

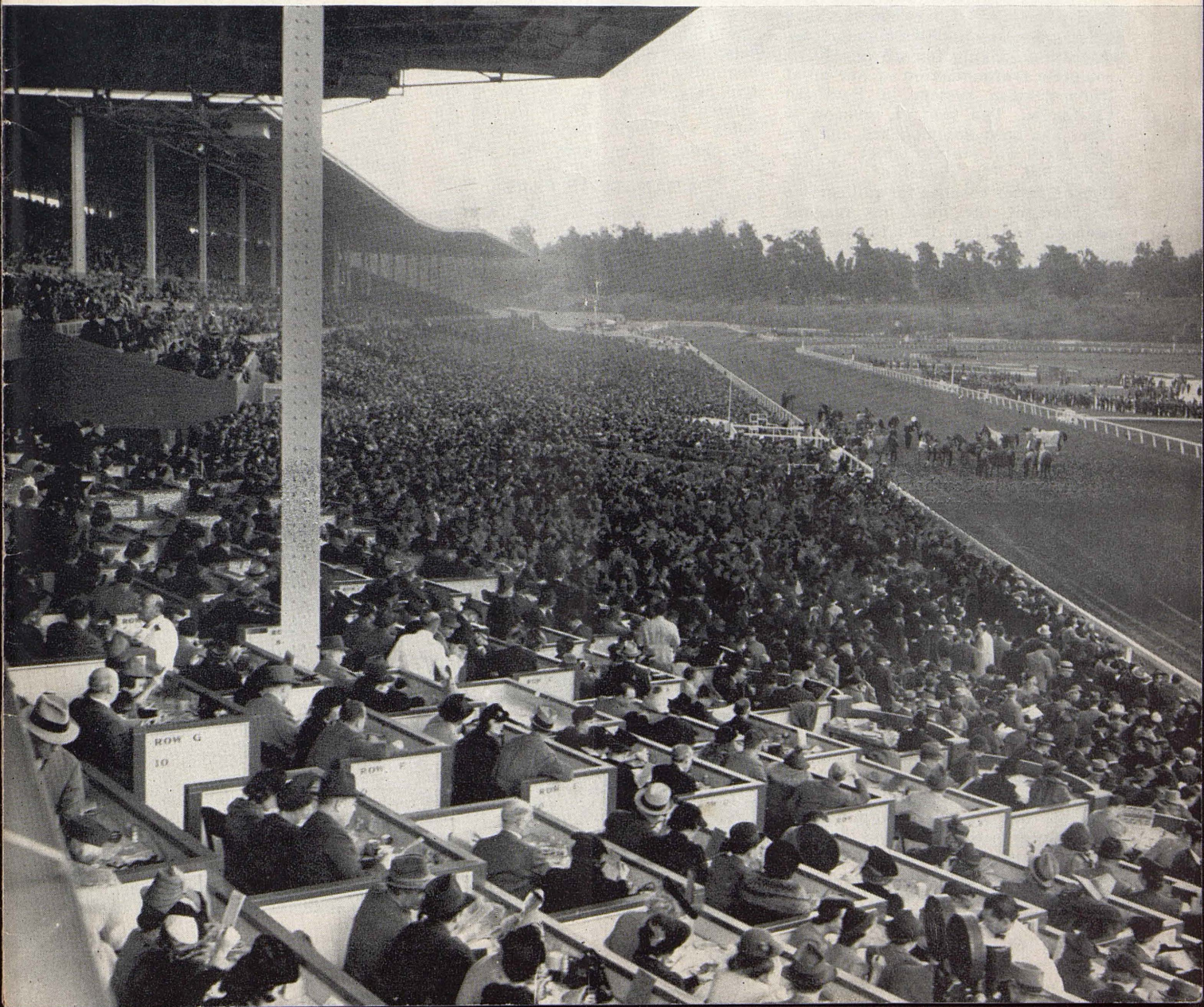
# PACIFIC ELECTRIC

# Magazine

Vol. 20—No. 7



January 10, 1940





PACIFIC ELECTRIC  
Magazine

Volume 20, No. 7 January 10, 1940

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

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

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

E. C. THOMAS.....EDITOR

1940 BRINGS to the management of the Company a year that promises to be one of historical importance in the annals of the Pacific Electric Railway. For more than a year now surveys have been under way and plans under consideration looking toward an almost complete reorganization of our great transportation system in Southern California. The task of revision of fares has been accomplished and the new fares will go into effect on January 15th. The matter of substitution of motor coaches for rail service on some of the lines has reached decision and from time to time, as preparations are completed during the coming months, notice of the changes will be announced. Reconstruction and complete rehabilitation of the 600-700 class of local cars is now under way, and consideration being given for similar work to be done on other classes of the steel equipment. New motor coach routes are planned and will be brought into being in the near future. Indeed, 1940 promises to be a memorable year for improvements made in Southern California's principal transportation system.

HAVE you visited Sixth and Main Station recently and noticed the vast improvement that has been made in the appearance of the lobby and waiting room. Gloom now has no place in the big station, cheerfulness having supplanted it completely. Much credit for the pleasing appearance is due F. E. Billhardt, Assistant to the Passenger Traffic Manager, who supervised the changes.

THREE Queens was a pretty good hand to open with; but, it is quite evident that the Santa Fe held a royal flush in the Pasadena Tournament contest of the Clerks. We will have to admit that beat us on votes, but we still claim the lead on pulchritude. You betcha we do.

## The 'Bang Tails' are 'off' at Santa Anita

Looks Like a Great Season at the Famous Race Track.

