

PACIFIC ELECTRIC

Magazine

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In "Mocohuenga Canyon"

PACIFIC ELECTRIC Magazine

Volume 20, No. 4 October 10, 1939

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

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

E. C. THOMAS.....EDITOR

IF WE had some Ham, we could have some Ham and Eggs, if we had some Eggs.

LIFE is just one blamed thing after another, so far as the railways are concerned. Just a short time ago we were "one-man-car-ing"; now we're "boulevard Bussing"; just ahead is another bout with the "Muny" transportation cohorts. "Ain't life grand" for Transportation Management?

THE Pacific Electric is very proud of the showing the bowling enthusiasts are making in the tournament of the present season, and when they get together at their regular weekly play on Friday evenings at the Sunset bowling center they make a very impressive array of talent. Eighteen teams of five each—90 in all, pleasingly uniformed in their new outfits, they are indeed an "eye-full", and are presenting very attractive advertising for the company through the medium of the Pacific Electric medalion reproduced on the backs of their uniform shirts. We had hoped to be able to present a picture of entire company, but were unable to get one. Some enterprising photographer took pictures of each of the teams on opening night, but no one has been able to contact the photographer since. We may be able to reproduce a picture later.

IT WAS a rainy morning on the Beverly Hills-Santa Monica Line. That morning when the big rain began. There were 12 passengers on the Hollywood local who had boarded the car at various points between Santa Monica and Beverly Hills, and who were to transfer to the "limited" at Beverly, as they were accustomed to do. They were all anxious to get to work on time. Just after passing the switch and clearing the "main line" near the station the trolley came off on the local, delaying its

entrance to the station about 2 minutes. The "limited" passed by and into the station, paused momentarily, and then went heedlessly on, stranding those regular passengers to await a much delayed following train. The movements of these trains are designed for a **positive meet** at Beverly. How do you suppose those regular patrons, relying on us to get them to work on time, felt? How would the crew of the train feel if they were relying on that train to get them to the terminal in time to take out a run, if "some other guy" had given them the go-by and they "missed out"? What kind of service would you call that? We leave it to you.



NEW MEMBER OF P. E. FAMILY

Appointment of Glenn E. Collins as Assistant to President of Pacific Electric Railway in charge of public contact work, is announced by O. A. Smith, President of the Company.

Mr. Collins has had 30 years experience covering practically all branches of transportation service, and for some time past has been Traffic Agent for Southern Pacific Golden Gate Ferries in San Francisco.

He is widely known in transportation circles and has many friends in Los Angeles and Southern California.

Mr. Collins assumed his new duties with Pacific Electric, October 1st.

A reunion of Pacific Electric Railway Veterans of all wars will be held in the Pacific Electric Club Theatre on November 14, 1939.

All Veterans, their wives and children are invited to attend this reunion. Prominent speakers will be present and refreshments will be served.

Watch for further announcement in November issue of the P. E. Magazine.

THE 1940 COMMUNITY CHEST

Season Approaching When We Must Give Thought to the Less Fortunate Among Us

As usual each year, Pacific Electric Employees will have the needs of the community, as reflected through the Community Chest, presented them for their consideration and an appeal made for all the financial help we can conscientiously give.

Many of us may feel that we are now carrying all we can, but if we will take time to count our blessings and compare our welfare condition to that of many others less fortunate, our purse-strings will loosen, and we will do our part as usual.

"In times like these", said Bruce Barton, "invest in boys and girls. Men talk about buying stock at the bottom. When you invest in a boy or girl, you are always buying at the bottom. You are sure that the youngster is going up; there is no telling how far. I predict a great future for this security . . . you are sure to get a man or a woman; you may get a great man or a great woman!"

The Community Chest has been found a superior "broker" when it comes to seek investment in youth; in the investment for prevention of demoralization of families, epidemical illnesses, and human disease that may wreck the health of the community. Prevention is foremost in importance among the 500 Community Chests in America; the "running mate" is emergency aid: to the stricken, counsel, guidance, medical attention, hospitalization, legal aid and general relief.

The Los Angeles Chest is joining with others in this area in the annual appeal to be launched in October. They are basing their themes on red-blooded Americanism. The Los Angeles organization has chosen the epigram, "America's great heart is America's great strength" as the basis of its theme. They point out that this heart-impulse theme finds expression in every community. The Community Chest is an exclusively American institution and this year's campaign has enlisted a broader cooperation of patriotic and religious organizations.

President Frank N. Rush, of the Los Angeles Chest, commenting upon the inadequacy of funds last year, said the goal for the coming sixteenth annual appeal was set at \$3,221,720, which is only \$21,720 more than the Chest goal twelve years ago. This in spite of the fact that the number of the needy has kept pace with the fifty per cent growth in population during this period.

Is it not consistent that we make larger pledges this year?

A Sylvan Retreat Hidden Within A Bustling City

KNOWN TO A COMPARATIVELY FEW PEOPLE, ONE OF THE MOST RESTFUL SPOTS OF THE SOUTHLAND WITHIN HALF HOURS' TIME FROM 6th AND MAIN



Known to a comparatively few people who have a penchant for such things, there is available within the heart of Los Angeles a retreat of beauty, a bower of loveliness, a place for quiet reflection; and, adjoining, but separate therefrom, a picnic ground with all the necessary facilities that might be desired for such an outing.

To those who are fortunate to know the history of this retreat, it is more intriguing; for the place of beauty today, was yesterday a rough gulch, a catch-all of refuse, an eyesore on the face of an otherwise beautiful area.

The area is known as "Mocohuenga Canyon", and the particular section of it that is so entrancing is known as Fern Dell. It is at the head of Western Avenue, just before you enter Griffith Park, about two ordinary blocks north of Los Feliz. You will probably miss it unless you watch carefully for the sign at the side of the highway that marks the entrance to a path, and from the roadway, one would not be able to guess the charm of the scene that meets one's eyes a few steps after entering that path.

Just a few years ago "Mocohuenga Canyon" was merely a gash in the mountainside. It had been washed by the rains, abused by the careless who secretly dumped rubbish there. Later, the Western Avenue entrance to Griffith Park was established by the building of an extension of that avenue into the south side of the Park.

Along about ten years ago, a superintendent of parks of the city with a foresight to future beauty (and we wish we knew his name in order that we might give him credit and do him honor) planned to gather up the waste of the great city and with the material transform this

canyon. Load upon load of broken, discarded paving was collected and hauled into the canyon. Tons of waste soil of good quality was located and transported to the site; and, then began the transformation for which an entire city should be grateful.

Not a single note of modernity enters the scene. It is perfect, rustic, natural beauty. The broken paving, laid into the walls that protect the sides of the canyon from washing, the rock grottos here and there throughout the length of the trail are covered with lichens. There are terraces upon terraces of fern of many varieties, and probably one of the most choice collections of the rare

tree fern to be found in the Nation will be found in Fern Dell.

A stream murmurs its way down the floor of the canyon, and from time to time you come upon a series of cascades; while, near the point where your path leads under the highway bridge, a small but pretty waterfall of approximately 50 feet in height comes into view.

Passing under the highway bridge, the dell continues for approximately a quarter of a mile when our view widens and extends into a grove of oaks and water maples, beneath whose shade there has been arranged one of the most attractive picnic places imaginable.

These are not just the ordinary variety of picnic grounds, where there are interminable rows of benches and tables. The scene is broken up into groups, each with its shade trees, its gas-for-cooking fa-



Shady Nooks With Rustic Benches; Winding Paths With Autumn Leaves Rustling Down; Tree Ferns Waving in Graceful Rhythm in the Breeze. This is Elysium.



ilities; with water, garbage disposal and other necessities conveniently at hand. There will be a group arrangement for parties of six to twelve people where they may have the element of privacy all to their liking; in fact, there is the arrangement of facilities for parties of varying numbers, each distinct and separate from the others. It is ideal. You have missed something if you have not had an al fresco breakfast, lunch or dinner there.

The pictures we show upon this and other pages of the Magazine do not begin to do the subject justice. You must see it for yourself. Enjoy it as we have on numerous occasions down through the years since its improvement was undertaken.

And, it is so easy to reach. You do not need an auto to get there unless you prefer to use your own means of transportation. Use the Hollywood-Western Avenue Line from downtown Los Angeles to Western and Franklin. Then, walk up Western to the entrance of the pathway to Fern Dell. Or, use any lines of the Pacific Electric Railway or Los Angeles Motor Coach and transfer in the usual manner to reach Western and Franklin.

THE RETIREMENT LIST

Since the last issue of the Magazine, two of our fellow workers have been entered on the retirement roll, and we trust will find much pleasure, comfort and recreation during their remaining years. It is to be hoped that they will keep in close touch and association with their former work-mates, visit the Club often and enjoy its facilities.

The latest retirements are:

Joseph Rieber, Engineering Department Foreman with 20 years service to his credit.

Seward W. Johnson, Engineering Department Towerman, with a credit of 24 years in service.



Oblivious of the Beauty That Lies Below Motorists Speed Blissfully Along Viewing Only the Sordid Roadway.

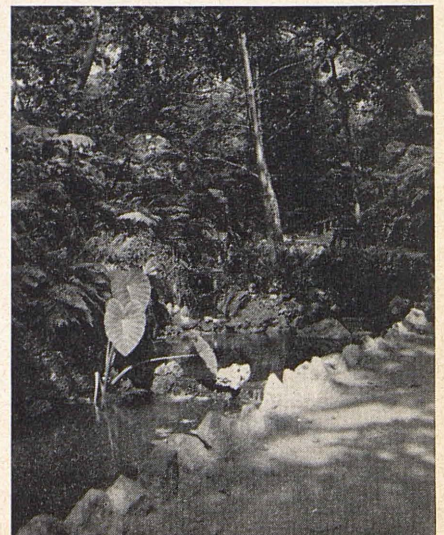
ESTIMATING AUTO SPEED

Do you know how many feet per second you are traveling when you are rambling around in your auto?

How to calculate speed in feet per second so as to be within 2% correct is offered by the public safety department of the Automobile Club of Southern California.

The formula is to take the speed denoted by the speedometer, add half the speed and you have the number of feet traveled per second.

Thus a car traveling 30 miles an hour is found to be covering approximately 45 feet per second by adding the speed, 30 miles per hour, plus half of the speed which is 15.



"Muni" Operation Again Confronts Us

Election Called for Dec. 12th on a Proposition to Municipalize Local Transportation

Again the citizens of Los Angeles are called upon to pay a very large expense bill for a Special Election to be held on December 12th for the purpose of deciding whether or not a group of promoters of lucrative jobs for themselves in the management of municipally owned and operated local transportation in Los Angeles can get away with it, and fasten upon the city the most bald-faced "grab" game conceived in recent years.

A week or so ago a petition containing several thousands of names in support of an initiative measure was filed with the City, later canvassed and checked by the Registrar of Voters, declared by him sufficient in number to comply with the law relating to the calling of an initiative election; and, passed up to the City Council for action. That action was taken by the Council about ten days ago, and complying with requirements the date of the election set.

Some of the promoters of this Initiative Ordinance have previously been identified with similar Ordinances, in each of which they very carefully provided a "place in the sun" for themselves as well as for profit. In the present case, however, they have much more adequately provided for their own financial welfare, in that the measure if adopted at the election, would insure the promoters being placed in management of the enterprise, for it is so stipulated in the measure.

The City would also be required to immediately provide about a quarter of a million dollars a year to begin business with, and they may demand and can get the same amount every year for an indefinite number of years.

If that was all they could demand and get, it might not be so bad on John Taxpayer, but briefly here are a few other things the Ordinance, if carried, would let the three men—Messrs. Joseph F. Quinn, Stephen M. Kreta and George W. McDill, who are the parents of this scheme, do.

1. Name themselves the "Transportation Board" for a term of 2 years, with dictatorial powers.

2. Demand, and the Council must grant them, \$250,000 per year for an undetermined number of years.

3. Pay themselves each a salary of \$5000 per year; appoint a General Manager to run the works and fix and pay his salary, in addition to the power to set up a complete operating, accounting and technical staff at

whatever salaries they wished to pay.

