

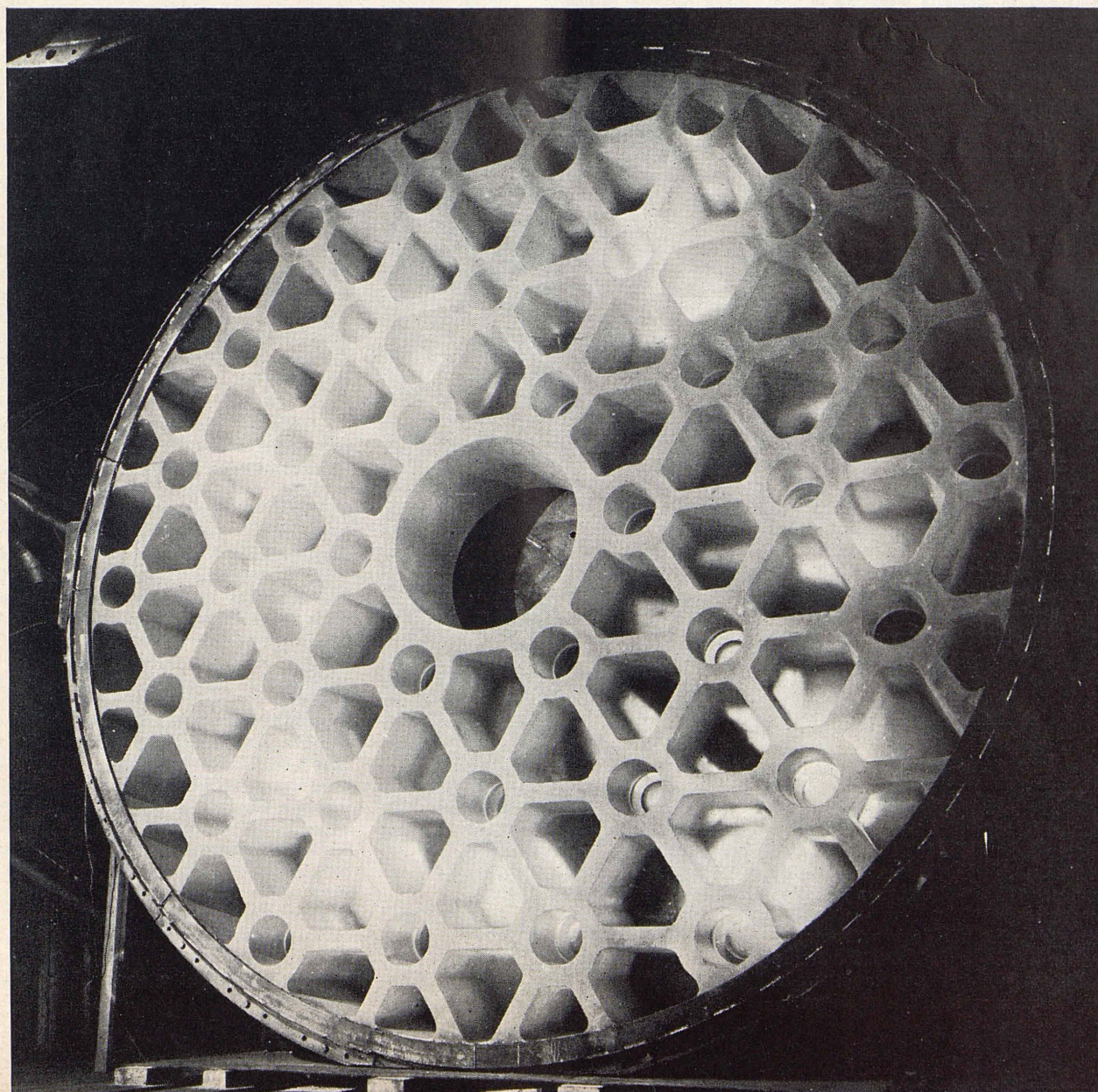
PACIFIC ELECTRIC

Magazine

Vol. 19—No. 11



May 10, 1939





PACIFIC ELECTRIC
Magazine

Volume 19, No. 11 May 10, 1939

Published monthly by the Pacific Electric Railway, in the interest of, and distributed free to active and retired 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

THE COVER PICTURE

Here is the reverse side of the 200-inch telescope disc made by the Corning Glass Works, Corning, New York. The purpose of this geometrically ribbed structure is to decrease the weight of the disc by about fifty per cent and to facilitate mounting in the telescope tube. This 200-inch disc, which is now being ground on its front face at the California Institute of Technology, will constitute the reflecting mirror for the world's largest astronomical telescope to be located in the new observatory atop Mount Palomar in Southern California.

Bath House Superintendent

Roy McClelland Appointed to Position May First

Announcement was made by H. O. Marler, Passenger Traffic Manager, on May 1st of the appointment of Roy McClelland of that department as Superintendent of the Redondo Beach Bath House, succeeding H. C. Froude, retired because of ill health.

For a number of years prior to coming to the Passenger Traffic Department, Roy was employed by the Bath House in various capacities and became thoroughly familiar with the construction and operative details of the institution. This, together with his accounting experience, fitted him well for the new position.

Roy possesses a host of friends, both within the company and among the various Aquatic organizations, who will be glad to learn of his promotion.

RETIREMENTS FROM SERVICE

Two retirements from service are listed for the months of March and April as follows:

Henry C. Froude, Superintendent Redondo Beach Bath House, under jurisdiction of the Passenger Traffic Department is credited with 36 years of service, retiring because of ill health. Mr. Froude is now recuperating in the country near Riverside and his many friends hope for a speedy return of health and vigor.

Richard H. Poschman, Repairman in the Engineering Department, leaves active service after a period of 17 years, with a determination to rest, relax and recreate for many days to come. Mr. Poschman, has for many years been an expert technician in charge of the repair and maintenance of our signal equipment.

SOUTHERN PACIFIC DAY AT THE SAN FRANCISCO FAIR

Sunday, May 14th, at the Golden Gate International Exposition, San Francisco, has been set aside as "Southern Pacific Day". The Day will be fittingly celebrated at the Exposition and no doubt will be attended by a large number of Southern Pacific employes.

Many Pacific Electric employes have indicated a desire to attend the Exposition on that day, and our President has made special arrangements so that anyone having sufficient service to entitle them to a pass on the Southern Pacific will be issued trip pass to San Francisco and return. This will not be charged against the employes regular transportation allowance.

This will be a special pass and will be honored only between May 12th and May 22nd, inclusive. Request for pass should be made through regular departmental channels.

THE RAMONA PAGEANT

Sunday, May 8th marked the close of the annual Ramona Pageant, California's Greatest Out-door Play after the most successful season in the history of the play.

The attendance broke all records, and at practically every performance many were turned away because of lack of seating capacity.

"DAYLIGHT" CONNECTION MADE By New M.T. Schedule

Affording patrons of Riverside, Pomona, El Monte and other cities along the Motor Transit Lines' Riverside-Los Angeles route with a direct connection at the new Los Angeles Union Passenger Terminal with the northbound departure of Southern Pacific Company "Daylight Limited", Motor Transit placed in effect May 1 a revised schedule to leave Riverside at 6:00 a.m., and arrive Aliso and Alameda Streets, Los Angeles, at 8:02 a.m.

The new Motor Transit schedule provides for departure from Pomona at 6:46 a.m. and El Monte 7:22 a.m. All regular stops will be made enroute to pick up passengers.

The popular "Daylight Limited" leaves Los Angeles at 8:15 a.m., allowing patrons of the Motor Transit service just sufficient time to conveniently transfer.

D. W. PONTIUS RETIRES

Now Enroute on Recreation Journey to Europe

More than half a century of railroad service came to a close April 1st when D. W. Pontius retired as Chairman of the Board of Directors of Pacific Electric. Mr. Pontius became Chairman of the Board two years ago and has been in charge of public policy matters. He will continue as a Director of the Company.

As has been characteristic of the careers of practically all railroad executives, Mr. Pontius began in the ranks and gradually worked his way up to higher positions. He started railroading for the Pennsylvania in 1888, coming to the Southern Pacific as telegraph operator on the western division in 1891. He occupied several positions in the Operating and Traffic Departments of the Southern Pacific, such as station agent, trainmaster, commercial agent, until 1908 when he was appointed Traffic Manager of the Los Angeles Pacific Company. Since 1908 he has remained continuously with the Los Angeles Pacific and Pacific Electric with the exception of 4 years when he was at San Diego as General Manager of the San Diego & Arizona Railway Company.

Supplementing his railroad activities, Mr. Pontius has been prominently identified with numerous civic and community enterprises that have contributed much to the development of Southern California. He is now Director of the Metropolitan Water District, which is now completing the \$220,000,000 Colorado River aqueduct, and is also an officer or member of several other outstanding organizations and committees in this area.

Mr. Pontius starts off his retirement with an extensive tour of Europe April 30th. He expects to be gone 5 or 6 months. Upon returning to Los Angeles he expects to continue active participation in various civic affairs in which he is interested.

MASONIC CLUB WILL CAVORT

Arrangements have been completed for the Annual "May" Party of the Masonic Club, this year to be held at Granada Temple, Main and Almansor Streets, Alhambra, Saturday evening, May 27th.

Be sure to mark May 27th on your calendar for a date with "the wife". It will be a grand party. A good dinner, an excellent program of entertainment—Good music for dancing—Good company. Nothing more to be desired but a good big crowd. Let's go!

THE CALIFORNIA INSTITUTE OF TECHNOLOGY

EYES OF THE WORLD TRAINED UPON THIS INSTITUTION BECAUSE OF ITS SCIENTIFIC RESEARCH

On April 14 and 15 this spring, over 18,000 people visited the campus of the California Institute of Technology in Pasadena. The occasion was the Exhibit Day program, an annual event during which the laboratories and all the working facilities of the Institute are thrown open to the public. The visitors found a wide variety of demonstrations, lectures, and exhibits which represented the work of practically all the departments of the Institute. Biology, chemistry, geology, mathematics, physics, aeronautics, meteorology, civil, mechanical, and electrical engineering—there was something for every taste. Demonstrations of liquid air, glass-blowing, high-voltage effects; lectures on modern physics, aeronautics, X-rays, mathematics; inspection of the hydraulic machinery laboratory, where the Institute is testing the pumping equipment for the Grand Coulee Dam; airplane models used in wind-tunnel testing; the million-volt X-ray tube; the observation gallery from which can be seen the grinding of the 200-inch mirror for the great telescope—these were only a few of the attractions which the Exhibit Day program offered.

That there was so large an attendance is obvious proof of a widespread public interest in science and engineering and a recognition of the important part they play in contemporary life. That Exhibit Day was a success in providing a varied program and taking adequate care of the large crowds is to be credited to the undergraduate students of the Institute. Under the direction of the Exhibit Day chairman (a member of the Junior class), they worked out the whole program, prepared most of the exhibits and demonstrations, made the traffic arrangements, and took care of a host of small details, all of which contributed to the smooth running of Exhibit Day.