Opening its Racing Season on December 30, after active work during the racing vacation putting the track in the pink of condition and making numerous enlargements and improvements in facilities, Santa Anita got away to a fine start on the Saturday before New Year to an audience of approximately 40,000 persons who laid bets on the ponies all the way from their noses to their tails for about \$800,000 for the day. And that is more than important money in anyone's language. Not being personally acquainted with any of the horses, and, therefore not interested in which one won what, the Editor was not among those present. At least the horses had a good time.

The race meet will continue until March 9th, with races every Wednesday, Thursday, Friday and Saturday (rain or shine), and the Pacific Electric will run special service every race day from Main Street Station, beginning at 10:30 a.m., the round trip fare being 55c. Return special service from the Track to Los Angeles will begin immediately after the close of the races each day.

### CHANGES IN FARES

Effective January 15th, fares on all lines of the Pacific Electric change in accordance with Decision No. 32599 of the Railroad Commission of the State of California.

All the new fares are based on a 2c per mile for the one-way rate, and tickets will be sold for One-Way, Round Trip, 10-Ride, and 30-Ride Commutation Tickets. No other forms of transportation tickets will be used. Commutation Tickets will be available where the one-way fare is 15c or more. The provisions relating to these tickets are as follows:

TEN-RIDE TICKETS—Ten-ride Commutation Tickets will be sold by Agents between all points on interurban lines where the one-way fare is 15c or over; and will be sold by Conductors and Operators between points on interurban lines where the one-way fare is 15c to 50c, inclusive. Such tickets are good for bearer and party, within 30 days from date of sale, one coupon to be collected for each person transported. Coupons are not good unless detached by Conductor or Operator.

THIRTY - RIDE INDIVIDUAL COMMUTATION TICKET—Thirty-ride Individual Commutation Tickets will be sold by Agents only. Such tickets are good for transportation of purchaser only (whose name must be signed at bottom of contract contained in ticket), within 30 days from

date of sale. Coupons not good unless detached by Conductor or Operator.

At option of purchaser, and upon additional payment of 75c, thirty coupons, good for transportation in Pacific Electric's Los Angeles local fare zone No. 1, will be included in 30-ride individual commutation tickets purchased for use to and from Los Angeles.