4. Contract for, buy or sell equipment and other operating facilities, such as Motor Coaches, etc., as they might desire, on any terms they could obtain, without let or hindrance from anyone.

5. Require the Council to provide and equip a suitable business office with all the appurtenances thereto pertaining (and this is not included in the \$250,000 cash spoken of)..

6. Assume the right to buy, lease, contract, option, rent or acquire, without consulting anyone but themselves; and to condemn or otherwise any or all property situated within the city that may be desired for their purposes.

7. They are empowered to make contracts providing for expenditures, or to incur financial obligations to be paid in whole or in part in succeeding years. In other words, they can run the city into debt for years to come without any additional authority beyond that of the Ordinance. AND FURTHER, it is provided that if it should develop that there is any present law that would conflict with their desires, they are not to be affected by them, AND, the Council of the City must make some more laws that will let them do just what they want to do.

8. If the city happens not to have the money they require, these three men, the Transportation Dictators of the City, will have the power and right "to borrow money from the United States of America or the State of California, or any duly authorized agency created by either of said governments, or from any person, firm or corporation, the sum of not exceeding TEN MILLION DOLLARS for the purpose of acquiring, enlarging or extending said transportation system, or any part thereof, and to issue notes, certificates, or other evidences of indebtedness therefor, subject to the provision that the principal and interest of any indebtedness so created shall be payable only out of the Transportation Revenue Fund."

John Taxpayer would begin paying the fiddler, even before the fiddler began to play.

John Public is promised "a 7c fare or less", and a lot more "bolony".

The \$250,000 that they first would get would be only a drop in the bucket of what would be required to properly serve the transportation needs of this city. The present carriers already have an investment of approximately \$150,000,000, so it is very plainly evident that more grabs

from taxpayers are in sight to supply the additional "mazuma"; and John Taxpayer would be called upon to do that and pay the interest thereon as well as any deficit that might and probably would result from the operation of the "muni" venture.

And so, on and on, dear old John Taxpayer would take it just where the hair line begins at the bottom of the back side of the head.

Many cities of the United States have experienced the "fizzle" of the "Muni" idea, and much to their financial discomfort. We will tell you about several of them next month, but for this time, it is only necessary to point to the experience of Seattle.

Up there, under the demands of the proletariat Mayor a few years ago, the city took over the transportation lines—and went busted on them—and how. Recently just something HAD to be done; so, they negotiated an R.F.C. loan from the U. S. Government in the sum of \$10,200,000. For what use? Listen to this from the Seattle Times of September 14th. "Of the \$10,200,000 of the R.F.C. loan, \$5,700,000 was allotted for building the physical system. The remainder was for the retirement of the present system's debt."

There's "Muny" operation for you. \$5,700,000 new equipment, \$4,500,000 for debts; and, no accounting for the money value of the original system that the "munys" took over and completely wore out.

That briefly is just an inkling of the mess of poison that a few promoters are trying to cook up for Los Angeles.

Aside from any selfish interest that the railways and motor carriers of the city may have in the matter, what a beautiful financial jam these three dictatorial promoters—Quinn, Kreta and McDill—is heading Los Angeles into, unless their plan of reckless confiscation and condemnation of rights, to say nothing of putrid finance is defeated at the December 12th election.

The Magazine will have more to say of the matter next month.

"Choir practice was out early tonight, wasn't it? How did it happen?"

"Oh, somebody blew an auto horn outside and a minute later the male quartet was all that was left."

The list of prize winners at a recent picnic was announced as follows:

"Mrs. Smith won the ladies' rolling pin throwing contest by hurling a pin seventy-five feet."

"Mr. Smith won the hundred-yard dash."

This "30 Every Thursday" Matter

Are You Registered to Vote; and,
Are You Familiar With the
Facts.

On November 7th the qualified voters of the State of California will say through their ballots whether they are in favor or against one of the most vital propositions ever placed before the citizens of the state to decide. It is Proposition No. 1 on the ballot, commonly known as the "30-Thursday Pension Plan" and deserves the most conscientious and studied consideration by every voter.

It is a problem that concerns not only California, but the entire nation. It is one that will affect not only the business interests of the Nation, but concerns every individual of the state directly at this time; and, must ultimately concern every individual wage-earner in the United States.

It is not possible for many of us to analyze the proposed measure as to what it means from its legal, economical, social and workably-effective aspects. It is voluminous in its contents, intricate in its text, and in many respects vague as to its purpose. We must therefore rely upon the statements of competent, unprejudiced, lawyers, actuaries, economists, statesmen and other persons of a high degree of intelligence who have made an intensive study of the matter to give us the **Facts** as they find them and accept their verdict as guidance.

From a group such as this we have the following opinions:

PRESIDENT FRANKLIN D. ROOSEVELT: "In our efforts to provide security for all of the American people, let us not allow ourselves to be misled by those who advocate short-cuts to Utopia or fantastic financial schemes."

GOVERNOR OLSON: "I would be false to my own conscience and sense of duty if I failed to here express my belief that this measure would fail to achieve its objective, would disappoint the hopes of its supporters, and would retard instead of aiding our progress to a better economic order."

U. S. WEBB, Former Attorney General, State of California: "The 30-Thursday plan is a one-way road to ruin and bitter disillusionment. It is outrageous that such schemes should impose upon faith, hope and credulity."

ARTHUR J. ALTMAYER, Chairman Federal Social Security Bureau: "This program would cost every employed worker in California an average of \$625 per year. Economists are generally agreed that the effect on business and industry would be disastrous."

U. S. SENATOR HIRAM W. JOHNSON: "Everybody feels that our old people who require pensions for their aid should receive what can be accorded them. But the Ham and Eggs proposition, in the language of President Roosevelt, is 'fantastic'."

STATE SENATOR ROBERT W. KENNY: "I know and every man in public life in this State knows that adoption of the 30 warrants every Thursday plan would bring disaster to the sincere efforts of intellectually honest liberals who want to relieve our elderly with real cash, not 'funny money'."

MRS. JAMES K. LYTLE, President, California Congress of Parents and Teachers: "There is danger in any plan calling for vast sums that are to be guaranteed by the State's treasury."

MONSIGNOR THOMAS J. O'DWYER, Director of Catholic Charities for the Archdiocese of Los Angeles: "The Ham and Eggs movement is not workable, not practical and will bankrupt California if the amendment is carried."

A large group of eminent citizens of California, qualified by educational attainment, and experienced in law, accounting and finance; have, after an intensive study of the act; and, having sincerely in mind and heart the desire to safeguard the interests and welfare of the aged among the citizens of the state, issued a statement on the subject. The integrity of the men composing the committee cannot be questioned. The honesty of their purpose is guaranteed by their acts of the past. What they have to say **MUST BE FACT.**

It is sincerely hoped that every employe of the Pacific Electric Railway has become registered as a qualified voter and will exercise his constitutional franchise at the election on November 7th.

It is also hoped that every employe will give this matter most earnest consideration as to how it will affect the well-being of himself, or herself, his company, his city, his State, his Nation; and, the **AGED OF CALIFORNIA**, who, according to the best opinion, will not only gain nothing by the enactment of this law, but **MAY LOSE THAT WHICH THEY HAVE ALREADY GAINED.**

"No thinking Californian, who believes in justice and decency, is opposed to adequate old age pensions.

California's liberality with its elder citizens already is well established—for this State is proud to pay the highest pensions paid by any State in the Nation. And on January 1, the present \$35 maximum pension in California will be automatically increased to \$40 per month, payable in real American dollars!

But every sober-minded citizen must oppose an impractical, spurious program which will betray the aged and bring disaster to all California if adopted.

The 30-Thursday, or Ham and Eggs amendment, is a brazen attempt to hoax California. It is a scheme that can enrich only its promoters. But if enacted, it will play havoc with California. Don't discount its danger. Don't make the mistake of dismissing it as a harmless, quack experiment! Don't laugh at impending disaster!

You may wonder: "Why should such a cruel hoax be perpetrated on trusting, elderly citizens of California?" You may ask in perplexity: "Who would traffic in human misery?"

There is a harsh, dollars-and-cents answer. Last year, when this measure was first placed before the voters (and decisively defeated), professional promoters of the scheme admitted that the movement had some 240,000 members. The regular dues were 1 cent a member a day each, 30 cents a month or more than \$72,000 a month, if all paid.

This year, according to the figures given out by the promoters, the movement has more than 347,000 paying members.

In two years, hundreds of thousands of dollars have flowed into the promoters' headquarters—in pennies, dimes and dollars from old people's scant savings, from money

pinched out of relief checks by the unemployed. Nearly every reputable public official, including such liberal leaders as President Roosevelt and Governor Olson, has condemned the program for which this money is being collected as unsound and impossible of fulfillment. Every reputable economist, who has studied it, has denounced it. Every experience in the past, with similar schemes, brands the plan as an economic fallacy that will bring bitter disillusionment to those whose hopes have been built up by glib promises and ruthless high-pressure salesmanship.

California needs to end the scheme—by an overwhelming, smashing "No" majority on Nov. 7—before more hundreds of thousands of dollars are collected.

If Proposition No. 1, which incorporates this program, receives voter-approval, due to public confusion or public apathy, our purse will be plundered; our businesses and our jobs will be placed in jeopardy. Our state will be prostrated!

This is our fight. And we can't afford to be caught napping.

It will mean **RED THURSDAYS** for all California if this dangerous scheme is enacted. There will be red ink in public treasuries; red ink in private cash accounts; red ink on every wage-earner's pay envelope. And there will be red rejoicing behind the scenes, for the Ham and Eggs amendment has the militant support of the Communist Party in California—even though the Communist endorsement makes the revealing admission that the plan can't possibly operate. The "REDS" are for it, curiously enough, for the same reason that every right-thinking citizen should be against it—**BECAUSE IT MEANS DISRUPTION OF BUSINESSES AND GOVERNMENT.**

The amended Ham and Eggs proposal, which will be voted upon on Nov. 7, contains essentially the same stamp-scrip scheme which was rejected by the voters in 1938—plus additional provisions that make the new act more unworkable than the old.

Every person 50 years of age or older, unemployed or retired from gainful occupation, would receive 30 or more so-called warrants each week. The warrants would carry only a promise that they would be redeemed a year from date of issue, provided there had been deposited in the State Treasury through voluntary stamp purchases \$1.04 in lawful money for each warrant issued.

In other words, each warrant would be worth nothing at the time of issue. And unless 2-cent stamps (bought with real money) were affixed each and every Thursday to each and every warrant, they would be valueless.

Ask yourself: "Am I willing to pay \$1.04 a year for the use of \$1.00?"

The promoters of the scheme contend that merchants will be glad to pay the tax because the warrants will represent new money—new trade, new purchasing power. But the warrants will not promote new business.

You don't need to be an economist or a mathematician to put your finger on the joker in this stacked deck. Just ask yourself: "Am I willing to exchange my goods or services for worthless paper that any printer could turn out by the baleful?"

The most dangerous joker, however, lies in the fact that these valueless warrants—**MUST BE ACCEPTED AT THEIR PRINTED FACE VALUE BY ALL STATE AND LOCAL GOVERNMENTAL AGENCIES IN PAYMENT OF TAXES, FEES AND ALL OTHER REVENUE OBLIGATIONS.** That amazing proviso is clearly and definitely written into the act.

Former Attorney General U. S. Webb, one of California's outstanding legal authorities, outlines the tragic consequences that would follow with the terse summarization:

"California's public treasuries would shortly be filled with worthless paper. Relief payments would either end or would be drastically curtailed. Present pensions for the aged would be stopped for lack of funds. Schools, police and fire departments and other essential functions of government would be crippled. And **A DEPRESSION WOULD SET IN THAT WOULD MAKE ALL OTHER DEPRESSIONS FADE INTO INSIGNIFICANCE!**"

That would be chaos!

That would be disaster!

That would be California betrayed!

And that is exactly what will happen in

California if this preposterous plan is adopted.