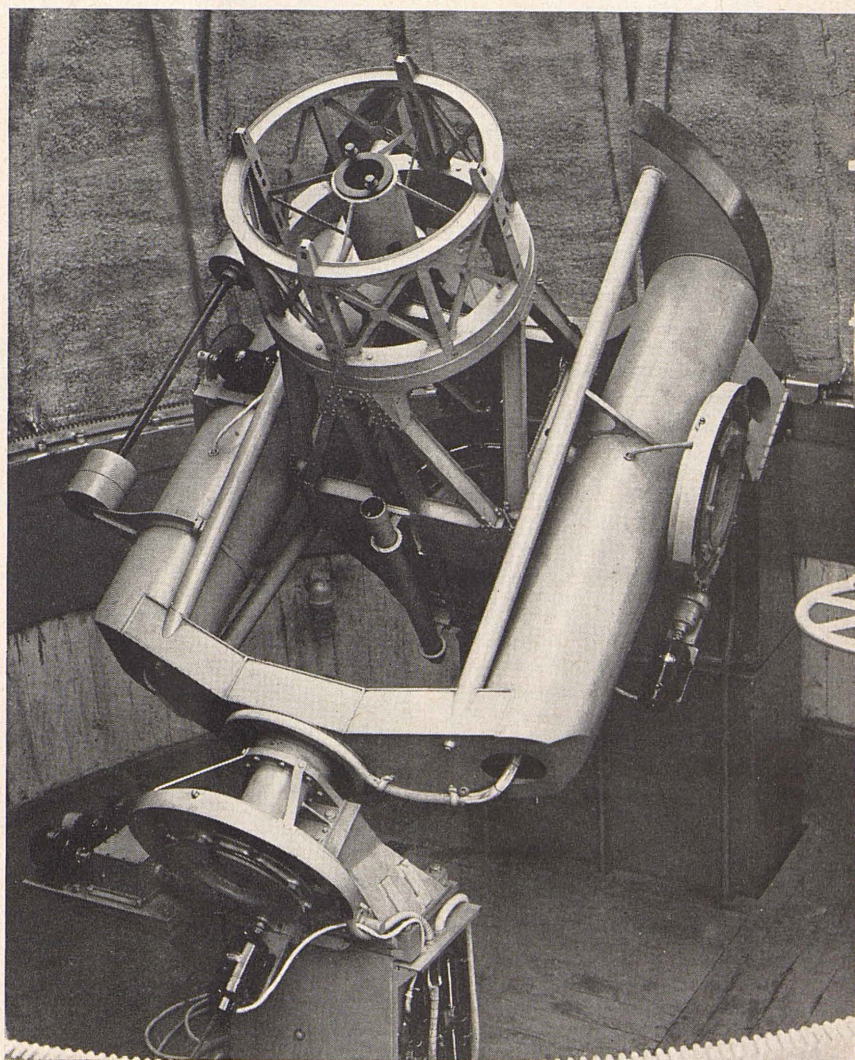
This fact is worth emphasizing, for the reputation which the Institute has won has tended to obscure the fact that it has a flourishing undergraduate body of 600 students. When the Institute was reorganized in about 1920, a provision was made that the freshman class entering each fall was to be limited to 160 members. This means that the whole undergraduate group is stabilized at about 600. All of these are carefully selected. For instance, over 500 prospective students applied to take the entrance examinations this spring. All those who passed the examina-

tions satisfactorily and whose personal records are creditable will be interviewed by Institute representatives. Thus the 160 who are admitted will have qualified on the basis not only of examinations but of personal traits and their capacity to make the best of the curricular and extra-curricular opportunities which the Institute offers.

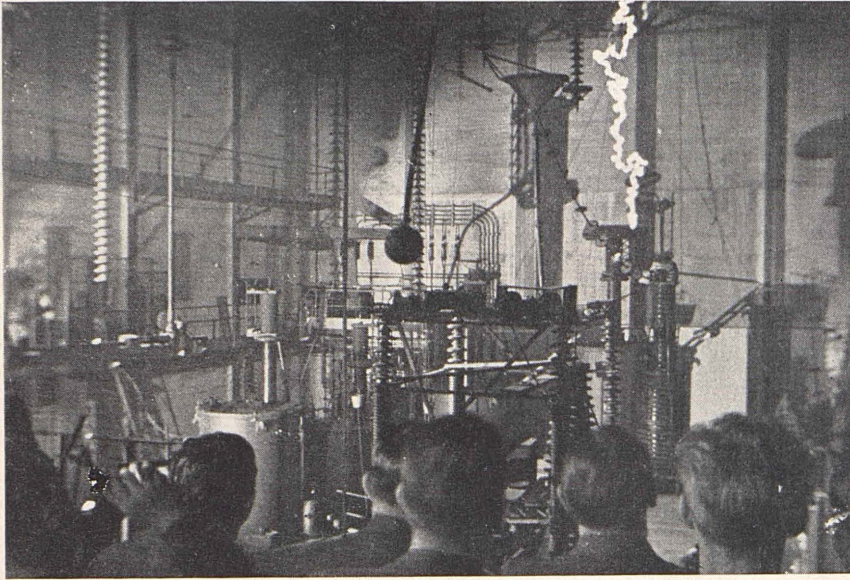
When these 160 new students reach the Institute they will find that three-quarters of their time will be devoted to technical and scientific subjects; one-fourth to the humanities; so that they will escape the narrowing effects of too intense a specialization. They will find that most of the instruction is given in small groups of about twenty. Most important of all, perhaps, he finds that

a large proportion of the teaching staff are engaged in invention, in process development, or in research in pure science. This means that they do not regard a course as a set body of data to be repeated from year to year without variation. Instead, they bring into their teaching the results of their own investigations and the results obtained by other researchers in their own fields. Consequently, their courses are kept fresh and vital by being extended beyond the classrooms into the changing and developing world of science and engineering.

For the student of exceptional ability the opportunity of carrying on independent research will come early in his career at the Institute. Many students, however, will find that as they go into the junior or senior year research work becomes a regular part of their training. All this means that



One-tenth scale working model of the 200-inch telescope, mounted in a small dome on the top of the Astrophysical Laboratory of the California Institute.



A demonstration in the High-Potential Research Laboratory of the California Institute. As high as a million volts can be produced in this laboratory.

study at the Institute is carried on in a creative atmosphere which cannot fail to stimulate the student's interest and give him a sense of the value of original contributions to science and engineering.

Outside the classroom, the undergraduate at the California Institute finds the same incentives to independent activity. A wide range of extra-curricular interests — athletic, social, etc.—gives him ample opportunity to follow his own particular bent. Control of student affairs is vested in the Associated Student Body of the California Institute. The Student Houses, which provide living accommodations for out-of-town students, are almost completely self-governing through their own elected officers. Problems which involve both student and faculty interests are solved not by faculty fiat but by discussion and harmonization of points of view in the Student Relations Committee, which is composed of representatives from both groups.

All in all, the training and experience of the four undergraduate years fit the student to enter successfully into professional life or to make the transition easily to graduate work and research.

No matter how carefully students are selected, no matter how carefully their technical or scientific training is planned and their general interests stimulated, the final success of a place like the California Institute must depend on the extent and quality of the research carried on, for that is the thing that vitalizes and energizes the whole institution.

Space is too limited here to attempt even a summary of the contributions which the Institute has made in the past twenty years to

general knowledge of the universe we live in and to the solution of the immediate problems of contemporary life. A few examples will have to suffice. Tests of the pumping equipment for the Metropolitan Aqueduct, carried on at the Institute, have resulted in great savings in installation and operation costs — savings which will benefit every taxpayer in the Metropolitan Water District. Because of this work, the Bureau of Reclamation selected the Institute to carry on similar tests of the Grand

Coulee Dam equipment. The researchers of the aeronautical laboratory, with its 200-mile-an-hour wind tunnel, have been one of the most important factors in making Southern California the principal center of the aviation industry. Applications of the air-mass method of weather forecasting, worked out by Institute meteorologists, have greatly increased the safety of air-line operation, and in general have aided a wide variety of enterprises in which the weather hazard is an important element. Investigations in the high-voltage laboratory have enabled safer and more efficient transmission of electrical power. From one of the Institute biologists has come the first really effective means of combating trifacial neuralgia (tic douloureux), one of the most painful afflictions of mankind.

No single event, however, more strikingly signaled the Institute's attainment of scientific maturity than its selection by the General Education Board as the institution to be given funds for the design and construction of the 200-inch telescope. Progress on the great telescope must often have seemed, from the layman's point of view, depressingly slow. But before actual construction could begin, there was a multitude of design problems to be solved, for which no precedents existed. Besides, to astronomers, who measure time in millions of light-years, a few calendar years must seem of small importance.

But the end of this long and com-

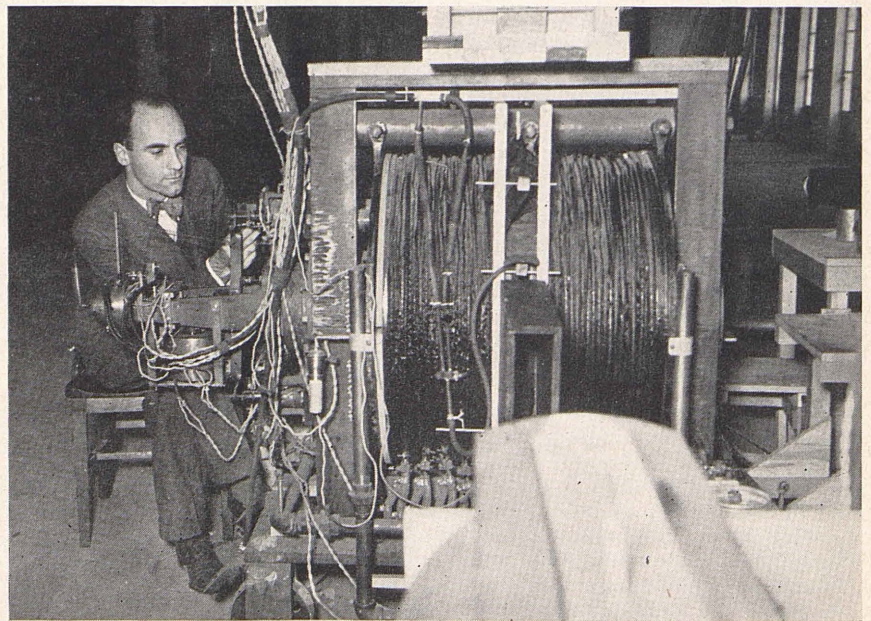


Photo shows Dr. Carl Anderson beside his apparatus with which he discovered the positron in 1932. This apparatus measures the energies of the individual cosmic ray particles—positive and negative electrons. In the foreground is shown a spotlight which shines through the central black box into the cloud-chamber inside the magnet. Wholly automatic, the cloud-chamber is actuated by the incoming cosmic-ray itself, and at the same time a camera, which sits on the bench at the right end of the magnet, takes a photograph of the particle's path through the cloud-chamber. Experiments have been made using this equipment at the summit of Pike's Peak at an elevation of 14,000 feet, and also at Coco Solo, Panama Canal Zone in the equatorial regions.

plicated work is now in sight. The great dome on Palomar Mountain, which will house the telescope is nearly finished. A part of the mounting has already been delivered. In the Optical Shop on the Institute campus, the surface of the great disc has already been ground to the proper spherical curve, and the work of fine-grinding is now in progress. Late in 1939 or early in 1940, the 200-inch mirror, polished to an accuracy of 1/1,000,000 of an inch, will be taken to Palomar and installed in the observatory dome.

And the great telescope, with its promise of opening hitherto uncharted realms of space, may be taken as a symbol of the aspirations of the California Institute, as it enters, in the same year, upon its second half-century.

Observation Gallery, Optical Shop (where the grinding of the 200-inch mirror can be seen) open to the public every day from 9:30 to 4:30 except Sunday. Every Friday evening, while the Institute is in session, a demonstration lecture in science and engineering is given at 7:30 p.m. in the Norman Bridge Laboratory. These demonstrations are all open to the public. The laboratories, etc., of the Institute are closed to the public except on Exhibit Day, which is held in April each year.

Since the equipment, etc., on Palomar Mountain is not yet finished, anyone who wishes to see an astronomical observatory in operation should visit Mount Wilson. Provision is made there for showing the Observatory. An astronomical lecture is given in the Auditorium every Friday night at 7:30, and following the lecture visitors are given an opportunity to see through the 60-inch telescope. Cards of admission are required, and these may be obtained from the Mount Wilson Observatory Office, 913, Santa Barbara Street, Pasadena. The 100-inch telescope is shown on week days from 2:30 to 3:00 p.m., and on Sundays from 2:00 to 3:00 p.m.

Logic

Teacher: "When was Rome built?"
Pupil: "At night."

Teacher: "Where did you learn that?"

Pupil: "Why you told us. Didn't you say Rome wasn't built in a day?"

The two actresses were having tea together, and among the topics of conversation that came up was burglary.

"I always feel safe when there's a man in the house," remarked the brunette.

"I don't see why you shouldn't fear," purred the blonde.

GOOD SERVICE BRINGS PUBLIC RESPONSE

During April Many Commendatory Letters Were Received

To the service credit of many employees of our company there have come a large number of complimentary letters during the past month; and, they reflect a varied character of courtesy tendered our patrons, all of which were appreciated. Among those received are the following citations:

Conductor R. F. Richmond, Northern District: "For finding a set of very expensive tools on his car on the Temple City line and returning to owner" thanks and appreciation are expressed.

Conductor E. W. Frazee, Western District: "Commended most highly by a passenger who rides his train frequently for his strict attention to duties and unvarying attention and courtesy to passengers.