FORTY-RIDE SCHOOL COMMUTATION TICKETS—For use of Students under 22 years of age. Limit 60 days. Sold by Agents only on presentation of application from school attended. Rates furnished on request.

### TOURNAMENT TRAFFIC LIGHT

So far as passenger traffic over our lines to the annual Tournament of Roses in Pasadena on New Year day was concerned, our traffic and operating officials are disappointed, as the number carried this year lacked about 10000 of coming up to the record of 1939. This year's number was 27,101 as against 37,773 for 1939.

The service operated to the pageant and to the football game at the Rose Bowl could not have been improved upon. As a matter of fact double the amount of traffic offered could have been handled in a most satisfactory way. Aside from three very minor incidents, none of which in any manner delayed the even rapid flow of service, there was no occurrence to mar in the slightest degree, a most beautiful day.

WHAT a sweet little "swat" the Municipal Bus Proposition received at the hands of the voters of Los Angeles on December 12th; and, are we proud of the work done by all employes of the Pacific Electric in bringing about that defeat. While the record shows that generally the vote was 3 to 1 against Proposition No. 1, the record also shows that in most of the precincts served by our company the ratio was as high as 10 to 1. Was that telling them?

YOU may have turned over a new leaf on January 1st; but, have you fastened it down securely. Remember the resolutions you made last year? How many of them lasted through to December 31st?

"To sell goods you must be a psychologist; you must be psychic. Now I am psychic. I can read the minds of the men I call on. For instance, I know what's on your mind right now."

"Well then, why don't you go there?"

# Transformation of the 600-700's Begun in Torrance Shops

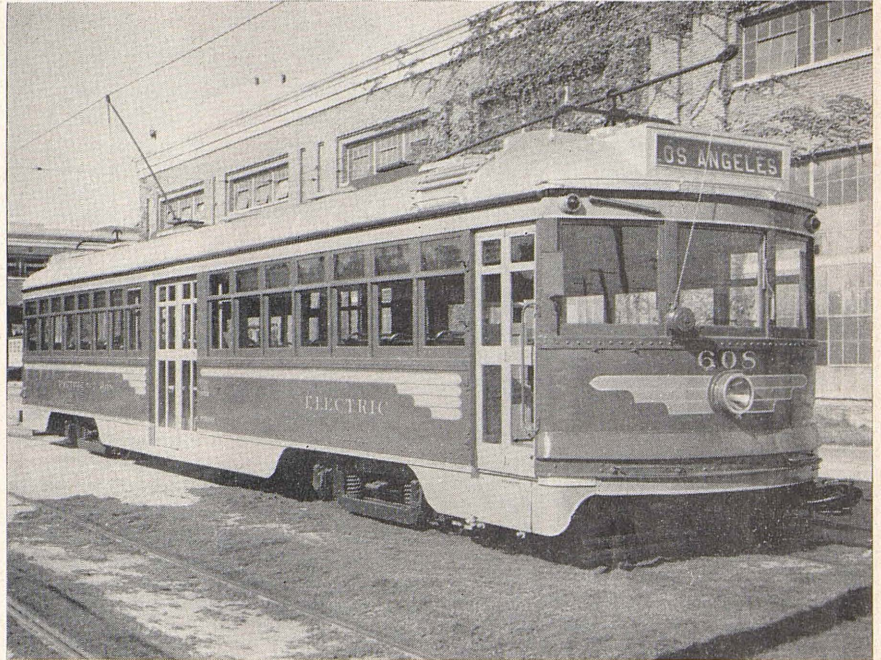
## Shops Now Busy On Task That Will Take Year To Complete

With the approval of the Management a few weeks ago of the sample car developed by F. E. Geibel and his staff, of the Shops, one hundred of the 600-700 class cars will move through the big plant at Torrance during the present year in a process of reconstruction and refurnishing that will give us some of the classiest equipment ever seen on our lines.

