry Cleaning

The elderly man walked into the doctor's office.

"Good morning, Doc," he said as he sat down. "You remember when you cured my rheumatism five years ago, you told me at all costs to avoid dampness."

"Yes, yes," said the doctor, "I remember. What about it?"

"Well, I was just wondering if you think it will be all right for me to take a bath now."

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### A New Version

Teacher: "William, what are the two genders?"

William: "Masculine and feminine. The feminine are divided into frigid and torrid the masculine into temperate and intemperate."

**TRANSPORTATION NOTES**

By Don Houston

Nothing ever happens in the Transportation Department!

First Willie Getz came off second best with an automobile a couple of months ago. Then the other night Paul McDonald went into a drug store to buy a package of cigarettes and got into the middle of a hold-up. All he lost was \$10.00. How do you like that "All"? In addition Paul spent some time lying on the floor, at the request of the bad men, of course. Then Chief Clerk Norton had a sick spell and is just recovering. All this on top of Harry Long's absence due to an operation in the St. Vincent's Hospital.

We understand Walter Monroe contemplates holding a shindig in his new home upon its completion, and he says everyone is invited, but listen to this, its a furniture shower—everyone bring their offering, won't even refuse Persian rugs, mahogany tables, etc. If he keeps up that frame of mind I think he will be doing a solo at his "party".

Understand "Andy" Antista has a new DeSoto. Andy can now get his setting up exercises polishing the paint on the car.

With the return of Bill Getz to the office, Paul Jacobsmeyer returned to Pasadena and Bill Martin took over his duties on the mail desk, which position a newcomer, Fred Heath, has been filling.

The Bowling rivalry continues. Norton still maintains the best team is the "Easy Aces", what a hard nose that man has; Getz thinks the Bonding team can't be beat; Lutes has a very good opinion of the South, why, I am unable to find out; and I have a fat headed opinion of our team, the Pacific Electric Club. May the "best" team win.

Notes of passing interest: Lonnie Campbell made his usual semi-annual purchase of two "personality ties". How those ties drag 'em in.

Helen Semnacher showed up with a new coat, a speedy sport model, streamlined.

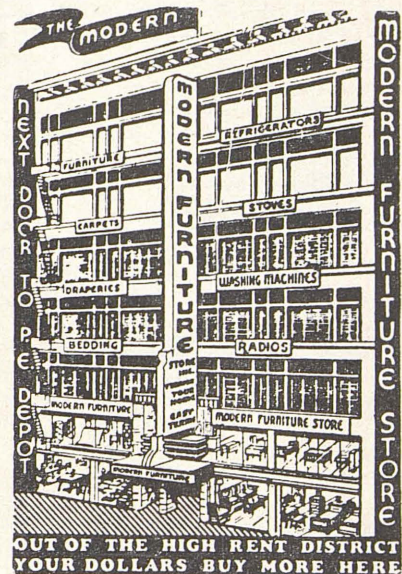
Alex Hartman has been making inquiries about securing an operator's license. Wonder if he is going to be a throttle pusher?

Les Lutes hied himself and Marion out to the wide open spaces in Temple City and rented a nice new home. They like it out there. And then it's near the thriving city of Arcadia.

Bill Martin, the Arkansas frog catcher, is a new member of the Pacific Electric tennis clan. He tells me the competition is "not so hot". Wonder what he means.

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**TORRANCE SHOP NOTES**


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By W. M. Brooks

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Last month we had a break and those who read the Torrance purported news items, also had a break. We overlooked the monthly letter, but realizing that, the Magazine very kindly assigned some one else's notes, which seemed pertinent, and gave us the credit. Many thanks.

There really isn't any news. Some people may have a nose for news and other people have a nose for other things. Ours belong to the latter group.

Most of our news is sad. We were all shocked at the very untimely death of O. A. Anderson. He was at work Monday and died the next day. To his family and relatives, our most heartfelt sympathy is extended. Also to Carl Bonney of the Air Electric Shop, whose mother recently passed on.

Another "Old Timer", Albert Nolan, also crossed the great divide the past month. Al came to the Pacific Electric in 1905. He was a Leader at the Torrance Shops at the date of his retirement May 1st, 1928. He had however, been in very ill health for several years before his retirement.

Joseph Hardesty, Foreman of the Air Electric Shop, is a cat fancier. He breeds and sells Siamese cats and we understand he is very successful in this line of work.