Conductor G. R. Stevens, Western District:—Commended for his uniform courtesy to all of his patrons without any display of favoritism at any time, as well as his accuracy in answering all inquiries made of him and his careful accurate direction of passengers as to stops and train connections.

Conductor G. L. Gazeley, Western District:—Commended by a distinguished official of the University of Arizona for his helpful attitude to passengers and his ability in displaying proper patron respect.

Conductor H. A. Bates, Pasadena Lines:—"I am writing this to commend H. A. Bates, Operator of the Allen coach. He found my pocket-book which I left on the bus and returned it to me. I have occasion to ride on his bus very frequently and find him one of the most courteous and accommodating drivers you have."

Motorman F. J. Douglas, Western District:—Thanks are returned by a patron because of Mr. Douglas, by his advice and assistance saving the patron a rather large cab fare in reaching his destination.

Cloyde McBride, Long Beach Ticket Office:—Gratitude expressed by a lady for his direction and assistance in journey from Long Beach to North Hollywood via Main Street Station and Subway Terminal. She was unfamiliar with routes and was most graciously helped by Mr. McBride.

Mrs. M. Schwartz, Manager Terminal Restaurant:—Was most kind, considerate and helpful to patron with a broken arm who was here recently.

Operator E. D. Sale, Western District:—Commended by a lady pas-

senger, who with others of a party was on his coach. She says the entire party appreciated his most courteous attention and his marked ability as an operator.

Rail and Motor Coach Employees in Pasadena:—A very commendatory letter has been received from a woman patron residing in Pasadena who has used our service for many years. She cites many incidents reflecting courtesy and efficiency and concludes her letter with the following: "I believe the City of Pasadena should feel proud of the Pacific Electric and its employees."

Conductor O. D. Hansen, Western District:—Commended for his neatness, ability and unvarying courtesy as a trainman.

PERSEVERANCE

His hoss went dead and his mule went lame, he lost six cows in a poker game. A hurricane came on a summer day an' carried the house whar he lived away. Then an earthquake came when that was gone an' swallowed the lan' that the house stood on. An' the tax collector came 'round an' charged him up for the hole in the ground. An' the city marshall, he came in view and said he wanted his street tax, too. Did he moan and sigh? Did he stew and cry? An' cuss the hurricane sweeping by? Did he grieve, that his old friends failed to call when the earthquake came and swallowed all? Never a word o' blame he said, with all them troubles atop his head. Not him! He clumb to the top o' the hill whar standin' room was left him still, an' barin' his head, here's what he said: "I reckon it's time to git up and git; but, Lord, I hain't had the measles yit."
—Anonymous

"Figures can't lie," said the professor earnestly. "For instance, if one man can build a house in 12 days, 12 men can build it in one."

"Yes?" interrupted a student. "Then 288 will build it in one hour, 17,280 in one minute and 1,036,809 in one second. And I don't believe they could lay one brick in that time."

While the professor was still gasping, the smart "ready reckoner" went on:

"And again, if one ship can cross the Atlantic in six days, six ships can cross in one day. I don't believe that either; so where's the truth in arithmetic?"

Then he sat down.
—Whitewright Sun, Vernon, Texas

She: "Did any one ever tell you how wonderful you are?"

He: "No, I don't think any one ever did."

She: "Then, I'd like to know how and where you got the idea?"

Finds Happiness In Carving

Creator of Toys Brightens Lives of Self and Others

After fifty-one years of railroading prior to May 1937, "Pete" Schamber retired; at least, he thought he did, but subsequent events prove different. He merely changed profession.

In the former days he railroaded in various capacities. Today, he indulges in wood carving, at which he is quite adept, and his productions



"Pete" with Some of His Toys

of small, happy visioned figures and toys are bringing joy and happiness not only into his own life, but into the lives of many others.

"Pete" is a pioneer of days of yore. He began to follow the trail of the rail in the Spring of 1879 when he joined the Denver & Rio Grande then building the line from Canon City to Leadville in Colorado, going from that job to another for the Union Pacific on construction 80 miles east of Denver. In 1887 he



Mr. and Mrs. Schamber

laid the rail for the "rapid transit" lines in Topeka, Kansas, and during 1888 was section foreman on the Rock Island at Paxico, Kansas. He was something of "a roving rooster", so he moved over to the Burlington

in 1913 and stayed there for three years.

In 1919 "Pete" came to the Pacific Electric and anchored there until May 1, 1937 when he went into that so-called "retirement". Most of the time he was with the Pacific Electric he was in M. of W. work in the San Fernando Valley.

He has a great alibi for his carving work. Says he took it up solely to keep in trim and out of mischief. Possibly his good wife, whose picture appears here with his, could tell a far different story. At least she must have kept busy keeping up with "Pete's" moves.

"Ladies and gentlemen," said a chairman of a singing concert, "I have to announce that Mrs. Brown will be unable to sing as announced, and therefore Mr. Brown will give us 'A Song of Thanksgiving'."

Teacher: "Where's your brother today?"

Junior: "He's in the hospital, teacher."

Teacher: "Why, what's the matter?"

Junior: "We were playing at who could lean farthest out the window, and Tommy won."

NOW, NOW, GIRLS

In a crowded street car sat a very thin lady greatly discomfited by the pressure of an extremely fat lady who sat next.

Turning to her neighbor, the thin lady remarked: "They really should charge by weight on these cars."

Fat lady: "But if they did, dearie, they couldn't afford to stop for some people."

A Chinaman was worried by a vicious-looking dog, which barked at him in an angry manner.

"Don't be afraid of him," said the owner. You know the old proverb, 'A barking dog never bites'."

"Yes," said the Chinaman. "You know ploverb, and me know ploverb, but does dog know ploverb?"

Mrs. Newed entered the dining room and proudly placed the turkey on the table. "There you are dear, my first Christmas turkey," she exclaimed.

Mr. Newed gazed with admiration. "Wonderful, darling," he said. "How beautifully you have stuffed it."

"Stuffed!" she echoed. "But, my dear, this one wasn't hollow."

PACIFIC ELECTRIC CLUB EXCURSION

... TO ...

CATALINA ISLAND

SATURDAY AND SUNDAY, MAY 20 AND 21

\$1.00 Round Trip on Rate Order
Issued on Request to Dept's

\$2.25 FOR TWO PERSONS at
ISLAND VILLA

Make Reservations at P. E. Club Before May 15

GET YOUR TRANSPORTATION ORDER FROM YOUR DEPARTMENT
BEFORE MAKING RESERVATION

DANCING • BATHING • AMUSEMENTS

A Royal Good Time

Make Your Plans Now!

• Get Your Reservations and Tickets

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

This month we bring you a big man of the Torrance Shops, Mr. Alfred (Unpuffed) Rice.



According to World Almanac a stork became hungry while flying over Dakota County, Minn. and descended in a Rice field, near Farmington. A farmer dashed out with his gun, but seeing the

little bundle of joy took him in.

The young man thrived and found his way to Pasadena where he worked for a florist. It was here it became known he was a great lover, those tulips told on him.

In 1901 he began his long career with the P.E. They wanted to make him a Steward on a dining car on the Long Beach line, his name was appetizing. He declined and became a big air brake man.

In 1911 a cute Minnesota school teacher on vacation visited at the Rice home. When Casanova Rice saw her he called on all the cunning at his command and in 24 hours, as the young lady boarded the train for home she had said yes and the day set. He moved to Gardena after the wedding, much to the delight of his Asiatic neighbors who are very fond of Rice.

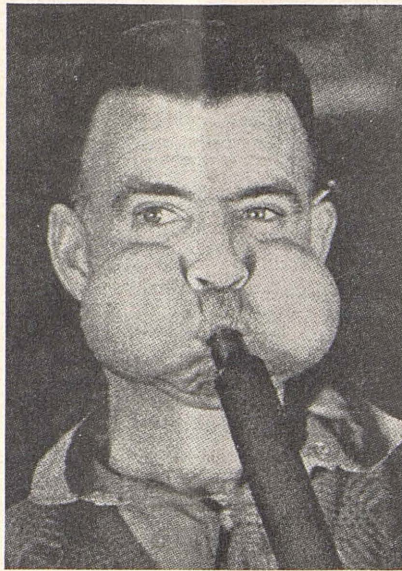
Hobby, flowers and shrubs.



All amateur golfers beware. Do not play with Stockberger. He is now professional and takes money for playing.

A certain man attended the bowling banquet. When he went to get his car the battery was dead. He put his wife in to drive while he pushed. He slipped and fell, skinning both knees. His wife drove home. As she turned into the drive way she missed it and hit the curb, blowing out both front tires and ruining the flower garden. Who was it you say? Well, it was not the Smith Bros., but it might of been one of the Jones Boys.

Howard Grenke found out he was a better yell leader than bowler, so next year he is going to be yell leader.



Frequent inquiry as to the identity of the famous commentator, Walter Watchall, prompts the Editor to reproduce the above candid camera shot of the gentleman engaged in his favorite pastime, coaxing fragrant sounds from his well-worn "swinette". All our readers may now recognize him without difficulty.

WATCHALLS LETTER TO MOTHER

Alhambra, Calif.,
 May 1st, 1939.

Mrs. Willie Watchall,
 Corn Crib, Iowa.
 Dear Maw:

Your letter received and I am always glad to hear from home and learn how Pa and the pigs are getting along. I received the nose guard but I have to ask you to send my head gear. A fellow named Vic Westerberg is mad at me because I said something in the Magazine about him, and he is going to knock my ears down.

Glad to hear Pa has the corn all in. That was a smart idea putting the seeds up side down so when the Government man comes around he won't have to plow it under. Pa gets more like me every day.

You are right about me feeling more at home in Long Beach but all the big shot auditors like Earl Moyer, Harold Kuck, George Watson, Dale Hyde and Archie Sharp live in or near Alhambra and you know Maw an auditor is always right.

I did like what you said and asked the boss for a raise, I told him I should have twenty bucks a month more and he said WHY and I said, I am a good man, plus I am a good Company man, plus I am a good worker, and say Maw he sure knew his Algebra, he said two pluses made a minus so we compromised on a ten dollar cut.

I must tell you about the big wedding we had here in Alhambra last week. It was the outstanding social event of the year. It was a little early

in the year for a wedding but the groom has hay fever and could not take a chance on waiting.

The groom was Percival Cowan, son of Horace Cowan, a well known dairyman of this community. For years the son was the village blacksmith until Henry Ford took the horses off of the streets. The groom was known for his strength and when he attended any social functions he always tore up the telephone book. Later learned there were only ten phones in town.

The bride was Miss Ima Lotta Hoecum, daughter of a local merchant, Moore Hoecum. The young lady was a blessed event in 1890 and made her debut in 1907. She denies causing the panic of that year but did admit that she has posed for some of the flowers still found on our wall paper. For several years she worked in her father's plumbing shop and handled all the fittings and it is said she knows every joint in town. The bride wore slacks as they blended well with present business conditions. She wanted to wear something that her mother wore when she was married so she put on mother's high top button shoes. In order to make them look more up to date she cut the toes out. When she did this she noticed she had a hole in her stocking so she painted the nail of her big toe pink. This helped to carry out the color scheme, as it matched the groom's hair. She carried a bouquet of Forget-me-nots, she was taking no chances for the groom was absent minded.

The groom wore his Alhambra High sweater with the big A on the back, which he earned in '06 for playing fotball. His pants were a little high water but this was due to his volunteering during the floods a year ago last March. The bridesmaid wore an evening gown and carried a bar of Life Buoy Soap. She was determined to put a stop to this "Always a bride's maid, never a bride." The ceremony was performed at the little church around the corner where the old hitching post once stood. The ceremony was performed by Reverent Knott, better known to his friends as Ty A. As the bride and groom were taking their vows the Bankers Quartet sang "Oh Promise Me". The boys sure know their notes and held the peoples interest. After the ceremony the couple left for Niogara Falls by roller skates. They will be at home in their trailer back of the grooms fathers dairy after the first of the month.

Your loving son,

Walter.

WATCHALL'S QUESTION BOX

Q. You mentioned about Tom Hinkle having ears like an aeroplane.

Do you think his ears large?

(Signed) Bill Scholl

A. You will have to determine that yourself, however, I understand he once made a parachute jump without a parachute.

Q. I understand Dave Boyle is a Blue Singer. Is this true?

(Signed) E. Hayward

A. Yes. Dave Boyle has been singing the Blues since the U.S.C-N.D. game.

Q. Joe Smale keeps telling me he is a wonderful dancer, should I believe him?

(Signed) Miss B. Jackson

A. Yes. Joe Smale has won several prizes for Waltzing at P. E. Picnics, etc., however we have it from good authority he is a gigolo at heart.