Recently the new car was on display at Sixth and Main Station, at Glendale; and, was taken on tour on Western District lines by the "Railway Boosters". It was the cause of much favorable comment by all who saw it, and from trial trips that have been made with it, fulfills all the expectations of its builders.

A description of the changes and improvements that have been brought about are best explained by Mr. Geibel in the following comments:

"We have had an old slogan for years—speed, safety, and comfort. Present day modes of transportation, however, have raised the standards of speed and comfort beyond that of our 600-700 class cars. However, we have kept pace with safety practices. This increased speed is accomplished by rewinding the motors, changing the electrical performance characteristics. This results in greater horsepower, a top speed equal to modern cars in similar service, and an in-



creased acceleration or "get-away" comparable to the average now in practical use.

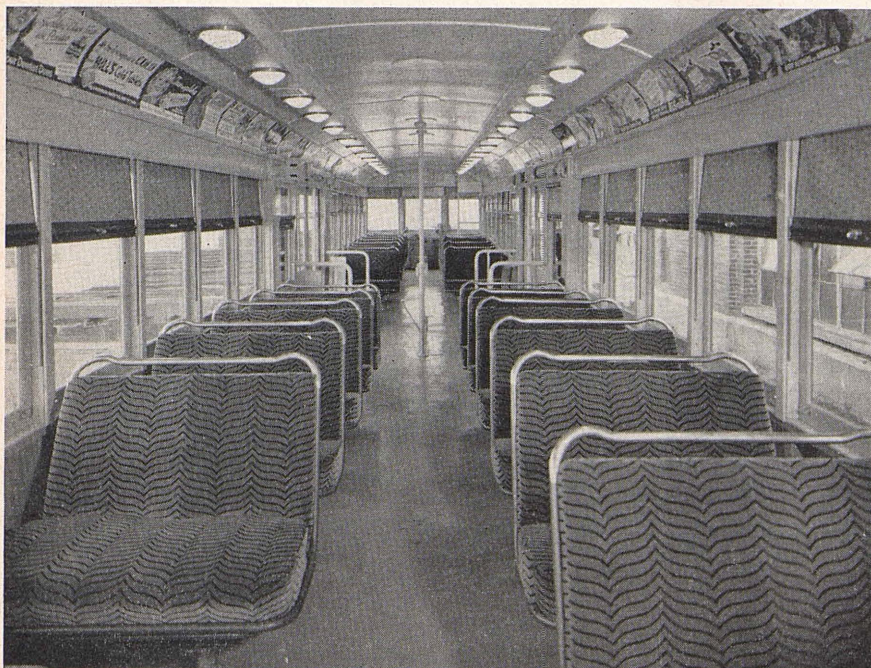
With an increased speed it was, of course, necessary to increase the braking. Increased brake leverage with a change in the air reservoir arrangement provides greater braking force and a smoother, uniform application.

In the original design of 600-700 class car and trucks much thought was given to easy riding qualities. To

get a maximum of comfort it is only necessary, therefore, to provide better seats, and as illumination is a factor in comfort, better lighting. With the old type of reversible seat it is not practicable to produce a seat of the best design for correct posture and comfort. In the new seat the most comfortable fixed-back seat, with modern sponge rubber cushions, is adapted to a revolving mechanism for reversing. Thus we have the most comfortable seat produced for street car service.

Streamlining, originally meaning an exterior contour or line of a vessel or vehicle resulting in a minimum of friction when moving at high speed through water or air, has come to mean, particularly in railroading, a combination of speed, safety, and comfort combined in a measure with luxury and attractiveness or in short a transportation unit with maximum "rider-appeal". While at the high speeds of mainliners air friction is of some concern it has little effect on any power saving at speeds encountered in street car or suburban service. It is of consequence, however, from the standpoint of appearance and attractiveness. Most modern transit units today, therefore, are streamlined.