Samuel Whiting is justly proud of his son Frank, a student at Torrance High School. Frank has recently completed a 150 page book on Chipmunks, written in connection with his nature study class. The book is highly praised and Frank's picture was in a recent issue of our local newspaper as a result.

We are informed that the mother of Fred Gill of the Torrance Shops is in the Torrance Hospital for observation. Hope nothing serious develops, Fred.

Steve Rouleau, Foreman of the Machine Shop was pleasantly surprised by a visit at the Shops by his son, Joe. Joe, once a member of the P. E. Family, is now connected with the Colleen Moore Doll House Enterprise. Immediately after his visit he left for San Francisco, where the Doll House is to be exhibited at the Fair.

And Walter Burgess again plans a visit to Santa Catalina.

Edward McGuire is off on sick leave.

Fred Miner is not feeling so good. There is a little man in the shops known as George Wheeler. George is not so heavy and certainly not pugnacious. He is, in fact, quite mild. Nevertheless, Fred and George en-

gaged in a wrestling match during the noon hour the other day and Fred bit the dust. He also touched it with both shoulders. Verily, the meek may yet inherit the earth.

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**ENGINEERING DEPARTMENT**


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By Victor P. Labbe

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Mr. and Mrs. Charles Sein held open house at their new home, 2823 Stoneman Avenue, Sunday afternoon February 5. Throughout the afternoon and evening many friends dropped in and enjoyed a very delicious buffet luncheon and refreshments.

Charles "Elmer" Erhman is planning to sing at the San Francisco Fair if he receives an offer. Understand he is nearly through with his correspondence course.

The painters finally arrived in Room 694 and believe me it is going to look real nice when they are finished.

L. W. Perry and wife returned after a month spent in Denver, Colorado.

Ronald Padleck is back on the job once more after a sojourn at Saint Vincent's Hospital. Glad to see you back, Ronald.

Speedy Fulton, G. Roberts, Walt Dekema and Paul Du Par, would like to receive suggestions on how to stop that smudge pot which adorns a corner in their little village.

Thomas "Jay" Clark would like to have a pair of gloves—so he can keep his hands clean.

Mr. and Mrs. Chester Davis are the proud parents of a baby girl born on Washington's Birthday. Congratulations.

Nancy Kelly intends to visit the New York and San Francisco World's Fairs on her vacation. She will go by train this year.

Marge Bredenstein is back on the job again working in Mr. Young's Department—Real Estate and Tax.

Sarah Shipman is on the sick list and hope to see her back at her desk real soon.

L. B. Denton is also home with a cold and should be back before this notice is published.

Why did Jessie Eaton refuse to answer questions about a certain party.

Bill Moesley claims to be a high powered horticulturist—his hobby—Carnations—some Al Smith has been wearing lately—dispute that fact.

Happy birthday to you: A. J. Guercio, Della P. Talamantes, Lloyd G. Clemens, J. A. Selfridge, J. Russel Schafle.

None other than Robert McRay, dropped in to see us, returning from South America on a vacation, after spending 14 month working for the Shell Oil Co. He says it's not what it's supposed to be, although Mac says he intends to stick it out for a while and come back and live on the interest of his money.

Some class to Mac, using for transportation, fast flying machines and fast boats. Well, Mac returns to South America the early part of March and here's hoping your trip will be a pleasant one.

A rich oil magnate had descended on one of New York's big hotels. Irritated at the indifference of the staff to his great wealth, he determined to give them something to talk about.

At breakfast the following morning he said to the waiter:

"Just bring me twenty dollars' worth of bacon and eggs."

The waiter shook his head.

"Sorry sir," he replied, "but we don't serve half portions in this hotel."

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**PURCHASING DEPT. NOTES**

By Ray Cragin

The Pulitzer Prize winners better be on their toes for we have an author and producer in our Department. This gentleman happens to be the boss, Mr. C. Thorburn, who wrote and produced a play at the Electric Club a short while back and from what we hear the salesmen who attended had red faces and the others had a good laugh.

Spring is here if we can believe in signs. George W. Quesenbery has spring fever and is full of talk about roses and Gladioli. If warm weather sets in he might be seen coming to work in his bathing suit.

Ruth Bushard also feels spring in the air and comes in with stories about plowing up the back yard and putting in a cement driveway. How things change, it was only a short time ago she thought all flowers grew in flower shops.