Q. I understand the Bowling League is going to be at Warner Brothers, next year, am I right?

(Signed) Bessie Chobotsky

A. Yes, they prefer Warner Brothers because of the girl pin setters and they have nice pins.

Q. Why do they call Roy Swanson Seagull?

(Signed) Beach Comber.

Inquire at Library for books on aviculture or listen and look.

Send your questions in. Address Walter Watchall, care Editor, room 623 P. E. building.

BOWLING NOTES

By Don Houston

In the play-off for the championship and runner-up positions in the Pacific Electric Club Bowling League, the Claim Department took the Engineers into camp while the North squad were nosing out the Pacific Electric Club. The final standings:

Claim Department
Engineers
South
P. E. Club

Quite a crowd of spectators were at the play-off matches and it was the climax to a very successful season. Captain Hasenyager of the Engineers had the only alibi, stating that his team played in the early league and the play-off occurred at a time when his team were long past their bed time. We have heard other alibis but that one takes the cake.

On Friday evening, April 21, the league held its annual banquet and a crowd of 84 was on hand. Neal Vickrey acted as toastmaster and did a very good job of it. Neal got several of the boys all primed for speechmaking and then, with the aid of the assembled multitude, gave 'em the bird. Farmer Grenke stood on his feet for at least five minutes with a longing look on his phiz before he finally gave it up and took his seat.

The winners of the two bowling balls, H. Smith and Walter Ohlinger, were given quite a hand and it would take a fortune to get those balls away from them.

"Cupid" or "Seagull" Swanson was conspicuous by his absence and Vickrey said it was due to a case of stage fright. Bet there was a girl mixed up in it somewhere.

Arrangements have been made to hold the next season's matches at the new Warner Bros. Alleys on Sunset Boulevard and these alleys are some of the finest in Southern California. Understand they will be equipped to deaden the sound and will have all the newest gadgets such as automatic foul lines, etc.

Ted "Hootchy-Kootchy" Cuccia was named manager of the League for the coming season and this assures us of a very fine master hand at the helm. Lloyd Covell did a very capable job in the past and Cuccia will have to step on it to better his record.

Hope springs eternal in the minds of the tyros and all the "cousins" such as Jack Worthington, Laurel Jones, Cross, Getz, Shafer, Grenke, Christiansen, McKown, Orr, Chase, Hudkins, etc. will be back to help the "slickers" look good next season. We surely help em along and make them look like champions.

The girls team surely deserve a bouquet for their fine bowling and their steady attendance during the past season. It is not beyond possibility that there will be two teams of the fair sex in our coming league season.

During the past several seasons we have received our weekly bowling sheets with averages, high game and high series scores all worked out for us and do not realize the work behind all this. Mr. Vickrey's assistant, Sam Newcomer, is responsible for this fine job and he has the thanks of all the Pacific Electric bowlers for his efforts.

The league this season, due to splitting the teams into two groups, did not allow of games being scheduled between all teams and this was the only objectionable feature, however at Warner's alleys we will have accommodations to handle the entire league at one time and this will enable all the teams to be on an equal footing, meeting the same opposition during the entire league season.

It has been a pleasure for us new bowlers to participate with the "Old Guard" and everyone is looking forward with keen anticipation to the opening of the 1939-1940 season this Fall. We'll all be on hand.

Farmer No. 1: "This is surely the worst year yet. My corn is hardly an inch high."

Farmer No. 2: "You shouldn't complain. Mine is so low the sparrows have to kneel down to eat it."

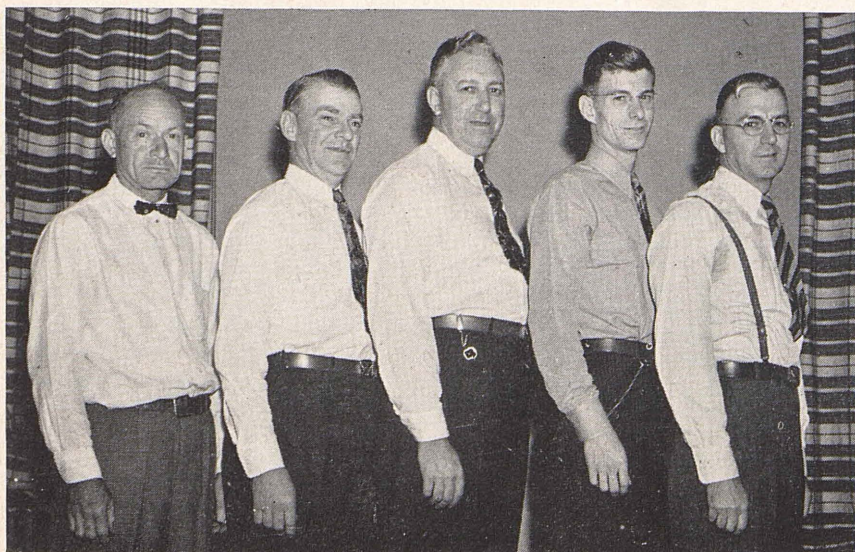
Little Boy: "Can I play house with you today?"

Little Girl: "Yes, you can be my chauffeur, and this can be your day off."

A minister on a San Francisco cable car was reading his Bible when a man leaned over the back of his seat and said: "I don't believe a word in that book." The minister ignored him and presently he repeated in a louder voice: "I don't believe a word in that book."

Losing patience, the minister turned and looked at his interrupter. "My good man," he said, "would you mind going to hell quietly?"

We have all heard of plenty of dumb people but the golden toothpick goes to the fellow who thought March 4th was a military command.



Bowling Tournament Winning Team

PACIFIC ELECTRIC POST 321, AMERICAN LEGION

THE CHURCH OF THE AMERICAN LEGION

At the April 25th meeting of P. E. Ry. Post, Commander C. A. Newman sprung a new idea on us. That is, it was new, to us. He had been working on it for some time, with the Reverend Richard Keech. (Comrade Keech was shown in the last issue of this magazine, presenting the American Legion School Award.) This idea has already been endorsed by Legion officials of both the County and the State, many of whom, including Department Chaplain De Mott, will undoubtedly be present at the first services of the Church of the American Legion. This will be a memorial service on Memorial Sunday, May 28th, (two days before Memorial Day.) The Services will be held in the P. E. Club Theater, about 1:30 P. M. If more people attend this service than the theater can seat, the overflow meeting will be taken care of by providing seats and a loud speaker in the Club Ball Room.

This church is to be non-denominational and Non-sectarian. We have been told that among the speakers at the opening services, there will be a very prominent Catholic, a prominent Rabbi and at least one prominent Protestant.

The sponsors, believe this church will be such a success that the idea will be taken up by Legion Posts all over the Country. A Church Committee has been appointed to start the ball rolling, by notifying other posts of our plans and take care of all necessary details. Members of this committee are: Commander C. A. Newman, Chaplain F. W. Nichols, 1st Vice Commander B. N. Broberg and Comrades Riordan, Bone, and Harry Young, assisted by Comrade Keech, Mrs. Lyons and probably some other members of the Auxiliary.

Everybody will be welcome. Come and help make this new church a success.

OTHER LEGION NEWS

Comrade Culverwell of Aqueduct Post talked in favor of the municipal airport bonds, Comrade Kidwell of Walnut Park Post also talked.

The 23rd district held their monthly meeting in the Club Theater April 11th. Comrade Paul Ballinger, the 23rd district candidate for our next Department Commander has been endorsed by the Fourth Area. His experience as Post Commander, District Commander and Fourth Area Commander, and his present job as Department National Defense Chairman has been a good preparation for Department Commander.

March 28th—this Post had an



AMERICAN LEGION BIOGRAPHY

Floyd P. Lee

Was born at Hughes Springs, Texas. He was a farmer until he entered the army at Deming, New Mexico, August, 1918. He was sent to Camp Dix, New Jersey. He went to France with Co. G, 136th Inf., 34 Div. via Liverpool, England and Le Havre. He was transferred to Co. C 58th Inf., 4th Div.

He did guard duty, K. P., etc., at several places in France. After the Armistice he went with the Army of Occupation as far as Metz, but was sent back to hospitals in France because of illness. After a month in hospitals he was sent to Brest. Thence with the 361st Casualty Co. to Hoboken. From Camp Merrit, New Jersey he was sent to Camp Bowie, Fort Worth, Texas, where he received his honorable discharge April 19, 1919.

He worked for one year for the Chevrolet Motor Co., Dallas, Texas, then two years for a grocery company. From March 13, 1923 'till Sept. 20, 1929 he was employed by the Dallas Ry. Co.

When he resigned from Dallas Ry. he came to Los Angeles, and has been a motorman on the Western Div., P. E. Ry. ever since.

He is a member of P. E. Ry. Post, while his wife belongs to the Post's Auxiliary Unit.

American Legion Birthday Party in the Club Theater, to celebrate the 20th anniversary of the founding of the Legion. Speeches were made about the Legion, its principles and aims. Comrade Don Lewis, 23rd District Chairman for Boys' State, made a wonderful talk about the Legion

program. (Any P. E. Employee who has a son attending Junior High School, who would like to have him get the benefit of this wonderful opportunity, should fill out an application right away and mail it to Chairman A. M. Cross of the Boys' State Committee in care of the P. E. Club.)

Then Leo Gallocher and Comrade Felix of the French Legion, (Comrade Felix is also a member of this post) presented medals to Comrades Kennedy and Mead in commemoration of their services on the battlefields of France.

A splendid vaudeville act was presented by Mabel Reynolds and moving pictures completed the program.

P. E. Ry. Post sponsors Ward 3 at the Sawtelle Veterans' Hospital. Chaplain Nichols is a frequent visitor at this ward. He always takes them cigarettes and reading matter. He also arranges shows for the vets in the hospital. He arranged a trained horse show in November and a band concert April Second. The Lincoln High School Band volunteered their services. P. E. Ry. Post furnished transportation and refreshments for the band.

The post chartered a "600" class car and members of the post operated it. Comrade Harris, motorman North and Comrade Finley, motorman West, operated the car between Sierra Vista and Sixth and Main, both ways. I was motorman between Sixth and Main and Soldier's Home, and stayed with car during concert.

The Lincoln High School Band was led by L. Lozier. There were about sixty members of the band, including three girls. They played at the Vet's baseball park for Vets not confined to the hospital. Afterwards, they played outside the hospital, for the veterans inside. Four of them, two boys and two girls, with a guitar and an accordion, played and sang in Ward three. Several members of our Post were present at the concert, including Chaplain Nichols and his wife, Comrade Finley and his wife and Comrades Kennedy, Prince, and Harris.

The Legion year is almost over! Any Comrade wishing to have a hand in choosing our leaders for the ensuing year, should remember that nominations will be open at our meetings of May 23rd, June 13th and both nominations and election will be held June 27th for all officers of this Post.

—James E. Davis

"John, dear, I'm to be in amateur theatricals. What will people say when I wear tights?"

"They'll probably say I married you for your money."

MAY IS POPPY MONTH

Poppies, to honor the men who died in defense of democracy in 1917 and 1918, will be worn in Los Angeles on May 26-27, Mrs. C. Newhouse, poppy chairman of P. E. Railway Unit No. 321 of the American Legion Auxiliary, has announced. Arrangements for Poppy Day are progressing rapidly under the leadership of Mrs. Newhouse and her committee.

Disabled veterans in government hospitals and special poppy workrooms maintained by the Auxiliary have been working for months making the little red flowers of remembrance, Mrs. Newhouse said. They are now completing the last of the 12,000,000 poppies which the Auxiliary will distribute this year. The work has been going forward in 78 hospitals and workrooms in 41 states, giving employment to hundreds of disabled veterans unable to do other work.

Poppies which have been ordered by the local Unit for distribution here are being made at Sawtelle Hospital, under the direction of the Rehabilitation Department of the Auxiliary. The flowers are of crepe paper with wrapped wire stems, shaped in exact replica of the wild poppies of France which grew on the World War battle front as the one touch of nature's beauty surviving in that region of death and destruction. Making poppies gives the veterans an interesting and helpful occupation, besides enabling them to earn money for the support of their families.