In modernizing the 600-700 class cars it was desirable to remove extended type of fenders and the protruding type of ventilators and shroud in such equipment as it is necessary to leave on the roof. The underneath type of lifeguard has



been substituted for the old fender. The lines of the car have been improved by extending the skirt in the center and on the corner which also serves the purpose of hiding the unsightly but necessary equipment. The old standard P. E. Red has been varied with designs in orange and aluminum which is set off with an all-aluminum colored roof. The lettering is in aluminum outlined in black.

On the interior the seats are upholstered in mohair of moss green with a black wavy stripe. The sides of the car are two shades of green with a light cream ceiling. The sash and ceiling moulding are done in tan. The lighting is from fixtures over each seat, but are of such type as to produce an even distribution of light of high luminosity on the reading plane. The interior finish is selected in color and sheen to reduce glare and produce a very pleasing and inviting interior.

The Torrance Shop has exerted every effort to produce a "new tool" for the Transportation and Traffic Departments. The Mechanical Department as a whole pledges itself to keep these tools efficient and attractive for a modern Pacific Electric service."

#### IN MEMORIAM

During the past month, death has removed a number of our friends and fellow employes from our midst, the report of the Company listing ten who have crossed the great divide. Many of those gone have associated with us for many years, and the friendships formed have indeed been closely knit.

To the survivors of those who are named below, the Magazine, on behalf of all employes, extends most heartfelt sympathy.

	Date of Death
C. B. Tillotson.....	12-7-39
Eugene E. Cornelson.....	12-4-39
Alonzo Kean .....	12-7-39
August Ahrens .....	12-7-39
Grover C. Harris.....	12-8-39
William Hankins .....	12-9-39
Homer G. Gosney.....	12-12-39
Eugene E. Morris.....	12-12-39
John E. Walker.....	12-23-39
Edward Riley .....	12-30-39
Jonas P. Turner.....	12-30-39

#### Hoozat?

I crept upstairs, my shoes in hand,  
Just as the night took wing,  
And saw my wife, four steps above,  
Doing the same darned thing.

Mose—Ah, sho' is glad Ah wasn't  
King Solomon.

Hastus—Whuffo' you' has dat  
'pinion?

Mose—Huh, huntin' up washin's  
foh one wife keeps me plenty busy.

## Two Highway Projects Under Way

### Pacific Electric An Interested Party In Each Case

According to authoritative announcement made, two great highway projects in which the Pacific Electric is vitally interested are now under way in the preliminary stages, both of which will take in excess of a year to complete.

In each case undoubtedly the convenience of the travelling public will be much better served, danger hazards will be minimized, and to some extent the improvements will have a beneficial effect to the service rendered by our company, by the separation of vehicular traffic from that of the railway.

Within a very short time active construction work will be begun on the \$2,240,000 Aliso Street Viaduct.

The 2000-foot reinforced concrete viaduct will create an overpass for the Pacific Electric across Santa Fe and Union Pacific Railroad tracks and the river.

The county has allocated \$291,000 for the big W.P.A. project, and Los Angeles city council has given the "go ahead" signal.

Officials are prepared to launch the work almost immediately. A crew of 1500 men will be placed on the job. An estimated 12 to 14 months will be needed for the work.

Four railroads, the Santa Fe, Pacific Electric, Salt Lake and the Union Pacific appropriated \$450,000 for the work.

The complicated project, which eliminates two train crossings, involves erecting the 2000-foot viaduct, extending from Howard to Vignes streets. Width of the structure will be 105 feet, with the bridge divided into two 28-foot roadways for motor traffic and a 40-foot space for Pacific Electric tracks, as well as 6 feet for a walk.

First step will be erection of a temporary by-pass bridge for Pacific Electric tracks and demolition of the existing bridge.