Jimmy Livermore is getting to be quite a card player. Took another first prize a few nights ago at a Torrance card party. It was said that next time he is going to be asked to remove the sleeves from his shirt and coat before starting play.

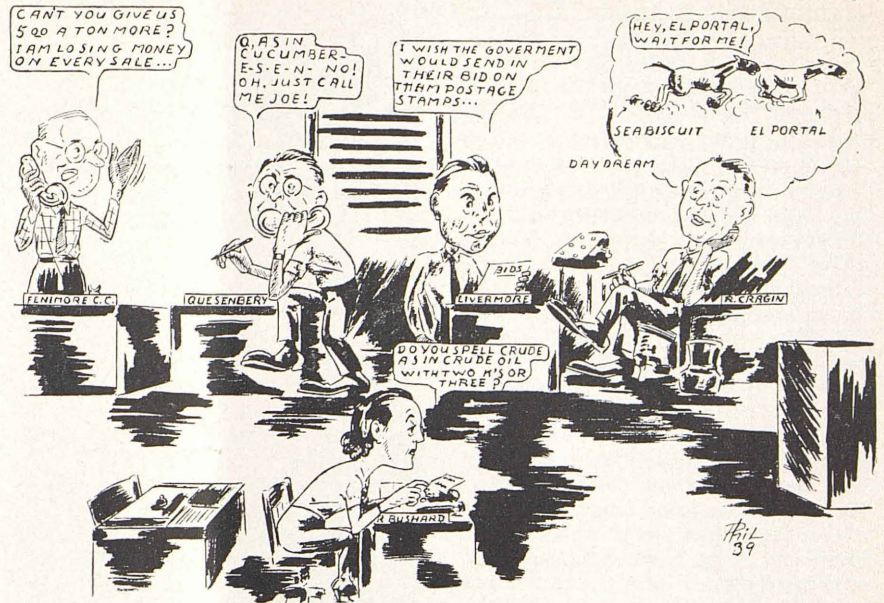
Mr. and Mrs. Fenimore were Palm Spring visitors on Washington's birthday. They had as their guests Mr. Fenimore's brother and wife who are visiting here from Indiana. They visited the Valley of the Palms, and by the time they got home C. C. had changed his brothers theme song from "Back Home in Indiana" to "California Here I Come".

Recent changes found "Two Gun Cain" taking up his shooting irons and going back to Torrance. Mr. Roy Ewing after riding around the City in a red truck moved in to be assistant to Mr. Gill. Mr. Ted Sorensen is now Director General of the Pick-up truck.

**The following news from Torrance:**

Mr. Fred Hopkins sure gets around. A few Sundays ago he made his way out to U.C.L.A. to hear Leon Kirchner's playing of Tschai-kowsky's piano concert in B Flat minor accompanied by Alexander Schreiner at the organ. Fred says he is no musician himself but he can sure whistle when he is scared.

Bill Bone journeyed to Palm Springs a couple of Sundays ago and had dinner with Ty Cobb and took colored moving pictures of the celebrated ball star while playing golf. Bill also intends to visit Catalina and his friend Gabby Hartnett and take more pictures which will be shown at "The Place To Eat Across the Street". As an added attraction they might sign up August Zurburg to play a flute solo.



Candid Shots at "Purchasing" Personalities

Red Beeler paid a visit to the home of Bill Nicolay a while back and found this young man knitting a sweater. Now that the secret is out Bill has been wearing one of his fancy designs to work. It was so attractive that he is now making one for "Two Gun Cain" and has a ring of it done already.

Jimmy Wageley has taken up ice skating with "Pat of Simi". He says Pat will soon be a rival of Sonya Henie and Jimmy will be a rival of his ice man at breaking the ice.

Miss Alpha Barrett was a visitor at Palm Springs on February 22nd, making the trip in that new car of hers. She had heard of the Indians around the Springs and thought she might locate the Lone Ranger with his good deeds.

During the big blow, Bill Kitto had a tree fall down right in the middle of the top of his house. Bill sawed away the branches and after hard work removed the trunk. It was a case of one big blow after another.

A request to West Hollywood for news brings not a word. The two gentlemen at that point absolutely

refuse to talk and there seems to be nothing we can do about it. Hey, you guys, let's hear from you.

The golfer had lost his ball, and was annoyed with his caddie.

"Why the deuce didn't you watch where it went?" he asked angrily.

"Well, sir," said the boy, "it don't usually go anywhere, and so it took me unprepared like."