This act—**Proposition No. 1 on your Nov. 7 ballot**—would play havoc with wage scales and employment in California, for it would flood the State with depreciated stamp scrip. Public employes—police and firemen, stenographers and accountants, workers employed by municipal water, gas and light plants, school teachers, nurses and doctors in State and local public institutions, all public officials and all other city, county and State employes—would soon be forced to accept 30-Thursday "scrip" in payment of their salaries, or face payless paydays. For with the provision permitting payment of taxes with warrants, there would soon be little or no real money in public treasuries.

Another section of the act provides that everyone who sells equipment, supplies, materials or services to any governmental agency must accept 50 per cent of his payment in warrants—which would mean that men and women employed by these firms would have to be paid at least in part with scrip. And merchants who accepted the Ham and Eggs warrants would be forced to pay their workers in kind. That vicious chain of circumstances would depress wages, destroy profits—send thousands of additional jobless onto the streets in desperate search of work at any price to ward off destitution and hunger.

But if you were fortunate enough to keep your job, or save your business—just what would this scheme cost you?

According to Arthur J. Altmeyer, Chairman of the Federal Social Security Board, it would cost every employed worker in California an average of \$625 per year!

Can you pay it? If not, consider the facts: There are 1,500,000 residents in California 50 years of age or older. At least 800,000 would qualify for 30-Every-Thursday. That would mean a weekly issue of \$24,000,000 in warrants, or \$1,248,000,000 per year. \$625 per year!

That stupendous amount would have to be redeemed every year—and you and your neighbor, every worker in California, would have to help do it. You would have to do it through the purchase of stamps for warrants handed you in paychecks, over the counter, or in other forms of barter and trade. And if you went broke doing it, there would be no relief rolls to fall back on; no PWA, or WPA — for California's public treasuries would be filled with worthless paper.

Could the banks accept your 30-Thursday warrants? No. They are not lawful currency. They are not backed by the credit of either the State or the National government.

Could the special Credit Clearings Bank set up under the Ham and Eggs amendment give you cash for warrants? No. The act prohibits it.

Could the grocer, the hardware dealer, the clothing merchant, or the department store accept your warrants? No. Their supplies come from out-of-State for the most part—and they must pay their dealers in real American dollars.

Could the farmer accept your warrants? No. Farmers buy machinery, equipment, fertilizer and seed—and must have real money if they are to stay in business.

The terrific cost of this experiment in "perpetual motion economics" doesn't end with disruption of business, destruction of wage scales and a chaotic currency, however. The 30-Thursday proposal carries provision for a \$20,000,000 bond issue to finance the proposed Credit Clearings Bank. It also enacts a 3 per cent gross income, or transactions tax, on top of the present 3 per cent State sales tax.

That new 3 per cent tax would mean more than \$300,000,000 a year in additional taxation—if it could be collected in real money. But this tax, like all other taxes, would be payable in warrants. And who would use real money to pay taxes when they could be paid with warrants?

Study the act; analyze it; refuse to be hoodwinked by the glib statements of its promoters—and you will reach the conclusion that a wheelbarrow-full of 30-Thursday warrants wouldn't buy a plate of Ham and Eggs. But they could (and would) be used to pay taxes. And that would mean public treasuries flooded with worthless paper—complete chaos in every department of government from relief to the public school system!

Two of the most outstanding phases of this proposal are still to be considered.

The act (**PROPOSITION No. 1 ON YOUR BALLOT**) abolishes the ordinary checks and balances of democratic government in favor of an Administrator-Dictator. Then the act proceeds to confiscate the funds of every public treasury in California, city, county and State, and place them at the disposal of the dictator.

In these sections, any Californian who reads and thinks—who wanders, perhaps, how dictatorships come to power and rob liberty-loving people of their freedom and security—will find a display of arrogance that should send him to the polls determined to smash this bold attempt at despotism.

The measure provides that within five days after its adoption, the Governor MUST appoint either Roy G. Owens or Will H. Kindig (both promoters of the plan) as Administrator of the act. He is to serve until 1944 without election. He appoints his own deputies, assistants and employees (without limitation); he fixes their salaries and can raise them at his own discretion. He is to be given \$700,000 in REAL MONEY to enable him to get the scheme started—\$200,000 to be used simply to publicize it.

And this Administrator-Dictator, under the terms of the act, would have full power to call special elections. To make the dictatorship complete, there is this added proviso in the act:

"No injunction or writ of mandate or other legal or equitable process shall ever issue to interfere with the administration of this article or to prevent or enjoin any provisions of this article from going into effect."

But that is not all. Section 26 of the act, dealing with the so-called Credit Clearings bank, delivers all public funds in California into the hands of the Administrator-Dictator, stating:

"The State of California and all counties, cities, boards, districts, commissions, agencies and all other political subdivisions of the State, counties and cities shall use said bank as **SOLE DEPOSITORY.**"

Never in the history of this State has there been such a bold-faced attempt to seize control of public funds. According to the most recent estimate, there is approximately \$345,000,000 in public money now on deposit. Under this act, that stupendous fund—all public funds in the State—would be turned over to the Administrator-Dictator.

And this Administrator-Dictator, with complete control over all tax funds collected from you and your neighbors, would be an absolute despot—and you and I would be compelled to foot the bills.

The promoters of this fantastic scheme are not content with hoaxing the aged and needy who have contributed to their support with their pennies, dimes and dollars.

They are now hard at work on A CAMPAIGN OF HATE, designed to hoax the general public, or at least that part of it which can be incited by preachment of class hatred.

California wants none of it—and California must repudiate this deliberate attempt to fan the fires of class hatred, by such an overwhelming vote that its instigators will be exposed in their true colors.

Tens of thousands of deserving California citizens have supported the spurious Ham

and Eggs proposal, sincerely believing it offered them security in their latter years. But the 30-Thursday proposal has been aptly described as "a one-way road to ruin and bitter disillusionment." It is a vicious imposition on the hopes and credulity of California's elder citizens. And California should repudiate it so decisively that the travesty will be ended before it brings disaster and chaos to all California."

She: "Did anyone ever tell you how wonderful you are?"

He: "No, I don't believe anyone ever did."

She: "Then where did you get the idea?"

S.P. - P.E. AMATEUR RADIO CLUB

First meeting of the S.P.-P.E. Amateur Radio Club was held on Wednesday, September 20th in the Pacific Electric Club.

W. F. Hibbard (W60WC) and E. L. Knotts (W6KHV) were elected President and Secretary, respectively.

Plans for a room in the Pacific Electric Building to house the club transmitter were discussed.

Also it was decided to offer instructions in code and theory to any one in the two companies working toward an amateur radio operator's license.

The club is asking that any amateur in either of the two companies interested in joining the club or any employee wishing to avail himself of the above instructions, please get in touch with W. F. Hibbard, Pacific Electric Railway, Engineering Department.

SPECIAL NOTICE TO P. E. EMPLOYEES

We wish to invite those of the Pacific Electric Family and their friends contemplating purchase for the Holidays to see us regarding those most reasonable Budget terms.

**Diamonds - Watches - Jewelry - Clocks
Radios - Electrical Appliances**

All Standard Brands



BAEHR BAKULA, Inc. 103 P. E. Bldg.

Southern Pacific, Pacific Electric and Harbor Belt Watch Inspectors

PACIFIC ELECTRIC CAMP

By H. E. DeNys, Manager

Over 8 inches of rain fell at the Camp during the recent storm, the forest got a good cleaning up. The streams are running full again and the mountains are at their best.

Fall is in the air, the days are clear and warm, just right for hiking, a game of tennis, badminton or ice skating, etc., and the nights are cool and conducive to sound, restful sleep.

The dogwood and other foliage is beginning to take the spotlight, and the mountains will soon be a riot of color.

A week end or longer in the forest at this time of year will add greatly to the joy of living, so why not make up a party and enjoy a stay in the Camp. Bring your friends and enjoy the daytime activities and a roaring fire in the Social Hall at night. This would be royal entertainment for a group of your friends, and at exceedingly low cost, particularly in groups or 15 or more.

There will be ice skating every day and evening at the new year 'round ice rink at Blue Jay. Have you thought about making up a skating party? That would be a novelty, ice skating among the towering pines, with the "bite" in the air that goes with ice skating.

Here is an idea, why not make up a combination ice skating and Hal-lowe'en party for over the week-end, October 28th - 29th?

Have you heard of the proposed change in school schedule, with fall opening on October 1st? That would give the kids as well as the So. California resorts a break.

Our usual, unusual September weather has come and gone, and while you city dwellers were sleeping in the parks or on the beaches, trying to gasp through the hot nights, here at the Camp was most delightful weather, day and night, the daytime maximum being around 70 degrees. Finally people discovered that it was really cool in the mountains, and many came up for relief from the heat—"to get a night's sleep", was the expression, the last few days of the heat wave.

It is astonishing how many employees we have had at the Camp this year, who had never been here before, and who say they had no idea we had such a complete resort. Well, are you a member of this "Ostrich" group? If so, it is just too bad for you as well as the Camp. The newcomers have gone away, glad they came, delighted with everything, and are coming back.

During the summer one restaurant became famous for the Thursday night fried chicken dinners that brought capacity crowds, making for

acquaintance of all groups and a friendly atmosphere and morale all around the Camp.

Now in the off-season the "staff" has gone back to school, but will be on hand during the holidays to meet the needs of all comers for food and shelter.

In the meantime, Charles (Chuck) Sweetwood, is in charge of the Camp and will greet and house you. The cabins all have gas for cooking and wood stoves for heating, and there is plenty of wood for the Social Hall fire place.

The Camp needs your patronage during the off-season months, so begin now to plan that week-end party. We will be looking for you.

"DENTISTRY CONTINUES TO ADVANCE"

By Dr. Ben. A. Patton

Since it is the desire of your Dental Department to periodically bring before you new advancements or improvements in dentistry, that have been proven worthwhile, I would like to mention a few changes since the last article written by this department and published in your magazine three years ago.

This dental office, as well as every dental office where a large percentage of it's clientele is railroad people, has a considerable number of patients either wearing or needing artificial dentures. It is in the construction of artificial dentures that one of the most outstanding refinements has been perfected. This refinement is the reproducing of the various movements of the jaw hinge from the mouth to the finished set of artificial teeth. These machines by which this reproduction is done, have been experimented on for years, but just recently has it been possible for the general practitioner, with a few extra years of study and application, to understand and use these previously highly technical machines. In simplifying the technic required, which reduces the time element, it makes it possible, financially, now for the working man to obtain dentures constructed on the same machine that only specialists had mastered before.

We have mentioned in all our previous articles that in any professional service the patient is paying merely for the professional man's time and skill. Materials are only of secondary concern. That is more true now since Dentists are beginning to use the more detailed machines which do require considerable more time and skill. Instead of buying materials or teeth, patients should find the dentist who uses the very latest machines and technic. We tell patients that there are only two classes of dentures. In one case the patient gets

merely a mouth full of teeth with no reproduction of the normal jaw movements. In the other case the patient gets a set of dentures which has all the normal jaw movements built into them that modern machines are capable of reproducing.

The latter technic requiring about three times the number of hours in construction naturally costs more, but the improvement in mastication is well worth the added cost even though artificial teeth are still nothing more than a crutch. But where natural teeth are diseased, of course one's health must come first regardless what the replacement of the lost teeth might mean.

Fillings, such as gold inlays, gold leaf foils, porcelain inlays, synthetic porcelain (silicates), silver amalgam and cement fillings have not changed very much in the last few years. The efficiency of any of these fillings, to a great extent, depends on the skill of the dentist. Realizing of course, that there are certain types of fillings such as, silver amalgams, cement and silicates which are not a strong material and which will, from time to time, have to be replaced.

In keeping with the progress of dentistry this office has made a few changes so that we may better our services to you employees and dependents. Our offices have all been air conditioned which of course adds to the comfort of the patients, both mentally and physically. We now have a graduate registered dental hygienist, who has taken over the duties of the prophylaxis of teeth or teeth cleaning. These young ladies are specially trained for four years in Universities, obtaining a degree upon graduation to practice this particular branch of dentistry. All patients, without a single exception, who have had our hygienist clean their teeth, have been very complimentary in their praises.