#### Cahuenga Pass

City Engineer's staff is making every effort to provide for letting another contract on the Cahuenga Pass construction before January 1st. Work is progressing rapidly on the Mulholland highway bridge and on the grading contract under way for the new east side portion of the highway. The next contract will involve all of the work to be done at the intersection at Highland and Cahuenga plus grading and paving the new road from Highland Avenue to the location of the Mulholland highway bridge.

The construction at Highland and Cahuenga includes in addition to realigning the Pacific Electric Railway tracks, a vehicular subway which will carry Cahuenga Boulevard traffic under Highland and the Pacific Electric tracks, a pedestrian subway which will provide a means for street car traffic to reach the Bowl without conflicting in any way with other pedestrian or vehicular traffic and a bridge to be built a short distance north of the Pilgrimage Play entrance, which will make it possible for all vehicular traffic to avoid grade crossings in making necessary turns at Highland and Cahuenga. This will be the most extensive contract of the project so far.

Borings are being made at the intersection of Barham Boulevard with Cahuenga Pass Road to determine the type of foundations necessary for construction of the grade separation structure at that point. Every effort is being made by Captain Hack of the Hollywood Police Division to keep traffic rolling through the construction area. An interesting check made a few days ago showed over 3700 cars passing the bridge construction in one hour between 7 and 8 o'clock A.M. Under present financing conditions, the entire job from Highland to Barham Boulevard inclusive, must be completed by next January 30th. When completed the Cahuenga Pass freeway will be one of the finest anywhere in the United States. It will probably involve more structures to provide grade separations than any other highway contains in a similar distance.

Archibald Percival Reginald Earl decided one evening to call on his girl.

Together they talked of their "kith and their kin."

He said, "May I kith you," and she said, "You kin."

A man was buying some groceries when a second man entered, obviously in a great hurry. Throwing down a \$1 bill on the counter he interrupted the other man's order.

"Give me some dog food," he said, and added to the other customer: "Hope you don't mind."

"Not if you're hungry," answered the other.

#### Ready for Emergency

"If I'm unable to get home this evening," he said, "I'll send you a note."

"Never mind," his wife replied. "I found it last night in your pocket."



# SAFETY NEWS



## Why Accident Prevention?

By W. H. CAMERON, Managing Director, National Safety Council.

WHEN a great need develops in the lives of human beings a great movement arises to minister adequately to that need. All civilization, therefore, is a record of the progress of humanitarian movements. Education, art and science, sanitation and hygiene, medicine and surgery—these are but a few of the mile-posts which measure the advances of mankind toward higher levels of living.

In our own day we have seen the rise of the movement for the prevention of accidents. Is there really a great need for such a Safety Movement?

There always have been accidents—misadventures which cost the lives of men and women. In ancient times most men looked upon accidents as "acts of God." Too many still have that belief. But even in the days of the Pharaohs and of Socrates and Plato, there were some enlightened persons who understood the relation between cause and effect in accidents. We know, for example, that when too many people lost their lives by falling from the flat roofs of houses, walls were devised and built around the roof edges to protect them.

While human beings have always lived under the threat of accidents, it is a singular fact that civilization itself may be charged with considerable responsibility for the seriousness of the accident problem as we know it today. The genius of man has created numberless astonishing machines, engines and other devices to promote his comfort and pleasure. These devices, unfortunately, have brought with them a multitude of new hazards that now threaten his life and happiness.

Outstanding as an example is the modern motor vehicle. No one can deny the benefits it has brought. But the traffic accident problem was a minor one until the automobile was invented. In similar manner, our great factories have turned out quantities of high-quality goods, but have also created new industrial hazards. It is a fact that one result of our Machine Age has been a truly appalling

toll in lives and injuries.

In spite of all that we have been able to do to stop accidents—and we really have done a great deal—these human and economic losses last year were enormous. 94,000 people were killed in accidents of all kinds. In addition, 8,900,000 persons were injured, and 330,000 of these were made permanent cripples. The direct economic costs of these accidents rose to more than three billions of dollars! Only when we remember that these death losses were 11,000 fewer than they were the year before (in 1937) can we take a little courage.