Mother's advice to daughter: "Fear no man and do right."

Father's advice to son: "Fear all women and do not write."

The old countryman was seeing the sights of London, and at a Labour Exchange he saw a sign on a door — "Women's Exchange."

Entering he found a woman clerk glaring at him from behind a counter, and he asked:

"Is this the Women's Exchange?"

"Yes," came the curt reply.

"And are you the woman?"

"Yes."

"Then I'll stick to Martha!"

**REMOVAL SALE**

Due to the fact that we are moving we are offering our entire stock of brand new merchandise, the finest and most beautiful we have seen at prices unheard of in the quality tailoring field.

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## MOTOR TRANSIT NOTES

By M. J. Creamer

Maybe it's a real estate boom going on! Chas. Mosher is building his love nest in Sunland, expecting to have same completed in April. "Jeff" Jeffery purchased a home in Los Angeles (near Alhambra.) Sam Porter (Mechanic) finished his new residence and moved in during January. Tuckers have resold their recently-purchased home in El Monte and are thinking of adopting a trailer. Their jumps are so frequent! Operator Stewart Axton is busy these days with improvements to his home which has been going on for some time. Has just completed about 175 feet of concrete (retaining wall) around his place. "Pat" Burns, former M.T. express clerk, dropped in recently to say hello. Is building a new home in Westwood and of course it will contain a nursery.

Greetings once again to Agent Howard, El Monte who is improving in the hospital. "Pete" (Fred) Peters (Baggage Clerk) wishes to extend his thanks to all concerned of the Motor Transit and Pacific Electric family for the many kindnesses shown him during his long fight back to health. "Pete" is slowly recovering which is cheerful news. "Hello" and best wishes to Harriett Fisher. "Slim" Sommerville has been off a good many days and we look forward to having you back with us soon. Operator H. K. Millington's illness has had him confined for a number of days. A rapid recovery to you!

Joe Hernandez (Pomona) is the proud father of a 7 lb. baby girl born on Valentine's Day. Hearty congratulations. We know that Joe is resting more easily now as his commuting back and forth to Los Angeles was a nightly affair and his expectancy of being a proud "pappy" was put off for days longer than was expected. To quote him: "This stork business has got me wore to a frazzle and I'm voting against it next election! Being born on Valentine's Day, her beaus can save and give her one present only to cover both anniversaries each year." "The fee—you should see it! One item says \$10.00 (Baby Laundry)." "Mr. and Mrs. Otto W. Brown (Operator) announce the engagement of their daughter Shirley, to Mr. Evan Baldwin. Wedding is to take place March 19th, 4:00 P. M. Church of the Lighted Window, La Canada. Friends of all are welcome! Doc Beckett's boy, Joe, was married last December. Says he: "I thought everyone knew!"

Operator C. R. Burk out of service. Ted Bryant is expected to re-

turn to the M.T. flag and sincerely hope that Bob Cruson, who is next on the list for "recall" will be with us again soon!

Noted Fred D'Arcy pinch-hitting for Walt Deal while he was having a change in voice or "somthun". Operator W. B. Day rushing to Kemp the Tailor to have buttons sewed on. Sort of a game maybe—"Do you want these buttons?" Well, he had them in hand—so we heard.

A visit to the dog-house around lunch time will usually find Operator John Bailey reminiscing of the days when Motor Transit was in its infancy. "Slim" Seifried says he has listened to some interesting stories and maybe with the right kind of coaxing we might get Bailey to contribute an article. Incidentally, have you seen the picture in Mr. Netzley's office which he resurrected from the vicinity of Redlands or thereabouts? It is quite a curio! San Bernardino



"A CHEERFUL TRIO"  
(Left to right): Ralph Wilhelm,  
Geo. Shively, Owen Whitaker

Auto Line group at Knight's Camp in San Bernardino mountains way—way back in the 1917 (or before) era. Old White trucks with acetylene lamps for headlights, etc. Those must have been the days!

Well it happened! Dispatcher Cooper has ordered a new uniform from some local tent-maker. Ira Junkins (Janitor) moved to a new high in Cooper's esteem when Ira took up a collection from 48 men toward the worthy cause (a new uniform for Cooper). The list accompanied by money order in the amount of 65 cents was delivered to "Coop". However, we learn from reliable sources that Mrs. Cooper has elected to have said money-order and accompanying donation list framed for further reference. Well, at least the money order would buy a new neck-

tie! (Climax to this story).