Volunteer workers from the Auxiliary and cooperating organizations will distribute the flowers on Poppy Day and receive contributions for the welfare of the disabled and dependent families. All of the money received will go into the welfare funds of the Legion and Auxiliary to help support the extensive work carried on throughout the year. Because war disabilities become more serious with advancing age, the need for the type of aid the Legion and Auxiliary are extending to veterans and their families is increasing, said Mrs. Newhouse, urging a generous response to the Poppy Day appeal.

The Pacific Electric Railway Unit was pleased to have as their guest Mrs. Sylvia Winters, 23rd District President who announced the Unit will be selling poppies in and around the Pacific Electric building on May 26 and 27, which dates are known as Poppy Days. Mrs. Winters told how the Poppy Program was originated and that it is for the purpose of raising funds to help the Veterans in the hospitals and their families, as explained in the accompanying article. Take heed, P. E. employees

American Legion Auxiliary Unit 321 will hold a card party in the P. E. Club lounge on Saturday, May 13, at 8:30 p.m. Admission price will be 25 cents and there will be refreshments and prizes. Tickets may be obtained from members of the Committee in charge, Mrs. L. M. Bryant, Chairman, or entrance fees may be paid at the door.

and bear this in mind when asked to buy a poppy.

Regular Unit meetings are on the 2nd and 4th Tuesday of each month. If anyone eligible to become a member will contact Mrs. Ellen Bryant, Membership Chairman, or any member of the Auxiliary.

Mrs. B. Nichols, Unit Hospital Chairman reported a trip to Sawtelle Hospital. The P. E. Ry. Post furnished the entertainment, presenting the Lincoln High School Band and Chorus. The Pacific Electric Ry. very generously furnished a special car to transport the entertainers to and from the hospital. Refreshments were served them while on the way. The Post and Auxiliary gratefully acknowledge this courtesy.

Martha V. Harper,
Publicity Chairman,
Pacific Electric Railway
Unit No. 321.

ATTENTION! GOLFERS

Suggestion has been made that Pacific Electric employees interested in the grand old game of golf get together at least once a month and hold an employee's tournament.

Those interested should contact Johnny Stockberger, Freight Traffic Department, who is in charge of lining up the first tournament. Nobody barred and all will be playing under a handicap system so that all will have an equal chance at the prizes.

When Johnny has received the names and entries of those wishing to participate they will be notified of a meeting to be held to set the time and place for the first event.

Don't delay—get your name on the list now. Transportation will be provided those without means of reaching the course, if desired.

A tentative date for the first event has been suggested as the last week in May.

"You say this woman shot her husband with this pistol, and at close range?" asked the coroner of the eye witness to the colored tragedy.

"Yassuh."

"Are there powder marks on his body?"

"Yassuh. Dass why she shot him."

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

- Wednesday, May 10:**
P. E. Rod & Gun Club Regular Meeting—7:30 p.m.
- Thursday, May 11:**
P. E. Women's Club Semi-monthly Meeting & Program—1:30 p.m.
- Saturday, May 13:**
P. E. Agent's Association Regular Monthly Meeting—7:30 p.m.
- Monday, May 15:**
P. E. Masonic Club pays visit to Legington Lodge, El Monte.
- Monday and Tuesday, May 15 and 16:**
Transportation Engineering Class—7:30 p.m.
- Thursday, May 18:**
P. E. Women's Club Semi-monthly Card Party 1:30 p.m.
- Friday, May 19:**
P. E. Club Monthly Dance—Increasing crowds are enjoying the monthly dances to the music of Flo Kendricks and her Dance Orchestra. Dancing from 8:30 to 11:30 p.m.
- Monday and Tuesday, May 22 and 23:**
Transportation Engineering Class—7:30 p.m.
- Tuesday, May 23:**
Regular Semi-monthly Meeting of P. E. American Legion Post No. 321 and American Legion Auxiliary Unit No. 321—8:00 p.m.
- Friday, May 26:**
Transportation Safety Advisory Committee Meeting—10:00 a.m.
- Saturday, May 27:**
P. E. Masonic Club Annual May Day event and Dinner Dance. Granada Temple, Main and Almanson Streets, Alhambra. 8:00 p.m. Banquet, dance and floor show. See Special Bulletin for details.
- Monday, May 29:**
Transportation Engineering Class—7:30 p.m.
- Tuesday, May 30:**
Memorial Day, Club Rooms closed all day.
- Monday and Tuesday, June 5 and 6:**
Transportation Engineering Class—7:30 p.m.

PACIFIC ELECTRIC WOMEN'S CLUB NEWS

By Mrs. W. A. Hasty

April 23 the Women's Club had as their guest speaker Col. Bennett from the Social Service Dept. of the Salvation Army. He brought with him pictures of the work they do in rebuilding the hopes and outlook of the unfortunate men and boys who are down and out. They are given a new start in life.

April 27 the Club had quite a treat. Mr. Ferd Ferguson, a cartoonist, sent by the Sperry Flour Co., entertained us with clever drawings of people and animals. Three of our members, President Mrs. Fuller, Mrs. Miller and Mrs. Walmsley, had the pleasure of having their portraits drawn.

Vacation time is nearly here, the first member to leave us is Mrs. A. C. Smith, who will make Treasure Island her first stop. She expects to visit the fair, then on to New York and the fair there, on to Amherst, Mass., then to attend the 40th graduation anniversary exercises at the State College at Manhattan, Kan., from which she graduated.

The card parties are still being held and if you like to play cards Mrs. Weatherly is inviting you to

come out and enjoy a pleasant afternoon the 1st and 3rd Thursday of each month.

May 11, Miss Blanch Morrow of Willowbrook, former missionary to India will give us a talk on India and its customs.

May 25 the Club will hold a short memorial service for our (17) departed members. Mrs. Fuller will sing, accompanied by Mrs. Gail Bressler.

Mrs. Frank Miller entertained the Torrance Club at her new home. The Rocking Chair Club also met with her. Happy dreams in your lovely home, Mrs. Miller.

The Riverside Club will hold their annual picnic June 14 at Fairmont Park.

May 11 will be election day, so come out ladies and vote for your candidate. Installation will be held May 25th, which will be the last meeting until fall.

PACIFIC ELECTRIC CAMP

All of you Rod & Gun Club fishermen who did not go to the Camp for the opening day of the 1939 fishing season can now spend your idle hours feeling sorry for yourselves. Yes, fishing in Lake Arrowhead was good. Ask any member of our party. There were but few who did not have limit catches, running from 12 to 18½ inches. First Prize went to J. M. Geoffert. He hooked the big one, measuring 18½ inches. Next best was registered by B. F. Manley, and measured well over 17 inches. Total number of fish caught by the party was 215.

Weather conditions were ideal and the fishing party was one of the most successful ever held at the Camp.

Vacation time will soon be here, and I hope you will give our own Camp first consideration. If you will compare the cost of a stay at the Camp and take into consideration what you get for your money, I am sure you will decide to spend at least a week with us this summer.

Your housing cost is all you pay. The various activities are free. We take you on a sight seeing scenic trip through the mountains; we give you a weiner bake each Wednesday; you swim in our own pool, play tennis and badminton and have the use of our boats on Lake Arrowhead and dance to the music of our orchestra, all without additional cost to you.

At Blue Jay, only a quarter of a mile from our Camp, there is now under construction an all-year ice skating rink that will add to your enjoyment. Over \$50,000.00 is being expended on the plant, and it will be modern in every respect. The rink will be open by June 1st.

May and June are delightful

months in the mountains and our Camp is always ready to take care of you. So don't wait until you go up for your regular vacation, but go some week-end right away, while the dog wood is in bloom and spring is in the air. You need not make reservations in advance. Just go on up and you will be well taken care of.

We will again serve meals in our dining room June 15th until the end of the season, for the convenience of those who do not care to do their own cooking.

Arrangements have been made with the Mountain Auto Line to continue the low fare of \$1.00 for adults and 50 cents for children between San Bernardino and the Camp through the coming season.

Rates for accommodations at the Camp are given below:

Employees, and Guests in Same Quarters:

	Per Day	Per Wk.
Cabins (2 persons, 1 double bed)	\$2.25	\$8.50
Cabins, Double (4 persons, 2 double beds)	4.00	14.00
Guests, same quarters, per person	1.00	5.00
Dormitory Rooms, one person	1.00	5.00
Dormitory Rooms, 2 persons, each (employees) .75	.75	3.00
Dormitory Rooms, guests, per person	1.00	4.25

Rates include bedding for the number of beds shown, electric lights, gas for cooking and wood for heating. For each additional bed, add 25 cents per day or 50 cents per week. Over two days, weekly rate will apply for additional beds.

Guests in Separate Quarters:

	Per Day	Per Wk.
Cabins, (2 persons, 1 double bed)	\$3.00	\$12.00
Cabins, Double (4 persons, 2 double beds)	5.50	20.00
Additional persons, per person	1.00	5.00
Dormitory Rooms, 1 person	1.50	6.00
Dormitory Rooms, 2 persons	2.50	11.25
Children under 12 years old	half rate	

Rates include bedding, electric lights, gas for cooking and wood for heating.

Free transportation will be furnished employees over the Pacific Electric to San Bernardino and return. A round trip rate of \$1.00 for adults and 50 cents for children between the ages of 6 and 12 years, between San Bernardino and the Camp may be obtained. Children un-

der six years old are carried free.

The Mountain Line Stages connect with the Pacific Electric car leaving Los Angeles at 7:20 a.m. week days, and 7:10 a.m. Sundays. Rates effective May 1st, 1939 until further notice.

We will be glad to quote rates for special parties, large or small, and will furnish meals to such groups if desired.

H. E. DeNyse,

A young man had left his home town and had gone to the big city where he had made quite a name for himself. After five years of absence, he alighted at the station of his old home town. There was, despite his expectations, no one of the platform he knew.

Discouraged, he sought out the station master, a friend since boyhood. To him at least he would be welcome, and he was about to extend a hearty greeting when the other spoke first.

"Hello, George," he said. "Going away?"

Mae: "Gee, but she was furious when she read the announcement of the wedding in the paper!"

Greta: "Did they mention her age?"

Mae: "Well, indirectly! They said that Miss North and Mr. Harris were married, the latter being a well-known collector of antiques."

FOR SALE

Big 6-room house, with garage, at Rod and Gun Club Camp, Los Patos, for \$1050. See W. W. Montrose at Los Patos or Pasadena Terminal.

\$15.75 **\$18.75**

DODGE CLOTHES SHOP

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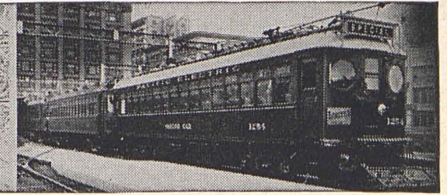
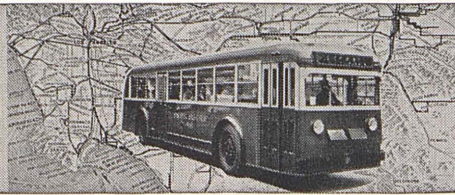
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SAFETY NEWS



SAFETY ADVISORY COMMITTEE APPOINTED FOR MAY

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, May 26, 1939, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10 a. m.

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

Northern District		Terminal
J. E. Newman.....	Pasadena	
J. A. Morgan.....	Macy Street	
Geo. Smithson.....	San Bernardino	
Southern District		
G. A. Wolff.....	Los Angeles	
T. Mijanovich.....	Long Beach	
C. W. Coutts.....	Butte Street	
Western District		
R. W. Colton.....	West Hollywood	
G. L. Wilson.....	Subway Terminal	
T. A. Wilson.....	Ocean Park	
E. E. Wilcox.....	Glendale	

This conference will be devoted to consideration of subjects relating to safety and our accident prevention problems, and we hope to have a program which will prove both of interest to you and of educational value.

Remember, "Safety Thoughts Promote Safety."

PROPER DRESS FOR SAFETY

In factories and shops where men must work around rapidly moving machinery, much attention is given to the clothing worn by these men.

The importance of this was seen after several men had loose sleeves or necktie caught in a machine, resulting in severe injury.

In many places, where heavy loads are moved by hand, men are required to wear special shoes made with a metal guard to protect the foot in case a load was dropped.

In some work the eyes are in danger and no man is allowed to go onto the job unless wearing goggles.