I believe the next important advancement in dentistry will be along the line of a systemic prevention of decay and pyorrhea, but there is not sufficient proof of it's merit for me to mention at this time.

"What makes you think she's a photographer's daughter?"

"Because her system is to sit in a dark room and await developments."

Waitress: "This is the fifth cup, sir. You certainly must like coffee."

Diner: "Yes, I do, or I wouldn't be drinking all this water to get a little."

"What is necessity?"

"A necessity is something you can go without in order to make a down payment on a luxury."

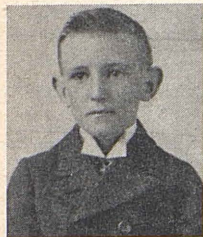
WALTER WATCHALL
"There's a Mon Amang Ye Takin'
Notes, and Faith He'll Print 'Em"

Dear Editor:

Here I am, back from my vacation. You may have wondered where I was, but all the big shots go off the air in the summer and return about the tenth of October. I have no connection with the air but the wind and I have a lot in common and when you come right down to it air and wind are made of the same thing, so here I am. W.W.

This month we have turned to the front pages of the old family album to bring you a picture of a well known P. E. personality.

Meet Floyd E. (paper weight) Gill, our stationer.



About a half century ago in the State of Missouri, in the City of Belton, a Missourian walked the floor and said, "You will have to show me." The nurse opened the door and showed him

—his new son, Floyd.

Shortly after the turn of the century this young man started to work in the International Bank, near the stockyards in Kansas City. It looked like he had a fertile future. His desire to handle paper was shown early in life and in 1907 the panic came. He decided to go Salmon fishing and moved to Portland, Oregon. He was unlike the other six dwarfs, in that he liked to eat instead of whistle while he worked, so he learned the bakery trade. This soon got too hot for him, and he joined the army and went to France. On his return in 1919 he felt bully and the red cars caught his eye, and he is still handling paper.

Alhambra, Calif., October 1, 1939.

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

Here I am back in California after my visit with you and Paw and the stock on the farm in dear old Iowa. I went back to work expecting to find the red cars at a stand still and the boss walking the floor pulling his hair like I told you, but he wasn't. I overstayed my vacation six weeks and he didn't notice it.

I decided to go around and say hello to all the folks. Went up on the sixth floor to see some of my friends. I went into the mechanical department office to say hello to Walter White and it was full of engineering people. Well Maw for a minute I

felt like an old maid at a dairymen's convention, I was out of place. I said to myself I must have had too much corn when I was home. I went over to the purchasing department and it was the mechanical department. I shook my head and it seemed clear, so I went up to the office of the building and asked for a map. This fellow George Breninger said come around any time on the hour and you can take one of our 40 cent tours. We will show you everything.

I guess you read in the paper about the heat wave and rain we had. The whole town is upset over it. The weatherman has been picketing the Chamber of Commerce and the Chamber of Commerce is going to purge the weatherman when he comes up for reelection. When it changed to rain, from heat to rain, the papers had to put out a special edition full of: "Will trade, well broken in electric fan for fur lined rain coat. Will trade a slightly wrinkled Palm Beach suit for pair of red flannel underwear." They have a bounty on electric fans here now just like they do coyotes back hom. I drank so many 7-ups and Alka Seltzers that every time I opened my mouth my friends thought I was hissing them.

Now here is something I don't want any one to know: A short time ago the boss called me in and said, "My boy, I am going to promote you. Tomorrow you start on a new job." Well Ma I was ELATED. I told one of my best friends about it and he said, Well when you get into the upper brackets and they find you're not so good on the job any more they promote you. Maw I was DEFLATED.

Your loving son,
 WALTER



The bold bowlers are at it again. Laural Jones is taking lessons from Jimmy Shafer, at least he always pays Jimmy off after each game. Should have grabbed that \$15.00 prize Jack Cross had up as a prize.

This would make the Voice of Experience open his eyes. Dale Hyde whispering advice in the ear of Chas. English. How to raise a family. Chas. believes him as he was seen giving Dale a carton of cigarettes in return, should run a column in the Magazine, "Advice to Mothers".

Jessie Eaton with a new job, and a nice office. Watch your step boys, they say she knows her signals.

BOWLING NEWS
Eighteen Teams Now in Competition
at New Sunset Bowling Center

At the end of three weeks of competition in the Pacific Electric Club Bowling League, the various teams stand as follows:

9 Claim	.....9	0	6774	817
3 Signal	.....8	1	7301	891
13 Hill Street	.....7	2	6813	820
11 Frt. Service	....6	3	6837	797
17 Glendale	.....6	3	6579	812
7 Psgr Traffic	....5	4	6878	849
5 Frt. Traffic	....5	4	6797	842
1 Amazons	.....5	4	6715	826
8 Transportation	5	4	6667	837
18 General Offices	5	4	6547	778
6 Engineers	.....4	5	6725	878
15 Schedule				
& Research	..3	6	6730	802
2 B. & B. Dept.	..3	6	6706	814
10 North	.....3	6	6667	899
16 Wilshire Lines	2	7	6713	812
4 P. E. Club	.....2	7	6606	810
14 Medical	.....2	7	6544	854
12 Out Laws	.....1	8	6414	789

The Claim Department composed of Gowanlock, Brahm, Robertson, Rich and Pabst are showing the way to the rest of the league, followed closely by the Signal Team, which club includes such "slickers" as Welch, Barnes, Cuccia, Woolley, et al. Then on their heels comes the Hill Street team, with Ernie Pont, Dietz, Niekamp, Eaton and Bandisch. The Freight Service and Glendale are closely bunched with the rest of the field strung out behind them like a band of Indians.

The season has just started, however, and many startling up-sets are in view during the next two or three weeks. For instance, the Engineers are way down in 11th place, and the rest of the league had better watch or the bridge builders will climb by.

Ed Barnes is showing the way to the rest of the league when it comes to individual scores. He had a nifty series of 616 which will take a lot of bowing to top. In addition Barnes has high individual game of 232 to date.

Bert Manley did himself proud the other night and copped high series prize for the week with a nifty 566, plus 92, a total of 658. This raised Bert up to second place in the season's standings, it being his first night on the alleys.

Guy Woolley with an average of 185, Ted Cuccia with 185, John Kinney with 178, and Gonzalez with 173, follow the leaders in close order. Gowanlock as usual is right up there with a nifty 173 as is Ralph Cobb with 171.

The league certainly puts in a fine appearance with the new shirts and the medallion on the back is a work of art. Heard some of the boys say-

ing they were packing a sack on their back, but then they must be panty-waists.

Last year we were blessed with one feminine team, this year we have two. (Heard some remarks about there being several other feminine teams but going around disguised as men). Must have the P. E. Club, the Frt. Traffic and the Bureau of Schedules and Research in mind.

Jack Cross, Walter Ohlinger, Pop Henry, Frank Epp, Claude Allen, Art Pabst, R. M. Jones and Black are all rolling improved games and giving the leaders a real battle for top honors in the individual standings. Doc Scholtz of the Medicos copped high game prize on the night of September 29 with a nice 189 plus 72, for a total of 261. Loveys of this same team started out like a lion but has now joined the lamb class. He must have stubbed his toe somewhere.

Notwithstanding the fact that they copped a sneak on the rest of the field by weekly practice games during the off season, "Cupe" Swanson, "Ace" Worthington, "Beagle" Jones, "Squirrel" Stockburger, "Bunny" Converse, "Cannon Ball" Lutes, "Jack" Birmingham, "Percentage" Jacobsmeyer, J. Shafer (He can take J o n e s), "Curly" Christiansen, "Mayor" Grenke, and a few of the rest of us tyros, this colorful collection is still bringing up the rear. It must be that we are just over-bowled, or somethin'.

There will be a few happy homes broken up this coming week in the event the weaker sex trounce the teams their husbands are bowling on. This could happen in the Cobb family and Marion Lutes has her eye set on the average sported by her hubby, Les. Something will have to be done about it or the divorce courts will get a lot of new business.

Come on out and we guarantee you will get your money's worth, if not of good bowling, at least some of the stiffest competition you will ever see. The battle rages from 8:30 until the last man is out, or the last ball is in the gutter.

P. E. ROD AND GUN GOSSIP

By Arlie Skelton

There will be a two reel film shown at our next regular meeting of the P. E. Rod & Gun Club, held October 11th, 1939, by the Department of the U. S. Coast Guard.

This being vacation time we will of necessity have to take our news from the "Buck Country" of the High Sierras. From the weather reports of the past week it seems the little party of hunters really selected an ideal time to take a vacation and avoid the unusual hot weather. With the exception of a few thunder showers the weather was ideal up there.

Members of the hunting party included Mr. and Mrs. Harold Smith, Mr. and Mrs. John Coffman, Mr. Frank (Dad) Manley, B. F. Manley, K. L. Oefinger and last but not least yours truly. Results: Five nice fat bucks and plenty of fun and recreation.

This being my third consecutive year to accompany this party after the elusive bucks, I must say it seems to get better each year. Mrs. Smith is a real artist with a "Dutch oven" Yum, yum, those biscuits, as well as the many other good eats cooked in the Dutch oven.

Harold Smith and Burley Manley still continue to be the strong men as well as the speed demons when they head for camp. Better put a buck on their back if you expect to keep up. K. L. Oefinger takes the prize for the most weird snoring without strangling to death. About the time you are sure he is gone this time, he comes back and breathes normal for a while. The fact that I did most of the dish-washing shows that I probably had a few faults also, which seemed to be talking out of turn. It was all taken in the spirit of good clean fun and sport, the only regrets being that it all ended too soon.

There's one sure way for ambitious young men and women to get into the movies: Lay down the price of admission at the ticket window.

PACIFIC ELECTRIC CLUB

CALENDAR—OCT. 9.-Nov. 9

- Monday, October 9:**
Automotive Transportation Engineering Class—7:30 p.m. Maintenance & Inspection of Electric Cars & Locomotive Class—7:30 p.m.
- Tuesday, October 10:**
P. E. Post of American Legion No. 321 Regular Semi-monthly Meeting and American Legion Auxiliary Unit No. 321—8:00 p.m. Motor Coach Maintenance Class—7:30 p.m.
- Wednesday, October 11:**
P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m. Special Motion Pictures by the U. S. Coast Guard at 8:15 p.m.
- Thursday, October 12:**
P. E. Women's Club Afternoon Meeting & Program—1:00 p.m.
- Friday, October 13:**
P. E. Bowling League Matches at Sunset Bowling Center, 5842 Sunset Blvd., 8:15 p.m. Visitors welcome.
- Saturday, October 14:**
P. E. Agents Association Regular Monthly Meeting—7:30 p.m.
- Monday, October 16:**
Automotive Transportation Engineering Class—7:30 p.m. Maintenance & Inspection of Electric Cars & Locomotive Class—7:30 p.m.
- Tuesday, October 17:**
Motor Coach Maintenance Class—7:30 p.m.
- Wednesday, October 18:**
P. E. Masonic Club Regular Monthly Meeting—7:30 p.m.
- Thursday, October 19:**
P. E. Women's Club Card Party—1:00 p.m. Prizes to winners.
- Friday, October 20:**
P. E. Club Regular Monthly Dance—Flo Kendrick and her Dance Orchestra—Good music assured. Dancing from 8:30 to 11:30 p.m. Departmental groups invited. P. E. Club Bowling League Matches at Sunset Bowling Center, 5842 Sunset Blvd., 8:15 p.m. Spectators invited.
- Monday, October 23:**
Automotive Transportation Engineering Class—7:30 p.m. Maintenance & Inspection of Electric Cars & Locomotive Class—7:30 p.m.
- Tuesday, October 24:**
P. E. Post of American Legion No. 321 Regular Semi-monthly Meeting and American Legion Auxiliary Unit No. 321—8:00 p.m. Motor Coach Maintenance Class—7:30 p.m.
- Thursday, October 26:**
P. E. Women's Club Afternoon Meeting & Program—1:00 p.m.
- Friday, October 27:**
P. E. Club Bowling League Matches at Sunset Bowling Center, 5842 Sunset Blvd., 8:15 p.m. Visitors welcome.
- Monday, October 30:**
Automotive Transportation Engineering Class—7:30 p.m. Maintenance & Inspection of Electric Cars & Locomotives Class—7:30 p.m.
- Tuesday, October 31:**
Motor Coach Maintenance Class—7:30 p.m.
- Thursday, November 2:**
P. E. Women's Club Card Party—1:00 p.m.—Prizes to winners.
- Friday, November 3:**
P. E. Club Bowling League Matches at Sunset Bowling Center—8:15 p.m.
- Monday, November 6:**
Automotive Transportation Engineering Class—7:30 p.m. Maintenance & Inspection of Electric Cars & Locomotive Class—7:30 p.m.
- Tuesday, November 7:**
Motor Coach Maintenance Class—7:30 p.m.
- Wednesday, November 8:**
P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m.
- Thursday, November 9:**
P. E. Women's Club Afternoon Meeting & Program—1:00 p.m.