Happy Birthdays to those of you who celebrate the occasion in March. R. C. Fabun, Mar. 4; R. J. McMullen, Mar. 6; (Payday) Bob Towers, Mar. 12; Clyde Pearson, Mar. 13; E. C. Hicks, Mar. 17; Alex Peterson, Mar. 20; John Bailey, Mar. 22; and Otto Brown, Mar. 24. Bob Griffith celebrated his birthday a day late—but it was WASHINGTON'S BIRTHDAY! Noted that Mr. and Mrs. Smithson and Mr. and Mrs. Dufour were the added foursome to the party. Operator W. A. McKenzie celebrates his 12th anniversary with the company this month, while E. E. Mason trails with his 11th year!

Both Geo. Jehl, Agent, and Jim Tucker, Ass't. Agent, enjoyed an excellent dinner at the P. E. Agent's Annual Banquet held recently at the University Club.

Mrs. L. M. Harris, Motor Coach Record Clerk, Sup't. Office, returned to work Feb. 20th, having been off due to illness since Dec. 28th, displacing Mrs. A. M. Sands, who returned to her former position of Statistical clerk. Mrs. Sands being relieved during this time by Mrs. Helen Adams. "Wake" Wakefield is gathering some excellent snap-shots with his new camera!

Levi Couch taking a few days off early in March, a pre-summer vacation! E. W. Swanson, Head Baggage Clerk, having high hopes of winning the laurels in his bowling league. Freeman Morgan (Red-cap) hobnobbing with his sweetie in the restaurant. Some nicknames worthy of note which will probably cause a furor! Two girls (regular patrons) refer to Howard Strong, Clerk, as "Pretty Boy", while Operator Dufour calls him "Grizzly Puss"—so somebody must be wrong! Operator Spilbury is quite a horse-back riding enthusiast or is he? Some say he has everything but the riding habit!

The height of something or other! Guy Rhinard brings his lunch everyday—usually salmon or grass (lettuce) on a loaf of bread—and then goes to the restaurant to borrow a toothpick. However, note that the wife enjoys T-Bone steaks at the same restaurant frequently.

While a certain clerk was breaking in at the Pomona station, a lady hurriedly rushed in and asked, "Anything for the Pomona Hardware?" The clerk, somewhat excited looked over his ticket stock in the rack and replied "I don't find any ticket like that!" (It was express packages she wanted). Live and learn—and the angles are many!

Operator J. F. Edmondson some-time ago was quite irked when one of the passengers who had been waiting to load his bus remarked to others: "Is that little fellow going

to drive that big bus?" Zam. . . .

Joe Hernandez (Back on the air!) J. N. Nicholson, Agent, Ontario, relates that his LaVerne home captured first prize for the best looking "yard" and added that his "yard" has got them all skinned including those of the L. A. ticket office who dwell around El Monte and Alhambra and also up Glendale way.

"Pop" Reynolds (L. A. Express) breezes bye every Wednesday (his day off) enroute to where? To see his new grandson, who was a recent arrival. How many does it make now, Pop? Anyway, you're making up for your pals at the Express office.

Some advice to owners of V-8 automobiles. When you have your "monthly" change of motors, DON'T put oil in your gasoline to smooth it up like Jack Petitt of Ontario did. After having a dandy change of motors, he put some oil in the gasoline—result was that oil hit bottom, gasoline on top. In the morning car no go! Neighbor's trusty car was borrowed and it too—no go! (Stalled out in the wide-open spaces between Ontario and Riverside.) Remained only one mode of travel "The right thumb!" It worked as a newspaper truck came along and picked up Mr. Petitt's 190 lbs. and transported him clear to the Riverside shop. Luck? Mr. Petitt pulled his run on time and at such an early hour! (It is rumored that Ralph Shaw also of Ontario, is giving Mr. Petitt's method of going to work serious consideration but he does not drive a V-8.

Note: (M. J. Freeman, San Bernardino). Don't mind you calling me names, etc., when you say you sent in pages of news regarding San Bernardino in January and wondered why none of it was printed in the February issue. I welcome "news" from all but the truth is that your items have not reached me as yet. The Magazine is your magazine—the whole Motor Transit gang. The more interesting and informative your items or suggestions—the better the magazine. Material I've had in past months has been scarce as hen's teeth—with little outside help (tho that is appreciated). Some envelopes have been addressed to "Dirt Disher, Los Angeles", "Super Snoop-er", "Walter Winchell", etc., so don't blame me, or the mail man who sorts the mail—if they go astray! An "S.O.S." and outstanding invitation for all news items!