It seems to be a weakness of human nature that many men would rather take a chance of serious injury than go to a little trouble to protect themselves, so constant supervision is required in order to obtain full compliance with such safety rules.

Trainmen are fortunate in that no great amount of attention to safety clothing is required by their work, yet railroad history contains many instances where trainmen have been injured or killed from incorrect dress.

Particularly is this true of men in freight service.

Turned up sleeves or trousers or an unbuttoned jacket may catch on a protruding bolt or any other object and result in a serious accident.

If it is too warm to have the jacket buttoned up, you do not need it. Take it off. Have sleeves and trousers shortened to the correct length. Another unwise article to wear is gauntlet gloves, but fortunately few men want to wear them.

Shoes too smooth or with broken soles are too dangerous for any sensible man to wear. Also they should be neither too loose nor too tight, but a snug, comfortable fit.

Now, note the pictures illustrating correct attire.

Everything is smooth-fitting and streamlined. There are no loose or flying garments to invite injury. No more expense and little, if any, additional trouble is required to be safely dressed for the work.

STEP ACCIDENTS

The report covering March is not one we can be proud of. Not only was the total number larger by ten than for the same month last year, but those which could and should have been prevented were more.

We seldom have a passenger injured while boarding the front door of a 600 class car, but we even had one of this kind in March. It would be interesting to know where the motorman was looking while closing the door in this case.

On the viaduct at Sixth & Main Streets, a woman was injured in attempting to board, carrying a heavy suit case. Where was the man in charge of the car? Would he have allowed his wife or mother to struggle up the steps with such a heavy burden?

As plainly worded as rule and various notices are which cover the giving of proceed signal to start train, it is difficult to see why we should continue to have passengers injured by the starting of the car while they are attempting to board or alight.

The motor coaches experienced the same number of such accidents as



RIGHT



WRONG

last year, five, which, for the number of passengers carried was about equal to the 32 on the cars. We still have instances of motor coaches stopped just a little too far from the curb for a woman to step the distance safely, yet not quite far enough to cause her to step to the street level between curb and coach. In attempting the long step, her foot slips off of curb or step and a fall results.

Let us hope that it will be a long time before we have as poor a report as the one for March.

LOOKING BACKWARD

A report of accidents experienced by trainmen employed on steam railways during the past ten years has just been received, and, since our trainmen are exposed to most of the same hazards, this should be of interest to us.

On first glancing over this report, we are cheered to note that there has been a substantial reduction in the number of accidents in each class, but on closer examination we see that this good showing still leaves room for much improvement.

The very nature of the accidents causes one to feel that too many of them were caused by carelessness or thoughtlessness on the part of the man killed or injured. These could and should have been prevented by the victim.

Let us examine a few of these figures, all concerning accidents in 1938. There were 1386 men killed or injured in getting on or off cars or locomotives. While this move always carries a hazard of accident, trainmen know this better than anyone else and should take no unnecessary chances.

While riding the top or sides of trains, 141 men came in contact with fixed structures. Only a new man, not thoroughly familiar with all the locations of impaired clearances, should have such an accident.

Every man who has uncoupled an air hose while it was charged learned how it may thrash around like an elephant's trunk and, if he was struck by it, found out how hard and heavy that iron coupling head is, yet 119 men were injured in this manner.

It was thought that when the old style link and pin coupling was done away with, injuries from coupling up cars would practically cease, but 250 men managed to get themselves hurt while doing hts work.

Yes, operating trains is hazardous work and only alert men, quick in mind and body should attempt it. It is no place for a man who does not keep his mind on his work every minute of the time on duty.

CLASSIFICATION OF MARCH, 1939, ACCIDENTS

Train Service Accidents During March, 1939

Compared with March, 1938

	SYSTEM		Dec. or In.	Percentage
	1938	1939		
1. With Pedestrians	4	1	3 Dec.	75.00%
2. At R.R. Cross. (Other than Co's)	1	0	1 Dec.	100.00%
3. Between Cars of Company	1	3	2 Inc.	200.00%
4. With Vehicles and Animals.....	139	117	22 Dec.	15.83%
5. Derailments	12	17	5 Inc.	41.67%
6. Equipment	0	1	1 Inc.	100.00%
7. Boarding Cars	9	14	5 Inc.	55.56%
8. Alighting from Cars	18	23	5 Inc.	27.78%
9. Injuries on Cars (not in collis'n)	28	18	10 Dec.	35.71%
10. Falling from Cars	0	0	-----	-----
11. Doors, Gates and Guard Rails....	4	8	4 Inc.	100.00%
12. Ejectments and Disturbances.....	3	2	1 Dec.	33.33%
13. Employees	8	6	2 Dec.	25.00%
14. Miscellaneous	3	3	-----	-----
15. Total—All Accidents:	-----	-----	-----	-----
Passenger Rail	180	166	14 Dec.	7.78%
Motor Coach	34	28	6 Dec.	17.65%
Freight	16	19	3 Inc.	18.75%
Total	230	213	17 Dec.	7.39%

TALES THAT ACCIDENTS TELL

Well, let's look over the March accident report to see how we are doing.

1. Collisions With Pedestrians:

The only one resulted fatally. That is so often the result. Every time two cars pass there is danger of people walking around, one in front of the other.

2. Collisions with Vehicles:

Automobile accidents, we call them. This item is encouraging. While we had 117 such unfortunate occurrences, that was 22 less than last March. The motormen are to be congratulated.

3. Boarding and Alighting:

A total of 37, or 10 more than last March. Several of these show plainly that they could and should have been prevented.

4. Accidents On Cars (Not in Collision):

Two or three of these may have been unavoidable, but not all of the 18 we had. We will not have efficient operation until these are materially reduced.

5. Doors, Gates and Guard Rails:

These are mostly passengers caught in closing doors. We had twice as many this March as we had a year ago. That does not indicate efficient operation.

5. Employees:

Six men injured in line of duty. That was two better than last March, but six too many.

7. Total All Accidents:

We made a reduction in this number of 7.39 per cent but still had a total of 213. At this rate, we will have 2556 this year, which will be over 800 more than last year. We better start trying harder.

OUR NATIONAL DISGRACE

As we read each day the appalling list of killed or injured by automobile traffic, we are impressed by the large number of such accidents where either carelessness, selfishness or ignorance was the primary cause. Carelessness is a combination of natural tendencies and lack of proper training.

By the time a person is old enough to be driving an automobile, carelessness has become a fixed habit and, if ever overcome, it is usually by a tragedy giving the careless one a terrible shock. Caution or carefulness can be trained into a very young child.

Selfishness is also a trait with which many are born and is even harder to overcome. Unfortunately, most young children are encouraged in their selfishness, rather than corrected for it.

For ignorance, however, there is no excuse. If one cannot read, it is always possible to find someone else who can read and explain that which should be known. There are few places where ignorance shows up more plainly or more frequently than in driving an automobile on the public highway.

One sometimes wonders if a large number of the automobile drivers know that there is a vehicle code.

The drivers of motor coaches and trucks have an enviable accident record which is improving each year. This is due partially to the fact that these drivers have a large experience in driving and a heavy responsibility, but to a greater degree because employers require that they know and obey the law.

A self-respecting motor coach or

truck driver who takes pride in his efficiency does not need to be compelled to know the law; he wants to know it for his own protection and safety.

Employers are always willing to supply their drivers with copies of the Code and provide explanation on instruction where needed.

Since the automobile has become a form of transportation affecting practically everyone, it is high time instruction in laws governing their operation and the responsibility resting upon all drivers be made a part of our public school education.

NEWS FROM THE EASTERN DISTRICT

News reached your correspondent that Walter Cooper had a new automobile. Investigated and found that Walt's new car is equipped with a radio, foot warmer, two horns, and a swell paint job. O.K. Walt, how's for borrowing it some night?

Dick Sandell, relief ticket agent at San Bernardino and Riverside, is off to Los Angeles for a while. Dick is going to do some work for the S.P. Charles Stein who has been holding down the baggageman's job will take over Dick's duties and Otto Johnson, formerly of the L. A. Freight Office is welcomed to San Bernardino on the baggage job.

G. A. (George) Smithson is building a new house. The roof is on and plastering just about finished. (George, how about a real old fashioned house warming?)

The busy man around San Bernardino—C. O. Stephens. "Steve" runs the freight office, ticket office, and tries to keep track of Herman Phillips, the porter. "What fun".

John Cadd has been elected delegate to the convention of the Native Sons and Daughters of California to be held in San Francisco in the near future. Understand that as a delegate, John is able to handle every little thing.

Forgot to mention it last month, but the "fatherly" way A. D. Downs handled the situation at the Orange Show was surprising. You ask him for the details.

John Roberds and Edgar Cunningham play a snappy game of pool every morning and blame all of the poor shots on the cues. That's not possible, I fixed the cues.

J. A. "Jack" Severance has been on the sick list since March 6 with infected hands. Oh yes, Walter Cooper, he of the new automobile, was off sick a few days too.

J. J. Raker who was injured in an accident last August 29, stops in to see us most every day. Jay is looking fine and says that he hopes to return to work soon.

A new high in fruit shipments was

hit the month of April, when 94 cars were shipped out of Rialto. If you don't think Agent O. J. Hamble was busy, you're mistaken.

Question: What bus driver waits four minutes for a cute little blond? Answer: Find out yourself. I want a date with her.

Elton E. Greene, he of the many "E's", lives in Corona, works in Riverside, and worries about what is happening in San Bernardino.

F. A. Rouchleau and "Shorty", (that's the little son) hit the trainmen's room once in a while. Now there is a little fellow who really has pep, and does he make his daddy run.

Lou Hatch is plenty busy. Reports are that Lou is trying to build a whole city on one lot. Anyhow, his neighbors report that it is a real improvement to the neighborhood.

"Poor Mr. Bracken, he's so tired". That was the answer received from his landlady when he was called to go to work.

A. D. Smith is busy breaking in on the motor coaches. Says the bus is bigger than his automobile.

Last but not least, the San Bernardino Terminal has George Frasure Miller. Need more be said?

LET'S ALL DO OUR PART

By J. B. THOMPSON
Motorman, Northern District

Each and every one of us regardless of our position, is geared to some other part of the giant machinery that goes to make our railway system function smoothly. If we fail to carry out our part we can sometimes throw the whole machine out of gear and cause some other part to fail to function; just as a contact, or lack of a contact, will sometimes put the largest machine out of commission.

The Transportation Business is not a "Fly By Night" proposition, but depends entirely upon serving and satisfying the public so they will repeat over again the continuous cycle of using our facilities.

Those of us who have fixed places and

move only because other cogs are interlocked to move us, can little realize or appreciate our interdependence upon these other vital parts that go to make up our vast transportation system.

Let us for an example, consider the Business Getting part of this transportation machine. The function of this Department is just as necessary to a transportation system as a fuel tank is to an automobile. If ever automobiles are invented to operate without fuel, the fuel tank will not be necessary, but such is about as impossible as our railway operating without competition. We must therefore maintain receptive tanks and facilities into which business can be drawn in order to supply our transportation system with the necessary fuel to make it function.

A greater part of this Business Drawing is in the hands of our Outside Agencies. The part our agents play in securing and holding business is one that should not be overlooked, especially in this day when competition is being so keenly felt in all forms of transportation.

Our agents must not only be good railroad men, but due to their limited communities they must be good mixers as well, for their securing of business depends largely upon their being able to take part in all the community affairs and keeping themselves always before the people. They not only attend meetings, banquets, etc., and keep themselves informed as to what is going on, but among themselves they plan and discuss ways and means of better methods in which to handle their business for better serving of the public.

One will not generally have long to wait around some outside station before he will hear someone come in and say: "Hello Bill!" "Give me a round-trip to the City . . . a little business to attend to; thought I'd use your railroad this time instead of my car." If you will notice the agent you'll probably hear him address the purchaser by his first name, and the sale will be handled with the same tact and courtesy as if the agent were selling him a suit of clothes. But who is this ticket purchaser? You can bet the agent knows. He may be a Merchant, a Manufacturer, or a Rancher, and he could be, and sometimes is . . . the largest shipper and receiver of freight traffic in the community. When the agent has sold him the ticket and sent him on his way, the agent has done all he can do; the Service, Treatment and Courtesy the patron receives thereafter is left entirely in other hands.

The name "Pacific Electric" means little to the average consumer of our service. But the Service and Treatment the Pacific Electric gives its consumers DOES MEAN SOMETHING!: It means continued patronage and continued patronage is essential to the continuation of our jobs.