25% Saving to You on AUTO INSURANCE

Through Your Group Auto Insurance Plan Arranged by the P. E. Club
TERMS MAY BE ARRANGED

See P. A. DuBOSE of the
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TU. 7272

448 S. Hill St.
TR. 3526

NEW CLUB PRESIDENT'S PROCLAMATION

Having relinquished the gavel just ten years ago it has again become my privilege to serve as President of your Club. Our ranks are somewhat thinner, and time has wrought some changes, but I seem to sense that interest and earnestness as of old.

Quoting from the by-laws: "The purpose of this Club shall be to promote better understanding, warmer friendliness and closer cooperation among its members, to the end that we may prove more loyal in our personal relationship, as well as in our business; and in the promotion of these ideals, to operate a Club for the benefit of all employes of the Pacific Electric Railway Company who may care to become associated with the Club; to foster and support both indoor and outdoor amusements and educational entertainment for the members, within the Club, at our Mountain Vacation Camp, and at other outdoor recreation resorts. To plan and provide recreation in our industrial community centers; to maintain, support and advance the interests of the Mortuary Fund Plan of the Club, as well as the Group Insurance Plan of our Company; and to encourage, aid and assist when possible, our fellow members in any laudable undertaking for the betterment of themselves and their families; and to advance as far as possible any work or plan by which we, as employes of the Pacific Electric Railway Company, may grow in usefulness to the community and the Company by which we are employed."

Toward these ends I pledge myself to work with you through the coming year.
—F. E. GEIBEL

PACIFIC ELECTRIC WOMEN'S CLUB NEWS

By Mrs. W. A. Hasty

On Sept. 14 about 100 ladies gathered at the club for the first meeting of the fall term. This being the President's luncheon, a delightful affair was planned, with hearts and flowers as our theme we should have a happy and prosperous year.

The decorations were lovely, a large shower of multi colored hearts hung from the chandelier over the center of the President's table, from this, dainty streamers lead to each place, at the end of which was a small heart, dainty rose bud nut cups with heart handles added to the lovely table decorations. The place of each guest was marked by a tiny mirror place card.

Lovely fall flowers of asters, sweet peas and chrisanthemums were in profusion and at teh end of the President's table were two large gold hearts, in the center of which were bouquets of old fashioned flowers.

The luncheon hour opened with the pledge to the flag, lead by Mrs. Curle, and the singing of "God Bless America," by the assembly. Our gracious program chairman Mrs. R. R. Crunk introduced the guests of honor, and our new President, Mrs. F. M. Hart.

Mr. F. E. Geibel who gave a short talk, and Mr. O. A. Smith the president of our P. E. Co., who we were happy to have with us, spoke briefly to the club, then made us the most attractive offer which has ever been made to our club. Mr. Smith offered a prize of \$5 to each lady with a 100 per cent attendance record at the end of the year and a gift to the

club of \$50.00 if there were two or more members present at every meeting. Let's make an effort, ladies, to show how much we appreciate this very splendid gesture of Mr. Smith's. The women's club surely thank you Mr. Smith.

Mr. Vickrey was also with us, as he is our friend and councillor we are always glad to have you with us.

Mr. W. G. Knoche, Mr. E. C. Thomas, and Mr. Thorburn were unable to be with us this year as they were enjoying vacations.

Mrs. Thelma Leaton favored us with three lovely solos, accompanied by his daughter Miss Thelma Leaton.

Mrs. Crunk then presented our new President Mrs. F. M. Hart, who spoke to us briefly on her plans for the coming year and asked that all cooperate with her to make this another golden year in club history and to keep the gold heart bright and never tarnish it by discord. The new officers and

chairmen were introduced to members.

Mrs. A. C. Smith, ways and means chairman. Bazaar dates as (Nov. 15-16). This early date should help to catch the early Christmas shoppers.

Let us all put forth every effort and each do our part toward helping to make this another of our splendid bazaars and have all donations in early.

Ladies bring a friend, or better still, complete a table and come and enjoy an afternoon at cards with our very genial hostess Mrs. Baglin. Nice prizes are awarded and separate scores are kept. Auction, contract, five hundred and Chinese checkers are played and other games will be added, if the number of ladies are sufficient to warrant it. The guests at card parties are not limited to P. E. ladies so get some of your friends interested and join us.

The ladies who should receive thanks and much credit for a lovely party are Mrs. June Rambo, chairman, Mrs. R. R. Crunk, A. J. Andrews, Wm. Baglin, W. A. Hasty, Ed Rand, Mrs. Newby, J. Adams, Thude.

CHARLES LEROY BISHOP

The most sincere sympathy of all officers and employes of the Pacific Electric is extended S. A. Bishop, his daughter, Zuriel, and to the wife and young son of the late Charles Leroy Bishop who passed recently after a brief illness.

Roy, has he was familiarly known to many of us, was born in San Francisco June 11, 1899, coming to Los Angeles with his parents when quite a young boy and grew up among us. He was very highly regarded by all who knew him, and, for the past 19 years had been in the employ of the Tidewater Associated Oil Company.

The home of the family was at 8924 Gibson Street, near Culver City, where they had resided for some time.

Surviving him are his father, S. A. Bishop; his sister, Zuriel Bishop; his wife, Helen, and one son, Edwin, aged 12 years.

OFFICIAL
DENTAL DEPARTMENT
 Pacific Electric Railway & Motor Transit Company
 Convenient term payments by pay roll deductions

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DR. BEN A. PATTON

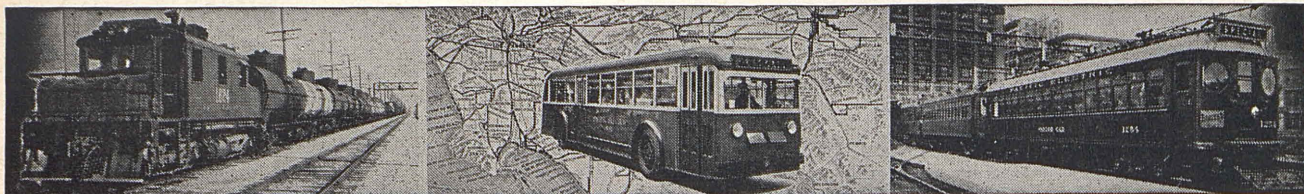
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MARTHA NEAL, D.H.
 DENTAL HYGIENIST

826 PACIFIC ELECTRIC BLDG. TUCKER 7272



SAFETY NEWS



CLASSIFICATION OF AUGUST, 1939, ACCIDENTS

Train Service Accidents During August, 1939, Compared with August, 1938

	1938	1939	Dec. or Inc.	%
1. With Pedestrians	9	6	3	.33
2. At R.R. Cross. (Other than Co.'s)....	0	0	0	.0
3. Between Cars of Company.....	2	0	2	100
4. With Vehicles and Animals.....	116	130	14	12
5. Derailments	8	7	1	13
6. Equipment	0	2	2	200
7. Boarding Cars	10	12	2	20
8. Alighting from Cars.....	16	24	8	50
9. Injuries on Cars (not in collision)....	16	15	1	06
10. Falling from Cars.....	0	0	0	0
11. Doors, Gates and Guard Rails.....	7	5	2	29
12. Ejectments and Disturbances	2	1	1	50
13. Employees	2	10	8	400
14. Miscellaneous	2	10	8	400
Total—All Accidents.....	197	219	plus 22	11
Passenger Rail	167	175	plus 8	05
Motor Coach	18	25	plus 7	39
Freight	12	19	plus 7	38

SAFETY COMMITTEE MEMBERS

Safety Committee membership for October will consist of the following men.

- R. I. Christie, Ocean Park.
- G. W. Baker, West Hollywood.
- W. F. Scatchard, Glendale.
- L. C. Larson, Hill Street.
- G. A. Bessett, Los Angeles.
- W. W. Mooney, Long Beach.
- O. T. Estes, Butte Street.
- E. A. Chute, Pasadena.
- L. A. Polk, Macy Street.
- J. J. Cadd, San Bernardino.

The date for the next regular meeting of the Trainmen's Safety Advisory Committee will be October 27, 1939, commencing at 10:00 A.M., at the Pacific Electric Club Rooms, Los Angeles.

During the month and prior to the date of the conference we are hopeful that the above named men will give some thought and study to our accident problems on the district where they are employed with the view of submitting any suggestions or subjects for discussion of a constructive nature in the interests of advancing our efforts to prevent avoidable accidents.

Any employee having any suggestion will assist your committeeman if you write each suggestion on a separate piece of paper and hand it to your committeeman so he may present it at the meeting for discussion.

TOTAL ACCIDENTS DURING AUGUST SHOW INCREASE:

Although our extreme heat wave arrived in September we are wondering just what kind of wave struck the Transportation Department to cause an increase in our accidents during the month of August, 1939 of 11 per cent compared with those of August, 1938.

Accidents to passengers boarding the cars increased 20 per cent and accidents to passengers alighting from cars increased 50 per cent. During the month of August we experienced 36 step accidents and only in one of these cases was the crew held responsible for the accident. Still, we believe that if all trainmen will assist in the campaign to reduce accidents that very much good may be accomplished by calling to the passengers when boarding or alighting from the car, "Please watch your step".

During the month of July the credit for the greatest percentage reduction in accidents was awarded to the freight crews. That department showed a reduction last month of 30.77 per cent; while this month they showed an increase in accidents of 58 per cent.

During the month of July the Motor Coach showed an increase of

15.38 per cent, but during August they showed an increase of 39 per cent.

During the month of July the Passenger Rail Department showed a reduction of 12.20 per cent and during the month of August they have shown an increase of 5 per cent.

We are sincerely hoping that our next report will show a percentage reduction of accidents in all three classes of service.

MOTOR COACH OPERATORS — "FOR SAFETY'S SAKE" — DON'T

- pull away from the curb without observing approaching traffic on left.
- change lanes without seeing way is clear.
- make sudden starts.
- change course of coach without giving proper signal.
- depend on the other driver using good judgment.
- forget that courtesy to other traffic will help prevent accidents.
- forget to see that safety appliances on coaches are in proper working order.
- take hands off wheel while coach is in motion.
- take eyes off road while coach is in motion.
- forget to test air pressure and brakes when picking up coach.
- make right turn around curve or into curb without observing traffic on right and seeing way is clear.
- fail to stop immediately when condition of equipment, traffic or road ahead indicates a hazard.
- forget that the automobile ahead of you may stop or make turn without warning at any time.
- discharge passengers in dangerous places.
- use horn unnecessarily.
- forget the patrons are your guests and depend on you for a safe journey.
- pass other cars approaching the brow of a hill.
- forget the additional clearance needed to stop on wet roads.

IMPORTANT THINGS TO DO AT TIME OF ACCIDENT

1. If after impact the train has stopped so that wig-wag is still working, call to the attention of passengers the fact that wig-wag is still operating and light is lit in the wig-wag.

2. If your whistle has been properly blown prior to the time of the accident, it is very helpful if you ask the passengers, "Did you hear me blowing my whistle."