And from Bill Kennedy, Santa Ana, we have welcome news!

Herb McCollum is batching at present, the Mrs. having established a nice little business in Pomona. Herb commutes on his day off, which (if the Mrs. only knew) proves the old adage about absence working on the heart of something!

"Benny" Kimball has just lost another fender on his Ford (the other side this time). "Missus" fault says he—Oh Well, it's nice to be insured. Suggest that he hit a palm tree while running wide open—this would solve the motor problem.

Jack Burgess has acquired another Ford. This is for running to and from the office. With his mechanical ingenuity, the system has some merit. (He lives within walking distance.)

"Johnny" Hill is seriously considering the abandonment of the clarinet in favor of kettle drums. He has just reached the stage of practice (?)



"LOVELY TO SEE"  
Barbara Jean Axton (Age 5)

where all the dogs think he is whistling for them. The other day Mrs. Hill counted thirty-one dogs in the front yard assemblage including one spotted coach dog (a rarity in any man's yard, say we.)

Pictures we have been promised: Dick Butler treed in Oregon by a honey bear; Sam Carr posing with a big fish that a friend caught (which reminds us of the duck story by Hank Faulkner.) "He was out on Big Bear Lake when a flock of ducks flew over. He raised and shot both barrels. Ducks fell in a shower for seven minutes, completely filling the boat which sank and left Hank to swim two miles to shore." (Oh well!)

Agent Hammond took his meals standing for several days during February. He caught his foot in the mat when descending from the old Chevy. He landed on the posterior appendage which was said to have been a little tender thereafter.

Professor: Why are you tardy this morning, Mr. Jones?

Jones: Class started before I got here.

### ARE YOU A GOOD JUDGE OF SPEED

You motormen and operators who believe you are good judges of speed, try this experiment upon yourselves.

The next time you are driving your auto at a time and place appropriate, get your speed up to about 40 or 45 miles per hour, then without looking at the speedometer, rapidly reduce your speed to what you believe is 15 miles per hour, now look at the speedometer and, unless you are better than average, you will find that you are nearer to 25 than 15.

Reverse this procedure and you will find that as you rapidly increase your speed from a very low rate to one considerably higher, you will be able to very accurately estimate your speed.

After several experiments you will readily understand why you have been frequently charged with operating at excessive speed at a place and time when you actually believed you had reduced speed to the required rate. It will also help you to realize why you have so often had to make a rough stop, to avoid over-running a stop.

We average about 20 accidents each month to passengers who have safely boarded our cars and have not yet reached their destination. These are listed in our records as "Accidents On Cars, Not In Collision; another name for them would be "Rough Operation".

Because the rules state "15 miles per hour" around a sharp curve does not mean that you are compelled to make that speed. That is the maximum allowed and should only be made when conditions are most favorable. No one is going to criticize you if your judgment suggests that you go slower and you materially cut down this speed.

Ask the average man what speed is meant by "Under Control" and he will promptly answer "15 miles per hour, while his reply might better be "anything from standing still up to but never exceeding 15 miles per hour depending upon conditions."

We all know that the type of accident being discussed can be reduced 75 per cent at any time we can get full cooperation from the men responsible for the operation of the cars.

That you may know the rate at which you are rushing through space, note the following table:

Miles Per Hour	In Feet Per Second
15	21.99
20	29.32
25	36.65
30	43.98
35	51.31
40	58.64
45	65.97



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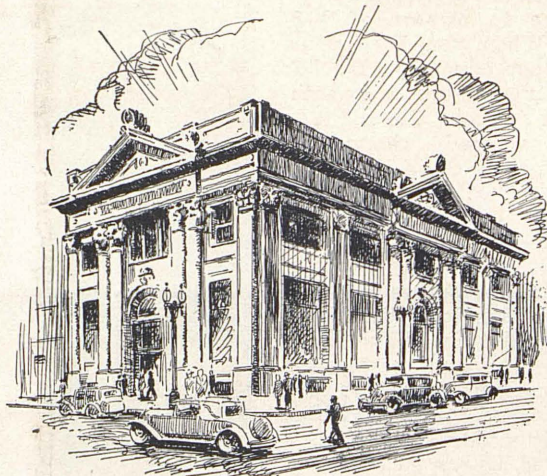
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