GRAHAM & ISBELL

FUNERAL DIRECTORS

915 WEST WASHINGTON STREET

PRospect 5590

PRospect 5501

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



NEWS

OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY

BY OUR
CORRESPONDENTS



ENGINEERING DEPARTMENT

By Victor P. Labbe

The reason that Ed Hasenyager likes bowling better than golf is that a high score means something "in bowling".

Sunday, April 23rd, E. H. broke his perpetual 100 score and turned in an 89. We hope this good work will keep up.

What a relief say the boys in the Val. Dept. The smudge pot is back in the field dept. while Bill Hibbard is away.

R. M. Cobb wishes to have the co-operation of all the Alhambrites in locating just the right type of home he is searching for.

His idea is to locate there before buying.

An ideal of the type home Ralph has in mind is an 8 room Colonial, fenced, swimming pool, tennis courts, badminton court and a bowling alley if possible. Submit offers to R. M. Cobb, care of Al Smith, Signal Engs. Cost not to exceed \$25.00 per month.

Happy birthday to you: Harvey B. Smith, 5th; Charles H. Erhman, 11th; Hugh K. Nickerson, 14th; Thomas B. Roscoe, 17th; Hugo A. Meneghelli, 20th; James Lynch, 25th; E. R. Hayward, 27th; Fred W. Spencer, 30th.

Don Lewis was transferred to the President's Office and although sorry to loose Don from the Field Dept., wish him lots of success in his new position.

Al Smith the Beau Brummel of the Signal dept. intends to try out a moustache. Claims it will give him that distinguished look, which adds the last touch to a man's appearance.

A cane and spats will follow.

If anyone wishes to hear Jessie Eaton really laugh, tell her a good "ghost story".

Harvey Smith will be glad to give anyone a ride in his boat this summer, providing you help clean, scour and furnish grub and gasoline. Some offer.

George H. Brown can no longer get away from home and stay down town and go to the Follies on Friday nights. His wife won't let him. Too bad, Brownie.

Red Quirmback is back on the job again after a rest at the hospital.

Edward Leake, Newton High and R. Radcliffe on the retired list paid us a visit and all seem to be enjoying their leisure.

William Hibbard is at Saint Vincent's Hospital and hope to see him back in the Field Dept. real soon.

A new addition to the drafting room—Arthur Frederick Fox, Jr.

Welcome back to the Field Dept. James A. Lvnch.

Skipper "Podlech" wishes to announce that he has received his license to pilot a boat and none may fear a ride with him this summer.

Nancy Kelly says no man had better choke her during office hours as she keeps a wooden club near her desk for protection.

An epidemic has arrived on the 6th floor in the presence of loud ties. The wearers, L. B. Denton, L. W. Perry, Dan Lewis and M. B. Morris.

Albert de Pfyffer is now a full fledged Swiss yodler, having graduated from a small college for yodlers in Lucerne, Switzerland.

He can be seen daily, munching chocolate and gazing out of the window wishing he were in the Swiss mountains yodling to his heart's content.

FREIGHT TRAFFIC NOTES

By J. E. Blackburn

If anybody thinks there are not very many rates on oil in the State of California, just let that person talk to Ralph McMichael. Ralph has been in San Francisco since the 9th of April and, it is understood working until ten and eleven o'clock at night almost every night including Saturdays and Sundays checking in the rates on this commodity between points in the State of California. The reason for the burning of the night oil is found in the Order of the California Railroad Commission which establishes May 9th as the date on which these rates must be filed with that Commission.

Perhaps some of you wonder just what this "checking in" process consists of and for the benefit of those I shall endeavor to describe the work

Ralph has been doing and the reasons therefor: The California Railroad Commission in C.R.C. Case No. 4249 made a comprehensive study of the rate structure on the commodity known as "black oil" which is nothing more or less that oil which is not highly refined, being used for fuel in various operations such as, for example, the burning of smudge pots, the operation of steam locomotives, etc., and other commercial operations. As a result of the studies made in that Case, the Commission established certain rates which may be charged for the transportation of the commodity mentioned on a mileage basis. It was then the obligation of the carriers operating in the State to compute the rates from the various producing points to the multiplicity of consuming points throughout the State on the mileage basis established by the Commission. So you can readily see there is little wonder for the burning of the midnight oil.

Congratulations are in order for John C. Stockberger on the fine caliber of golf game he has developed in the few months he has been playing the game. I understand he won his first tournament recently playing in the third flight. John turned in a magnificent 64 with only a 45-stroke handicap. You can imagine why he was literally deluged with requests for advice from persons wanting to improve their games.

Requests for an interview with Frank J. Connors meet with "No spicka da Inglis," so am very sorry it is impossible to get that popular young man's name in print now and then.

George Meyers is planning to take the family to the Fair on Treasure Island to celebrate S. P. Day. I shall try to get a report on his observations when he returns.

Roy McClelland spent the month with us during April. He had hardly gotten his feet on the ground when he was appointed to the position of Superintendent of the Redondo Plunge. We, of course, were sorry to see him go but certainly wish him all the success it is possible for him to attain in his new position. Roy's vacated position has been filled by Ralph Perry formerly of the Bureau of Schedules and Research.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

We have with us to day "Bart" full blooded bob cat who is the pride and joy of our good friend R. L. De Moss, Mayor of Compton.



Geo. Ralls, the guy who pulls run 283 up and down Hollywood Blvd. has been confined to St. Vincent's Hospital a month and when yours truly visited him the other day he was feeling much better. Here is hoping that you will recover soon and that we may enjoy your smiling countenance again.

Two familiar faces appear at the window of the foreman's office. None other than A. W. Day and "Dinty" Moore who moved down from Ocean Park and after a trying couple of weeks for them to find out just who was who everything returns back to normal again.

R. E. Gilbert showed up on his day off wearing a cute sky blue pajamas as some one called it, but our well-known "Atlas" claimed they were a pair of slacks and they do look better than the shorts that certain guy runs around with in the locker room.

Quiet and peace reigns again at the Subway temporarily, at least, but Ray Cooke says bet you it won't. D. O. King wants to know how much.

That ticklish bird, Bearley, says he can say soup forward and backward and receives all instruction of "Pop" Lee, as to just how to use his new teeth. Atta boy, Pop, you tell him.

Bro. Floyd Knapp presented yours truly with a beautifully finished and engraved gavel. Thanks a lot, old boy, and I'll use it proudly.

Mrs. Malmberg left Los Angeles on April 1st, stayed in Salt Lake for 15 days, in Chicago 15 days and will leave New York on May 4th for Sweden. Will be gone from 3 months to a year, depending on conditions in Europe.

ACCOUNTING DEPARTMENT

By W. C. Scholl

Its here! See it and hear it. That brand new 1939 Pomeroy. Introduced on April 17, 1939. Weight, 8 lbs., 2½ ounces. Red fuzz instead of hair. Mother and son doing fine. Father suffering from over-excitement, so congratulations to the Pomeroy's. Incidentally, the day that mother and son were to be brought home from the hospital, Kenny appeared at the office quite early with a bright shimmering blue silk (or was it satin) shirt. His entrance was not overlooked by anyone and he was loudly proclaimed with a "Woo-Woo". When we visited the file room later on, lo and behold, the air was heavily laden with the scent of rare perfumes. My, Oh My!

What happened to the "Purty" pictures in Tom Gentry's magazine on Friday, April 14th? It seems that several of "The Boys" were carried away by said pictures and decided they would like to keep them. Well, Result—They left Tom with the cover and a heavy heart.

We notice Dale Hyde has recently changed from his customary telephone salutation: namely, "Hyde in the Accounting Department". This was misunderstood by some who thought it was an invitation to play hide and seek. Now we hear, "Accounting Department, Hyde speaking".

When Bob Labbe was asked about the very prominent scratch on his face, he merely answered, "I ain't talkin'".

At the close of this month, farewells were in order for several of our friends and co-workers who left the service: namely, Leo Vidal, Ed Leckemby and Ralph O'Dell of the General Office, Eleanor Lee of the Conductors' Accounts Bureau, and Grace Boveroux of the Central Time-keeping Bureau.

Bob Houseman says the person originating the saying "Poor Fish", has never been fishing, especially with him. He says the fish were better off than he was on his last outing. The fish were fed salmon eggs and Bob went hungry.

We are happy to see James Owens back at his desk feeling much better after a month's outing in the desert visiting nature and rattlesnakes.

John Kinney, who left the Time-keeping Bureau, really gets around. He now shows up in the Transportation Department.

The following persons were back on the job recuperating from vacations:

Mildred Edwards—San Francisco and Fresno. Grace Christensen—Beach. Violet Phillips—Supervising gardening work at home. Alice Elliott—Home. John Thatcher—On way to Chicago via New Orleans to get some southern atmosphere. Betty Enscoe—Home.

We have been promised some interesting news next month when Margaret Taylor, Elizabeth Walton, Dave Alexander and Frank Hardesty return from their vacations. We understand some of them are going to New York's World Fair.

Don't forget Southern Pacific Day at our own World's Fair in San Francisco on May 14, 1939.

Why is Dale Hyde looking for a Tutor to teach him "Baby Talk"? He says he can understand it but doesn't seem to be able to master the art of speaking it.

6TH AND MAIN NEWS

By G. V. Brown

On April the 9th about 3:45 p. m. Conductor Staes of the Southern Division boarded a Hollywood car at Angelus Temple, his arms were full of packages and he dropped his pass container in which was a considerable sum of money. About 9 p. m. the West Hollywood Terminal foreman called Mr. Staes at his home and informed him that Conductor Herbert Cox had found his container and was waiting at the Terminal for him to claim it.

Mrs. Staes joins her husband in expressing their appreciation for Conductor Cox's honesty as this meant a lot to them.

Motorman Jeffery: "Say James, I bet I know where you got that tie."

Conductor James: "I'll bet you don't."

Motorman Jeffery: "Around your neck."

We see Motorman Willard of the South Los Angeles district, is erecting a new home.

It looks like Dan Mennicucci has joined the gulpers crowd. You should see him gulp spaghetti.

On Sunday the 16th, 1939, at 10:20 p. m., a lovely baby girl was born at the Methodist hospital and the proud parents are none other than Mr. and Mrs. Gil Waters. The baby weighed 7 lbs. and 6 ozs. at birth. Her name will be Anna Lee Waters. Both are now home and doing fine. Some folks know the proud father as "Muddy" Waters, a Conductor on the Watts line.

May we all have the pleasure of wishing you both the heartiest of congratulations.

MACY STREET TERMINAL

By L. I. Mosier

The consolidation of Macy street and Pasadena Terminals on April 10th was quite an event as our old friend D. B. VanFleet came down from Pasadena and bumped yours truly, then after a few days of putting on the brakes, Van came down one morning with his roller skates and dubbed himself the head floor walker of the Macy street roller dome. Van said the first few days he felt like "Wrong Way Corrigan". Van also brought along some hired help in the person of "Punch-em" Paul Jacobsmeyer. Paul is the clerk at Pasadena in the A. M., then comes to Macy street in the P. M. to copy the crew boards which is very much plural so to speak. Paul has many other duties to perform in the course of his day's work. Paul is a native of St. Louis, Mo., which accounts for his sense of humor, and ability.

Ed Fox who left our midst on April 10th, due to consolidation of Terminals, took his vacation, spent mostly at home and up at Idlewild, then bumped on Short Line No. 202. Ed tells me he has moved again close to the Pasadena car house, so he goes home for lunch.

H. F. Tiemann, bumped out of the dispatchers office and relief job Terminal foreman, took a vacation spent mostly at home then bumped on relief assignment No. 186. Herman believes in relief to the letter.

Burton Edwards returned to work on April 27th after a month spent at his old home town of Bellisca, Iowa. Burton says he sure caught up with his sleep and did some hunting, mostly rabbits.

W. C. Roberts returned to work on April 28th after an illness of two years, looks as good as ever and rearing to go.

We express our sympathy to Ted Hoyle, who's mother passed away on April 9th, also to A. R. Picking who's father passed away on April 26th.

We are glad to report that Mrs. Dennison, wife of conductor L. I. Dennison is much improved after a serious illness but is still confined to the hospital. Mr. Dennison wishes to thank those men who gave their blood, for Mrs. Dennison when it became necessary for her to have several transfusions, also to those who stood ready to give more blood had it been necessary.