These two items will impress upon the passenger's mind the fact that you have operated your train according to rules and will also aid materially if the witness is called to testify in court.

3. Do everything in your power to obtain all witnesses to the accident. While the management may believe your story that your operation was in strict conformance with rules and regulations, it is very hard to convince a jury that yours is a true statement unless there are witnesses to assist in proving your statement. Juries seem inclined to believe that trainmen will make false statements in order to protect their jobs, but with the assistance of outside witnesses this feeling can be quickly displaced. In other words, you should not feel that you are obtaining witnesses to an accident for the protection of the company only but that these witnesses will be of a very great help in substantiating your statements regarding the accident.

4. If it is impossible to obtain the names of persons in the automobiles in the immediate vicinity of the accident, be sure and write down the license numbers of the automobiles. Some of our most important cases have been won in court due to the testimony of an automobile driver whose name was not obtained but whose license number was taken.

5. It is very important that in making out an accident report that a full and complete report of the accident be given. Some trainmen are careless in failing to properly fill in all questions on the report and are also careless in giving the correct information as to the number of feet, vehicle was seen before impact, and also the number of feet train traveled after impact. Rail conditions, weather conditions as to visibility are very important factors in determining responsibility for an accident.

If these matters are watched closely they will very greatly assist the Claim Department and the Legal Department in the investigation and settlement of claims.

Worcester (Mass.) Telegram — "Lady wishes position as housekeeper for widower; no objection to having one child."

TRAINMEN SHOW INTEREST IN ACCIDENT PREVENTION

The Management wishes to express its appreciation to the many trainmen who have shown a very definite interest in our accident prevention program.

Hardly a day goes by but that some trainman either calls or writes in a safety suggestion. It is only through the cooperation of all employees that our accident prevention program may be carried on successfully.

If you have any suggestion do not hesitate to send it to the Safety Supervisor, Room 204, Pacific Electric Building.

SPARKS

Mr. Smith: "Your wife used to be so nervous, now she doesn't seem to show a sign of it. What did you do for her?"

Mr. Brown: "That was easy, the doctor simply told her nervousness was a sign of age."

Salesman: "Can I interest you in an attachment for your typewriter?"

Busy Executive: "Nothing doing! I'm still paying alimony on the strength of the attachment I had for my last one."

The meek little man approached the policeman on the street corner. "Excuse me, Mr. Officer," he said, "but I've been waiting here for my wife for over half an hour. Would you be kind enough to order me to move on?"

The ability to speak several languages is an asset, but to be able to keep your mouth shut in one language is priceless.

Prison Warden: "I've had charge of this prison for ten years. We're going to celebrate. What kind of a party do you boys suggest?"

Prisoners: "Open house."

School Teacher: "What is a comet?"

Pupil: "A star with a tail."

Teacher: "Name one."

Pupil: "Mickey Mouse."

Riverside Lady: "Now that I'm getting fat and gray haired, I have to do all the housework."

Friend: "Can't your husband afford to have a maid come in?"

Riverside Lady: "He can, but I can't."

Dr. Millbank: "Has your son's college education been of any value?"

Patient: "Oh yes, it cured his mother of bragging about him."

Teacher: "Yes, children, an Indian wife is called a squaw. Now what do you suppose Indian babies are called?"

Bright Pupil: "I know — squawkers."

"What's the matter, Jenkins, can't you satisfy this customer?" snapped a shoe store manager.

"No, sir," replied the salesman. He wants two shoes that squeak in the same key."

"Mother, have I been a good boy lately?"

"Yes, Bobby, you have been a good boy."

"And do you trust me, mother?"

"Why, of course, I trust you, son."

"Then why do you go on hiding the jam?"

"I want to grow some trees in my garden. Can you sell me a few seeds?" asked Mrs. Newlywed.

"Certainly, madam," replied the assistant. He fetched her a packet.

"Can you guarantee these?" she asked.

"Yes, madam, we can."

"Will the trees be tall and thick in the trunk?"

"They should be, madam."

"And quite strong at the roots, I suppose?"

"Oh, yes, madam."

"Very well, I'll take a hammock at the same time."

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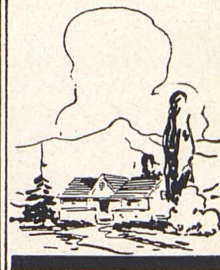
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NEWS
OF THE
PACIFIC ELECTRIC
AND MOTOR TRANSIT
FAMILY

BY OUR
CORRESPONDENTS



ENGINEERING DEPARTMENT

By Victor P. Labbe

Happy birthday to you—George H. Brown (3); Robert Dorner (9); Day B. Reeve (9); Faye N. Comp-ton (11); A. H. Hildebrandt (21).

Welcome to the Engineering Department — the new stenographer, Lorraine E. Held.

L. W. Perry and wife took in the S. F. Fair.

Bob "Tiny" Dorner was the successful candidate running for office in the P. E. Club election. Dave Boyle says he should have passed out cigars and he could have nosed Bob out.

Sarah Shipman after a short visit to the hospital is back home and hope she will soon be her self again.

Roy Swanson tried to raise a mustache while on vacation but after a two weeks trial only a light fuzz appeared so gave up in disgust.

Russell Duguid spent vacation in parts unknown.

Joseph Rieber who retires from active service in the Engineering Department September 9, has had a colorful railroad career—entering the service with the Mexican International Railway in old Mexico in the Railway Shops in 1898 and resigned because of ill health in 1902.

In 1904 he entered service with the G. H. & S.A. Ry. Maintenance of Way Dept. and resigned in 1911, to come to California. In June, 1911, he entered service with the A. T. & S. F. Ry. as extra gang foreman, L. A. Division, where he remained until 1914, going to the S. P. Co. as extra gang foreman and resigned in 1919, entering the service of the P. E. Ry. Co. as extra gang foreman and remained until retirement in September.

Joe and wife are leaving for New York to see their son and after taking in the Fair intend to go to Texas and visit another son.

Lots of luck and happiness, Joe, and drop in and see the gang when you can.

Burley Manley, crack shot of the B. & B. Dept. can shoot a coyote at 500 yards but misses a deer at 150 feet.

Al Smith and wife vacation up north. Lake Tahoe.

Le Roy Holmes, Roy Swanson's nephew, is getting over his bashfulness since working in Room 694.

George McClure and wife vacation mostly at the County Fair.

John Mendenhall married the girl Friday, September 22. Lots of luck.

Bob Humphries intends to be more careful of his language.

For sale or trade or something—one briefcase, slightly used, excellent condition, like new. Especially adapted for carrying fish, bait, hooks, lines, sinkers, lunch, etc. Also one almost new electric fan with stop and go switch, long length of cord, air cooled, hurricane electric motor, guaranteed to blow your hat off at twenty paces. Make offer or will trade for old worn out washing machine motor, toy steam engine, electric pad or what-have-you.—Robert Dorner, Field Office.

"Now my son," said the fond mother, as the boy was starting off to join the Navy, "remember to be punctual in rising every morning, so you will not keep the captain waiting breakfast on you."

SUBWAY TERMINAL NOTES

By W. F. Servranckx

That man with the friendly smile known all over the Western District, General Agent, Harry Williams and friend wife left for their annual vacation October 7th, visiting New Orleans, Washington, D.C., New York, where Grover Whalen will conduct our good friends all over the Fair, and then will on their return, visit four days with their son, Bob, who is in the U. S. Forest Service, at Athol, Mass. We all hope they have a grand time, wish them Godspeed and a happy return.

Speaking for a good many trainmen, who are very grateful for whoever was responsible for them to be allowed to remove their coats during that terrible hot spell. All we can say gentlemen, is thank you sincerely.

James E. Talbert just returned from Salt Lake City, Utah, where he joined the benedicts and visited his son, James. Said cigars will be handed out at the next regular meeting. We will look forward to same Jimmy. Congratulations from all of us.

GRAHAM & ISBELL

FUNERAL DIRECTORS

915 WEST WASHINGTON STREET

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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.

Conductor and Mrs. J. R. Groom are expecting a blessed event very soon now. Looks like we are going to have many cigars to smoke this winter.



Children of Mr. and Mrs. M. F. Bidwell

We are herewith reproducing 2 of the cute babies of our P. E. family. None other than the children of Conductor and Mrs. M. F. Bidwell and is he a proud dad? Well, old boy, we don't blame you. Congratulations indeed.

While these few articles are being written that terrific heat is on and yours truly will quit until next month. Too darn hot.

FREIGHT TRAFFIC NOTES
By J. E. Blackburn

The vacation season is again rapidly drawing to a close and although the majority of the personnel of this department have already enjoyed their trips to the mountains, seashore, etc., there are still a few who still have the time to look forward to.

This month found Dave Gleason spending his second week again in San Francisco and vicinity. Dave made the trip on the train this time to take a rest. His first week was spent also in San Francisco attending the American Legion State convention so you can easily see why he wanted to rest this time. On his first trip, Dave drove his little Willys and complained because he only got 25 miles to the gallon of gas. Perhaps his next car will be a Crosley or some other of those bantam jobs.

George Koltz also took a little time out this month to cultivate and beautify his Van Nuys estate. He expects to enjoy the remainder of his allotted time at some future date before the end of the year.

"Necessity is the mother of invention" is an old axiom which was evidenced by some of the home-made air conditioning systems observed

PACIFIC ELECTRIC CLUB DANCES

Please note that beginning in October the Club Dances will be held regularly on the 3rd Friday of each month until further notice.

The Club dance floor has been refinished and waxed and is in excellent condition.

Mr. Vickrey announces that Flo Kendricks and her Dance Orchestra will again furnish the music. This Orchestra received many compliments during the past season and dancers are assured of all the latest orchestrations.

Make up a Departmental Party and enjoy an evening of dancing in your own Club Ballroom.

around the building recently during the intense heat wave. For instance one department had set up a fifty-pound chunk of ice in a metal container in such a position as to allow a fan to blow directly over it. Other systems were based on much the same principle, and some success was claimed by the inventors in lowering the temperature.

As will probably be mentioned elsewhere in the Magazine, the Pacific Electric Bowling League season officially got under way on the 15th with the Freight Traffic Department team bowing to last year's winners, the Engineers, to the tune of three points—if there had been any more we would have lost those too. But what could you expect with three members of the Engineering team rolling 200 games or better, and other one approaching that score very closely, in the first game of the season? We did take advantage of the Outlaws in the second game, however, for three points to even up the score.

"Reading", Ritin', and Rithmetic" is the theme song of Ralph Perry and Jack Birmingham this month as they begin attendance of the Traffic class conducted by Lon Norrbom at Belmont Evening High School. This class began with the opening of the fall session of evening school and will continue through the winter months and spring until June of next year. It embraces nearly every phase of freight traffic including the contract terms, classification, governmental regulation, and many other problems which make it very interesting as well as beneficial to any one engaged in that type of work. Ralph and Jack will undoubtedly obtain information which will assist them in their work as well as increase their value to the department for which they are employed.

WEST HOLLYWOOD

By G. R. Stevens

Asst. Trainmaster O. L. McKee retires the first of the year after a long career in railroading. McKee came to Los Angeles in 1912 and built the first house on Doheny Drive and Sunset Blvd. and still resides in it, coming from Cincinnati, Ohio, where he worked on the C.T.C. Prior to that he served in the Spanish American war, coming out as a sergeant. In the World War he served as a Major. When he first came out to Los Angeles he worked as a conductor on the old Cole Grove line, which is now the South Hollywood Line and has worked here twenty-eight years.



"Grandfather" McKee and his New, Charming Grand-daughter, Mary Jane.

After his retirement takes affect O. L. McKee and his wife plan to do some extensive traveling, they may go to Europe if the war clears up, if not, he plans to go to Cuba or Mexico, where he and Mrs. McKee will enjoy a change of scenery. McKee says he has worked hard and believes he deserves a vacation. McKee carries with him the best wishes of many friends who have known and worked with him for years.

Asst. Trainmaster Eaton and wife have just returned from an enjoyable two weeks vacationing in the mountains. Mr. Eaton and wife both like the outdoors fine and enjoyed hiking over mountain trails.

Motorman L. J. DeWitt made a two day trip to Sequoia National Park and took some good pictures of wild deer.

Subway Station Master Leinger

is back from a two weeks vacation, and says he feels fine.

Conductor Stag has just purchased a new 1938 Chrysler Royal automobile.

H. Hybarger, night mechanic subway, has taken fifteen days off for a rail trip to Dallas, Texas and Oklahoma.

Motorman L. C. Bankston is taking thirty days off for an auto trip back to Texas to visit relatives.

Motorman J. N. Stevenson is away on a ninety days leave of absence.

Archie Brumigan spends his spare time reading up on music and is interested in grand opera.

Recently returned from a pleasant trip to Dallas, Texas is Herbert Cox and family.

Motorman H. Ehl took ten days off to visit relatives in Ogden, Utah.

Conductor J. S. "Pop" Everett is sick at St. Vincent's Hospital, located at 3rd and Alvarado Streets. "Pop" Everett is in room 129 and will be pleased to have the boys call on him.

L. C. Lambert, conductor, has been off a year sick in a sanitarium in Woodman, Colorado, convalescent, and would be glad to have any of the boys drop him a post card to cheer him up.

Motorman Honick off sick for thirty days is back on the job.

Sincere sympathy is extended to R. Scott in the loss of his wife who passed away September 1, after a long illness.

Word comes from Motorman S. S. Fonner away on vacation having a swell time. At present he and his wife are in Kansas visiting his mother. They spent a week in Bandon, Oregon, with his wife's folks. Fonner says they are eating and sleeping their heads off, and smelling the pines, and feeling great.

SOUTHERN FREIGHT DISTRICT

By J. E. Neville

I take this opportunity to thank all the members of my division for their support and election as representative on the Pacific Electric Club board for the year 1939-40.

Sympathy and condolence is extended by employes of the Southern Freight and Harbor Belt to Frank Anders and family because of the loss recently of his brother, F. L. Anders. Fred, as we all knew him was an old-timer on the Harbor Belt, where he had long held the position as Motorman and Engineer. He was well known and most highly regarded, and will be greatly missed by all his associates. His death occurred at St. Vincent's Hospital, August 3rd and interment was held at Inglewood Mausoleum with Masonic rites, being

conducted by Golden State Lodge, No. 358 F. & A. M. of which he was a member.

C. W. Coutts, formerly freight conductor, has been appointed to the position of Assistant Trainmaster on Southern Freight District. This is a case of a young freight man who through his own efforts and attention to duty won advancement. Charles was a real wheel-horse in the freight service, and his record is one of which he may well be proud. The best of luck from all of the boys to you, Charles.

C. S. Stanley and family visited the San Francisco Fair and spent a few days in the North visiting relatives and friends. They report having had a most enjoyable time.

Mrs. W. C. Nolan and the family of Conductor B. Nolan have recently returned from the North by rail. They visited "Treasure Island" and relatives at Salinas. Had a grand time and "Biscuit" says he is glad of their return.

E. H. Combs and family had a grand "voyage" to Chicago and return via Salt Lake City; visiting friends, but especially trying out the new Nash.

Motorman L. A. Peterson and family spent their vacation at the New York Fair. Went by rail to the middle West and from there by motor to the east coast. Had a most enjoyable trip but are glad to be in California again.

J. E. Neville and wife recently returned from a 11,300 mile trip through the great West and the further north-east of Canada to the Dupuy Gold Mines near Bay James; returning by way of Calendar, Ontario, visiting the Dionnes Quints. Boys, they are grand to look at. The greatest living 5 girls in the world. From there we went to Toronto, Montreal and Quebec; on through the White Mountains to Boston and New York; returning via Niagara Falls, Detroit and Salt Lake to San Francisco, thence home. Had 65 mile winds in northern Canada, cloud-burst in Minnesota, flood at Anita, Nebraska, and through all this 11,300 miles of sight-seeing, over prairies, dirt, gravel and wash-board roads, through deserts, mountains and more mountains, had only one puncture of tires. Not so bad?

C. R. Copeland visited the San Francisco Fair and the big bridges—and—boys, what a time.

Dave Graham's wife has decided on a vacation trip to Toronto, Canada, to visit relatives and friends. We wish her a pleasant journey and a most joyous visit.

W. J. Black, Trainmaster, spent his vacation at home. It is unfortunate to be ill at this time, but we hope for his complete recovery soon.

E. B. Whiteside recently took his vacation. Spent it at home, taking it easy, and enjoying a good rest.

We are informed that "Smokey" Johnson is about ready for a vacation providing the pig-iron comes in and they can buy scrap.

B. Broberg is still on the sick list at home.

"Red" Nelson, Brakeman, is still out because of his accident. Fell off the side of a box car getting his hands and arms "banged" up. We are wondering whether he is getting old or losing his grip. The boys wish him a speedy recovery.

It was a hot one on the Wingfoot job. C. T. Miller keeled over because of the heat, but is back on the job.

C. D. Burnett, better known as "Duke Finley" has fully recovered from a badly sprained ankle, and is back on the job.

PURCHASING DEPT. NOTES

By Ray Cragin

Mr. Clarence Swartz, had his vacation plans somewhat upset by the heat wave. The result being he found Culver City, his home town a good place to vacation.

Ruth Bushard spent a week at Catalina Island, and she comes back telling about the hikes she took around the Island, and up every morning, goat hunting.

Jimmy Livermore, was out to Pomona with the dogs. Maybe that isn't just the right way to put it. We should say Jimmy attended the Pomona Fair and assisted a friend who was exhibiting prize winners in the dog show.

That good looking young lady who is captain of the Amazons, reports a good start in bowling this season. She proudly boasts she has a higher average than one Roy Swanson. The young lady is "Dot" Beranek.

The following news from Torrance:

My Torrance news collectors deserted me this month but they had a good excuse, it was the annual inventory and when that time of the year comes along, Storekeeper McCall, has the boys batting 1000 per cent and thinking only inventory.

Bill Jolley is a new member of the "I Own A Plymouth Club". The young man is now in the class of Frank Winterberg, Royce Robertson and Chas. Stock. Maybe if they would write to him, Major Bowes, would have a Torrance night.

Ralph (Red) Long the proud father of twins, boys, about a month old reports all fine and the chest expansion is holding up.

One of the high-lights of the Torrance Factory Frolic was a stamp exhibit. Our Mr. Fred Hopkins was the

largest exhibitor and caused considerable comment by his wonderful display. No awards were made as they were unable to secure a competent judge.

From West Hollywood:

We learn that on August 27th Mr. and Mrs. Clifford Curle, celebrated their 20th wedding anniversary. It was a case of the returning soldier in 1919 dashing home and being wed to the girl of his heart. Mrs. Curle is very well known among the P. E. family being president of the women's club for two years. May we wish them many more twenties.

LONG BEACH TERMINAL

By C. H. Spence

We are glad to report at this time that Mrs. C. L. Cottingham is recovering fast from a fall which resulted in a fractured leg. We all hope for a speedy recovery.

Barney Wasserman has just returned from a 10 day vacation spent at home and a few days at San Francisco Fair. We understand Barney has a fine new home in North Long Beach, so Pat Pope and Hugh Wilson had better tab on those 7th Street windows.

We understand that there is \$100 reward offered dead or alive for a jinx that has been following a certain conductor. For further details ask Eddie (Cantor) Giffin.

Conductor Melvin C. Prosper and wife together with Melvin's father and mother from Denver, Colo., made a nice vacation trip to San Francisco. All report a nice time.

Phil Chapman and wife are on a trip to Chicago, the windy city. It is all right to come back Phil, but we don't need any of the wind.

Speaking of weather in Long Beach; some of the boys at Morgan Yard during the recent hot spell reported seeing a lizard in a bathing suit and carrying a parasol, very next day they saw the same lizard equipped with pontoons and an outboard motor. (Very unusual)

Several days ago Carl Van Ostrand drove up to Morgan Yard with a guilty look. Upon examination we found red paint on one of his fenders, which looked like he had a corn field meet with a 1200. After several questions we were told that he scraped a brick wall while backing out of his garage. Better luck next time, Van.

Mr. C. Holk has just returned from a few days vacation and is back on the San Pedro line.

Our old friend Beekman who is assistant agent at Compton made us a short visit the other day.

MACY STREET TERMINAL

By Chet Collins

J. W. Merrill returned September 17 after taking 3 weeks off to visit with relatives in Alabama. This was his first trip East in 17 years and he reports that it really was a treat to make it. He went first to Chicago and thence to Birmingham, Alabama. He states that he took over ten dollars worth of still pictures besides about 3 reels of movies while on the trip. On his return to Los Angeles about Sept. 10 he was accompanied by his brother to whom he has been showing the local sights. They took a trip to San Francisco while he was here during which they took in the Exposition and other places of interest. Coming through the Imperial Valley district their train was caught in the floods and they found it necessary to finish the trip on the Greyhound Bus, losing a day because of the flooded conditions. We hope to get a chance to see some of those pictures when he has them developed.

Meet Gran' Pappy Lloy, fellows. He recently became the proud Grandpa of a fine baby girl. That accounts for that proud grin I have noticed recently on his face.

Mr. and Mrs. O. B. Briggs were visitors at the San Francisco Exposition Sept. 2 to 5th inclusive and said that their trip was exceedingly interesting. They are the proud drivers of a new Studebaker Commander sedan which will be the source of much pleasure to them. A new 6 room house which they are now building will be ready for occupancy in December. Some Christmas present, heh!

I. H. Lundy left Labor Day for a 60 day recess to be spent on his newly acquired ranch in central Oregon. The ranch is located about 15 miles northeast of Medford, Oregon, and is near R. E. Baker's property. While there he intends to recondition the houses on the property and make them ready for later occupancy.

Our week of exceedingly hot weather brought a lot of envy for Pasadena's water coolerator, which certainly filled a very necessary service tehere. Why doesn't Macy have a water coolerator too, so that we all can cool our parched throats without feeling we are drinking from the hot water tap?

That was some tie-up September 25, with the Sierra Vista local being derailed at Maycrest and then the Southern Division having trouble simultaneously. Some of us find that those little bugs on the rail usually do work, much to our discomfort.

Your correspondent recently caught up on his sleep when he

worked the trolley job of B. L. Bradley, for two weeks Bradley had the misfortune to be sleepy too, and while sleeping, or so the story goes, he fell and broke two ribs. It sounds like he was doing some sleep walking to me, but I guess I will have to believe his story. In trying to reduce the pain of the broken ribs he used the electric heating pad too generously and blistered the skin on his back so severely that he had to spend a week in the hospital. He is now back at work and getting along fine.

I understand that R. E. Clary had reason to take two hours off late in September in order to get his hair cut? Some hair-cut!

H. Clark has recently been off for several weeks due to illness. We hope that he is able to be on the job without undue strain from now on.

E. H. Trieschman has been gone most of September taking a long deferred vacation. Both Mr. and Mrs. Trieschman took a trip East to pick up a new Dodge and thence to tour the interesting sections of the East. We hope they had a fine time and are now ready to resume work with new vigor.

P. Riordan is one proud man now that Oregon was able to hold the rolling Trojans, and almost defeated them. His son visited him while the Oregon team was in Los Angeles, much to his pleasure. We may not be able to hold his hot on if Oregon keeps on winning.

Sincere sympathy is extended to A. R. Picking, in the loss of his mother, Wednesday, September 27.

Sincere condolence is extended to H. H. Schiffler in the loss of his mother, Monday, September 18.

MOTOR TRANSIT DISTRICT

By I. W. Erhardt

(Substitute for M. J. Creamer)

The office force are endeavoring to substitute for our good columnist, Marty J. Creamer, whom we are sorry to learn was called to Seattle by the death of his grandmother. We understand that Marty's father was critically injured in that city while on the way to the hospital. Further details are lacking. Our sincere sympathy is extended.