Conductor H. F. VanFleet is trying his hand at batching now for about two months. His wife has gone east to visit her relatives so Van says he can't get used to washing the dishes and doing his own cooking and about the time he does his wife will be home.

L. J. Duffy, who has been on the day job at flagman S. P., Alameda street for several years, left us on April 20th to take over the duties of deputy sheriff. He will be stationed at the sheriff sub-station at Glendale. Good luck, Duff, with your new job.

R. C. McPherson displaced from second trick dispatcher on April 1st spent his vacation around home, then bid in No. 57, Covina.

The Los Angeles baseball team has nothing on our own Macy street bowling team composed of Hampton, Jones, Hudkins, Potter, and Cucci. They finished the season in second place in their respective league, and Hampton, the most enthusiastic bowler of them all, says the play off with the P. E. Club was a pip. It seems that they won the first two games, and going into the last game, trailed by some 88 pins for total pins but the way our heroes turkeyed out in the last frame was a story book finish which won them all three games, plus total pins. You can just hear Ham say "there they go".

Saw our old friend W. E. Booth the other day and he is feeling fine again after a slight illness and looks the picture of health. In fact, on April 26th Mr. and Mrs. Booth, Mrs. Booth's sister, my wife, and myself

made a picnic trip to Big Bear lake, took along a swell lunch and spread it out under the pine trees at Big Bear and had a real feast, then came home by way of Lake Arrowhead and the P. E. Camp. Had a swell trip and the weather was ideal. Lots of snow at Big Bear on the north slopes, and the lakes were full.

PURCHASING DEPT. NOTES

By Ray Cragin

Dorthea Beranek and Ruth Bushard are planning on attending the Fair on S. P. Day. They are both going along to chaperon each other. Dorothea who just had a birthday on April 20th feels she is now old enough to go about, while the thickness of Ruth's diary speak for itself. They might find the Travelers Aid helpful.

Mr. Floyd Gill completed a very successful turn as Commander of Alex Berger Post No. 1013 of the Veterans of Foreign Wars on April 25th, having held this position for the term of 1938-39. His comrades presented him with a gold Post Commander's lapel button, with name on reverse side. Mrs. Gill gave him a cigarette case with lighter, a pair of slippers and said how about sticking

GRAND OPENING

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

During the opening, P. E. employes upon presentation of this ad will receive a little GIFT TOKEN and also 20% DISCOUNT OFF regular prices. By popular request, extended until May 31st.

SUITS, O'COATS, TUXEDOS TAILORED TO ORDER

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90 DAYS TO PAY

448 South Broadway
"Progressing with Los Angeles Since 1910!"

Are Your Wages Guaranteed?



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OFFERED EXCLUSIVE FOR

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WM. L. THOMAS, AGENCY

408 Pershing Square Building

See Agents at Terminals

J. J. HULL, Southern-Northern

or P. A. DuBOSE, at P. E. Club
or Phone TRinity 3526

J. R. DOUGHER, Western

around and getting acquainted with the family.

This one floored me. Jim Livermore had a birthday awhile back. One of the neighbors brought him a box of candy and another a bouquet of flowers. I bet the neighbors saw him wearing Mrs. Livermore's apron while washing the dishes.

A few nights ago about 4:35 p. m., a gentleman was seen dashing around the waiting room of the depot, with a dozen eggs in his hands. Two elderly ladies waiting for a car were attracted by his unusual manner. One said he must have had a date for Easter and can't remember where it was, the other said it is that or he is taking his own eats to the weekly meeting of the Breakfast Club. It all happened when C. C. Fenimore thought J. Livermore forgot his eggs and brought them along for him.

Following news from Torrance.

Fred Hopkins now goes around the store singing "I want to be in Winchell's Column." Ed Durling of the L. A. Times in his column under Passing By, remarked about Fred's 49th birthday and said he thought F. B. stood for Fidelis Bartholomew. Fred will have to get out of the Bachelor Class if he is going to be eligible for Blessed Events and Reno.

Bert Ordway is back after his time out for the flu. It was rumored around the Torrance Stock Exchange that Burt was in the market for the contract to fly the air mail between Torrance and Gardena. And say what is this we hear about Miss Ordway to wed?

Miss Alpha Barrett is going to Niagara Falls this summer, we are told. We became excited at the report and thought real news was in the making. Further inquiry found she was a great believer in preparedness and was going back to look things over just in case.

It was the day after pay day. Cap Pistol Kitto invited Two Gun Cain to go shopping with him. On the way home from work Two Gun told about the baking his wife did and they had no use for bakeries. When they reached the Cain home Two Gun dashed in to inquire of the family needs, Mrs. Cain met him at the door and said "Bring three loaves of bread".

From West Hollywood.

C. A. Wakefield, the wild animal trainer of W. H. has a helper now, known as Tommy. As Charlie goes about his daily work the cat is on his heels. In fact I think the cat is the new Storekeeper for when Charlie stops for any length of time to do something Tommy makes his self comfortable and watches until time to move. Flash. Tommy's mate is now the proud mother of three new arrivals. All doing well. This brings

the personnel of the W. H. Store up to seven. Time cards are forwarded daily for one quart of milk and if the increases continues it may be necessary to install a cafeteria.

WEST HOLLYWOOD

By G. R. Stevens

Fishing season is here! The first day of trout season opened with a BANG! So don't be surprised in talking to your friends next time if you find them fish minded. It is reported that a large number of the boys went to P. E. camp, ready bright and early on the opening day, with their rods and reels to try for the big ones in Lake Arrowhead, not to mention that there are some nice large catfish in the lake. J. W. Clay, motorman, was lucky recently by drawing a free trip to Lake Arrowhead. P. G. Steg, on the Santa Monica Blvd. line reports that trout fishing in June Lake is wonderful now. He knows, he's been there. Roger LeNelle, signal dept., went to Lake Henshaw in San Diego County, to fish for bass, croppies, blue gills and catfish.

A. F. Carstens is leaving on the tenth of May for a vacation of forty-five days. He is looking forward to seeing the points of interest in Chicago, Buffalo, N. Y., going from there on up to Portland, Maine. Carstens plans to return by the way of Washington, D. C. and Atlantic City and will make the trip by train.

Charles Mullins, ticket agent at West Hollywood, made a pleasant week's trip recently to the World's Fair in San Francisco. He was accompanied by his wife and son, Stanley. On their return trip home they visited relatives in Santa Cruz and Fresno and were most enthusiastic as to the beauty of the wild flowers along the highway, which are indeed, a sight worth traveling to see.

Mrs. W. A. Gibbons, wife of Cashier Gibbons is in the St. Vincent Hospital for an eye operation. This is the first time she has been in the hospital in her life, and we call this a record, her children all were born at home. The boys are all wishing her a very speedy recovery.

Motorman Guy Shoun is away on a thirty day vacation. He has gone to his place at Camp Tecolote, located in the high Sierra Mountains, at Soquel Meadows, Mariposa County, Calif.

Ben Porter, recently retired asst. trainmaster, is seen frequently by the boys, and from all appearances is looking fit and planning a trip. Jess Hanselman, formerly foreman at Hill Street is now our new night terminal foreman.

MOTOR TRANSIT NOTES

By M. J. Creamer

Well, here we go again! We are happy to report that "Doc" Beckett is recovering from his illness and is expected to be back with us by the time this comes from press. Asst. Agent Howard of El Monte is likewise recovering and is looking forward to his release from the hospital for convalescing at home. A "Happy Day" that will be as his address has been the hospital for a number of months. "Pete" Mallinckrodt is confined to the hospital where his condition is showing marked improvement. Mrs. Mallinckrodt — in another hospital suffering a serious illness. It is hoped that both his and her recovery will be speedy! To other of the "gang" still away on sick-leave we send heartiest greetings!

Edwin Barnett has been relieving on "Doc" Beckett's position as mechanic. He and "Adolph" Zmoos (Snow Shoes) have been building a sailboat canoe and are eagerly looking forward to its completion. From all reports, it will be a trim craft and sea-worthy (with pontoons and all.) If you're invited for a ride and can't swim—had better take the water wings along as "Ed" says that HE can swim and that's all that matters—meaning every man for himself. Hope to have a picture of the boat soon for print.

Condolences were extended to Operator Radcliffe whose Father passed away recently.

Geo. Hoffman has become trailer-minded and has bought one of the celebrated "Home on Wheels." Been living in same about three months and both he and the Mrs. like it fine. He figures that when the trailer is paid for (dot-dash) they'll at least have the trailer and that figures a lot better than a handful of rental receipts in any man's language. (Here's a tip to you Geo. It's okay to have the trailer parked in a trailer-camp but be careful on the highway. From what we learn, Mrs. Henry



Elmer Harper, Shop Foreman—just plain ol' Elmer to you. A fisherman at heart . . . always attentive to a good story and a good "Joe". Motors and their problems—all in a day's work.

Stone hasn't much love for same—she cracked up the Ford V-8 to the tune of about \$150.00 by smacking one of those house-trailers which was wagging down the highway!



Fred D'Arcy—Chief Dispatcher, now known as Head Service Director. What he doesn't know about buses, their operation, schedules and service wouldn't fill the back of a postage stamp.

Another change in the L.A.-Whittier-Santa Ana relief finds Max Hess handling the controls. R. L. Besett is now stationed at Monrovia as P. E. relief. Chas. Stein is on Max Hess's former position in San Bernardino. We know that Max has lots of friends but who is the young lady that stops to pass the time of day with Max every evening that he is on duty?

Anniversaries are being celebrated this month by the following operators: H. K. Millington 15th year; E. L. Worsham 13 yr.; L. H. Farquhar, 10th year; L. S. Radcliffe, 9th year; E. B. Dunson, 7th year; W. A. Swan, 5th year; Tommy Daiker, 4th year; A. L. Cox, 3rd year; Adolph Zmoos and M. B. Sams—two year olds.

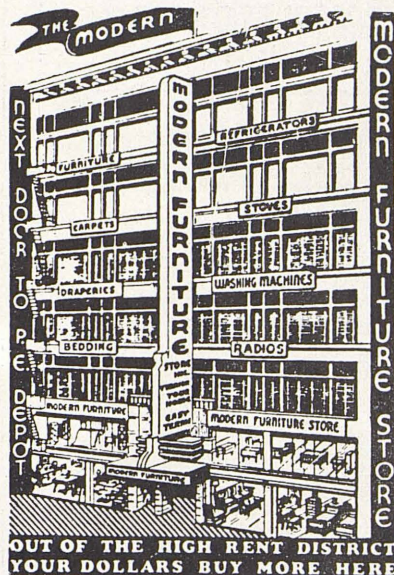
For a pleasant, courteous trip via Motor Transit lines refer customers to smiling "Blackie" Blackmore. He almost bends backwards so the saying goes . . . and incidentally a bouquet to Miss Eva Garton, our Glendale agent, for her sunny way of making lasting friends for Motor Transit Company.

Sideglancing at the general offices we find: "Wake" Wakefield has turned in his Pilot "6" camera on the new improved model known as the Pilot "Super" which has several additional features. Now if he can only turn out pictures as good as the camera, he says he'll be happy . . . there's the rub. (We think your pictures are fine and many thanks, Wake, for the use of them for this column.)

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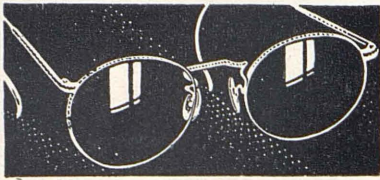


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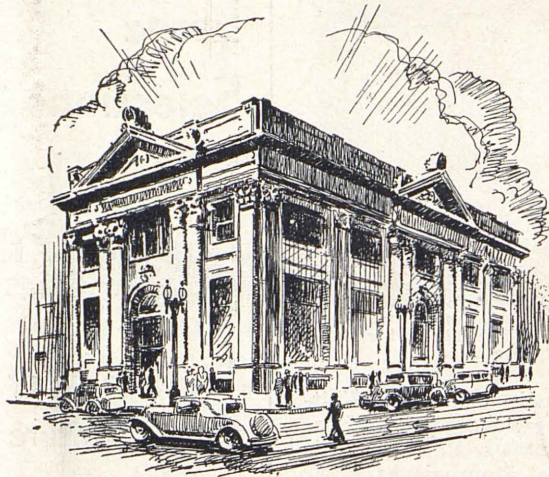
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