Terminal Agent Geo. F. Jehl is unable to locate notes Marty may have prepared for this issue of his column, therefore if you prearranged with Mr. Creamer to have your name shown in this column you will be disappointed.

On September 1st, after some 23 years of satisfactory existence the Motor Transit Company was dissolved and became the Motor Transit District of Pacific Electric Railway's

extensive motor coach operations. The personnel of the organization remained intact through this change, in fact the operation has not been molested; schedules remained intact and the adopted "family" have entirely adjusted themselves to their parent company in a satisfied manner, giving every possible cooperation to the welfare of the company.

Operator Lisle Farquhar has returned to duty from 90 day leave, vacationing with his brother in Nebraska (down on the farm) and camping near Bishop, California.

Operator Sammy P. Carr has taken one year's leave of absence to become "active" partner in the operation of the Lagune Beach-Santa Ana Stage Line, of which he is part owner. Any business you are in position to develop for the bus line between Santa Ana and Laguna Beach via Newport and Balboa will be appreciated by Sam. Incidentally Sam has been driving for Motor Transit more than 16 years with an enviable record and patrons of the Santa Ana Line will miss his congenial services (we learn that tears have already been shed by the more devoted ones). We hope that his interests will continue to improve, with respect to the Laguna Beach-Santa Ana Bus Line, although we lose a good employee.

Operator Ralph Shaw, also Wm. J. Goff, took vacations in the "mid-east"; What a treat to ride in air-conditioned railroad equipment, particularly when the thermometer is around 107 in Los Angeles.

At this writing the Pomona Fair is on an extended week, where many of the boys are isolated performing shuttle service and what not; including Richard Allen working as relief ticket clerk at the Pomona Bus Station.

Interested bowlers should take a look-in at Sunset Bowling Center on Friday evenings at the Pacific Electric's 18 team players upsetting the pins—electric score boards and comfortable seats; ask "Ole" Swanson (take particular note of the Passenger Traffic Department team).

Recent filling out of Social Security (Railroad Retirement Act) forms found some fourteen employees with a change of age from that shown in previous records, all satisfactorily explained; one of the boys however in explaining this discrepancy inadvertently (we hope) stated that his date of birth was a mistake—we are still in a quandry on this one, but that's the life of the office clerk.

One good operator observed the fact that an adult patron was using a school commutation book, not intentionally on the part of the patron.

Speaking of vacations, operators Bob Towers and Adolph Zmoos expect to leave shortly for a trip to

Salina Cruz, Mexico, what a trip, but that is not so exciting as the return to duty of Operator P. C. Mallinckrodt, absent for almost six months during which time he suffered the loss of one "great" toe. Pete fooled a good many of them and looks years younger. We are mighty happy to have him back in the harness.

Fred D'Arcy off several days with severe cold—seldom that the Head Dispatcher is absent from his post. The "Pomoner" Fair extended on his account, but seriously Fred you are to be given an enormous amount of credit for your tolerance on a very busy assignment, those of us who know commend you.

Much to the delight of all operators will be the new Interstate Commerce Commission "Drivers' Daily Log" required to be maintained by each operator and by the time this appears in print you will have accomplished all of the "Ons" and "Offs" and what makes the LOG look like the markings of the earthquake recorders. We must bear in mind the importance of having these records correct, since the driver is equally responsible with the Carrier for this information.

Please forgive our attempt to "pinch-hit" for Marty and hope that by the next issue of the column his journalistic outbursts will again be in evidence.

TORRANCE SHOP NOTES

By Carleton B. Bell

Weather in big red letters is about all I could get the gang to talk about this trip around the shop on my monthly tour for news but I managed to get some news. It seems that yours truly and Harry Pierce are the only one sufficiently different to have fully developed colds to go along with the weather. You can take it from me that it is a heluva combination.

Harry Pierce and wife spent last week end at the P. E. Camp and reported it quite cold up there—a very welcome change. He says his wife prayed for rain all the way up to the Camp and as a result nearly got drowned Sunday evening on the way home. It was an emphatic answer to her prayers.

Two old time P. E. Family members were united in marriage Sunday, September 25th. Mrs. Kenner, widow of Jim Kenner, Line Dept. Foreman who lost his life some two years ago, and our own Dirk (Dick to you) Mol of the Mill. We all wish this happy couple many years of continued good luck and happiness.

Sorry to hear that Alfred A. Kelly's sister died at her home in Port Arthur, Texas, on Saturday, Septem-

ber 23rd. Kelly left for Port Arthur the same evening in order to be present at the funeral.

See Charles Hall making a visit to his old haunts in the Paint Shop. Charley is standing up well under the strain of all the rest he wants and driving around in his new Plymouth sedan. Charley took a trip east to the factory in Detroit to take delivery of his new car—a swell five weeks trip.

Pop Blume enjoyed his vacation mostly around home but he most of all got a kick out of Ringling Bros. Circus which he attended. Claims it was the best vacation event he can remember of—maybe it was the peanuts, popcorn, and pop he consumed.

Louis Hankins new housekeeper has proven mighty efficient, so much so that out of his prospective savings by these means, he just bought a new Plymouth sedan.

S. A. Whiting is on quite a trip East by train to visit the big Fair in New York and then on to Boston and vicinity to visit his parents and other relatives. According to a card just received from him he is all excited over the N. Y. Fair.

Conrad Oefinger was very careful what he had to say, did not want the "Biggest Liar" title twice in a row. Had just returned from a hunting and fishing trip into the high Sierras of Tulare County. While up in the mountains was treated to what the natives claimed was the wildest electrical storm they had ever had. Seems that Anaheim had enough for one time. Incidentally, he brought out a nice 2 prong buck.

Eric Graff is on a trip to the Fair at San Francisco. Means to work hard at resting around home the rest of his vacation.

Earl Brucker, of the Paint Shop, was sporting around in some very special hand made "B.V.D.s" during the HOT spell—looked becoming and appropriate to me.

Fred Miner is all stuck up with the honors heaped upon him—by proxy. His young daughter, Lorraine, has been chosen as one of the pitching staff to go with the girls ALL STAR soft ball team to Japan soon. The P. E. Family makes its mark in the athletic world what with Louie Zamparini, great distance runner; Hoss Nielson, half back on the N. Y. Giants football team; and now Lorraine Miner on the girls ALL STAR soft ball team. Please let me know about those I have missed.

Just heard that another old timer had passed away—George Ward of the Blacksmith Shop died Saturday, September 23rd.

George Lallich and wife are on a trip to visit the wife's relatives at Peoria, Illinois.

Our guess is that Pewee Leather-

man got h--- when he got home last Monday evening. He got so interested in his work cleaning the punch dies that he wiped the white lead off of his putty knife onto his nice pants. Mrs. Leatherman undoubtedly knows it is very hard to remove. Better be careful, Pewee.

New Tanners are not quite as scarce as new cabinet makers but still are enough so to attract ones attention. John Anderson is the new Tinner and comes here a new man from experience with the Quartermaster's Department at Fort McArthur and Chicago Northwestern. Served two years in the U. S. Army during the World War but like many of the old timers, did not get to go across. Was kept here to train the rookies. Incidentally, does not belong to a local Legion Post yet and is wondering about the P. E. Post. This is a tip to you P. E. Legionnaires, better get hold of him pronto.

Earnest Lock and wife are visiting at the San Francisco Fair, likewise Jesus Carrillo and his wife. Pedro Fernandez had the misfortune to lose part of his left thumb in an encounter with a shaper—those Mill machines do move.

Pop Wheaton must be getting old or he started quite young. He has been having weddings in his family ever since I first knew him twenty years ago and just returned from Berkeley where he and Mrs. Wheaton attended the wedding of his youngest daughter, Jean, to a young man who is attending the Stanford Graduate School of Business. Best wishes from the P. E. Family to Jean and her hubby.

Ellsworth Barkdull and his wife on train trip to Michigan to visit relatives.

Charlie Dyer and his wife celebrated their 44th Wedding anniversary on Sunday, September 24th. Congratulations, Charlie and the Mrs. "happy though married" for 44 years is a fine record. What about some more of you young looking old married men?

Fred Gill just returned from a wonderful trip with his son and daughter-in-law in their new Pontiac. They went North over the Coast Highway to the Columbia River, then up to Columbia Highway and back through the Sacramento and San Joaquin valleys. Drove 2600 miles altogether and liked the temperatures along the Coast much better than those through the valleys.

George Grosch, recently acquired machinist, has a fine lot of tools but I noticed none of them were marked with his name for identification and I asked him how come, was he not taking quite a chance. It seems he has some kind of a complex that keeps him from marking them—it came about this way. He wanted to be a mechanic quite early in life, about 5 years. His first tools were a hammer and a chisel and he looked around for some place to use them—he lit upon the marble steps of the City Hall in the little town in which he lived and neatly chiseled his name therein and that is the only permanent record of his name inscribed by himself anywhere in the world. He says it is still there in the marble and so is the memory of the pants warming he got from the policeman

and later his Dad still just as vivid in his memory. This is a case for some of you amateur psychiatrists to explain. It's fairly clear to George and to me but I'll bet a psychiatrist could get us all mixed up on it.

Charley Smith and family just returned from a trip to St. Louis where they went to visit his sister.

The reason Eldon Gilliam looks so fit and the rest of the gang so run down he claims is because he installed complete air conditioning in his new home. I'll bet it did make a big difference last week. Who else has such a modern installation in his home? Let me hear about it.

Martin Munson took quite a hunting trip during our hot spell. Went up to Alturas County and got a nice buck but the hot weather got the buck before he could get it out to refrigeration.

Vincent McGinnis has a special grudge—he got pinched and fined \$7.50 at Atwater on his way to San Francisco last week. Mac tells a good story and one just cannot see how the Judge should have hung this fine on him but maybe the cop told the more convincing story, but seeing as how Mac is one of "the family" I'm inclined to string with him, especially as my son-in-law got pinched at the same place and tells almost the same story. Moral—Be very careful through Atwater if you must go Valley but miss it if you can.

Glad to see the round faced candy butcher back on the job again catering to you guy's sweet teeth. That boy was a mighty sick one and is lucky to get back at all.

PRESIDENT FRANKLIN D. ROOSEVELT: "In our efforts to provide security for all of the American people, let us not allow ourselves to be misled by those who advocate short-cuts to Utopia or fantastic financial schemes."

GOVERNOR OLSON: "I would be false to my own conscience and sense of duty if I failed to here express my belief that this measure would fail to achieve its objective, would disappoint the hopes of its supporters, and would retard instead of aiding our progress to a better economic order."

U. S. WEBB, Former Attorney General, State of California: "The 30-Thursdays plan is a one-way road to ruin and bitter disillusionment. It is outrageous that such schemes should impose upon faith, hope and credulity."

ARTHUR J. ALTMAYER, Chairman Federal Social Security Bureau: "This program would cost every employed worker in California an average of \$625 per year. Economists are generally agreed that the effect on business and industry would be disastrous."

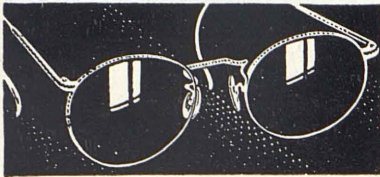
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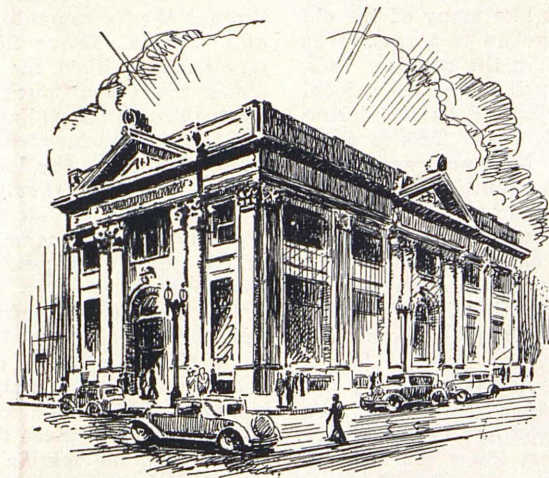
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