There is, then, a great need today for the protection of people from accidental injury and death. There already is in existence a national movement to establish adequate protection, and it is accomplishing some results. The Safety Movement is justified on every humanitarian ground—ethically, scientifically, and economically.

### Safety a Moral Problem

For Safety is fundamentally a moral problem. Civilized man subscribes to the creed that no one shall hurt his neighbor. All progress is built upon order among material things and upon safety for the individual. Out of these conditions—and only out of them—can there arise happiness for human beings.

The basic urge behind the American Safety Movement was a realization that men were dying in accidents and that their lives could be saved. Industrial leaders sought ways and means of preventing these accidents. By guarding dangerous machines, by teaching the careless man to follow safe practices, by providing personal protective equipment, by better lighting and ventilation of workplaces, and by innumerable other improvements, all conditions of work were placed upon a higher level of efficiency and safety.

We know that the annual loss in work accidents before the start of these efforts rose to more than 30,000 lives; and there was a correspondingly high total of disabling injuries. Now,

because of these safety efforts, industrial accident losses have been cut practically in half. Today it is common knowledge that an employee in some of our safest industries is actually safer at his work than in his own home or on the public thoroughfares.

Industry has been working on this accident problem a great many years, accepting it as a moral responsibility, as well as a challenge to efficiency. In more recent years traffic accidents have increased rapidly, and we have also begun to realize the seriousness of the accident problem in the home.

There can be no argument about the carelessness of a father or mother who leaves poison bottles in a bathroom cabinet where little children can reach them, or maiming tools lying about where little hands can find them. How often do we not read in our newspapers about a child fatally burned with matches, or about an elderly woman now bedridden for the remainder of her life because a rug slipped from under her on a polished floor?

Self restraint and self control are prime requisites in the safe use of our thirty million motor vehicles. Too many people fail to exercise that restraint and control. The real reason why we killed 32,400 people in traffic accidents in 1938 was because too many of us were too selfish, too grasping, too heedless of our own safety and even more so of the safety of others.

If we really want to enjoy the comfort and convenience that the automobile has for us we must learn to control ourselves in the use of it. The same is true of course, in our other activities. Thinking and caring for the lives of others—in the factory, in the mine, on the railroad, within the province of the school, in the home, and on the streets and highways—will help greatly to bring about improvement in working and living relations and will make life happier for all of us.

Yes, we must accept Safety as a moral problem. We will never have adequate protection for human beings until the public conscience is alert enough to make all our conditions of

life the best and safest that can be made. This standard will be reached when a manufacturer will not make and sell any machine that he knows may cause an accident; when an employer will not permit any operation in his factory that he knows can destroy life; when the governmental supervision of public facilities in every community insists that these services shall be safe.

#### Safety a Scientific Problem

But Safety is not only a moral problem: it is a practical problem in scientific efficiency. When the modern safety movement started and men began to really study their accidents they found that all of them arose from definite causes. And one of those causes was found to be unsafe equipment and materials.

How many accidents, do you imagine, would be prevented if ALL of the machines and ALL of the physical conditions in our factories, in our mines, in our homes and on the streets and highways, were devised, maintained and supervised from the standpoint of Safety? Certainly, a tremendous number.

Physical protection throughout everyday activities of life would, of course, include a multitude of things—protective clothing, sanded sidewalks in icy weather, safe loading, adequate and proper lighting everywhere, safe toys for children, elimination of high heels from women's shoes, and a thousand other devices and appliances. This phase of safety obviously involves the utmost technical and financial cooperation; it involves all our engineers, our bulid-ers, our inventors, our law-makers, our artisans and our architects.

Men have not always admitted that safeguarding and safety engineering were practical. They thought that a certain number of accidental injuries and deaths were even "necessary" for progress. They resisted the placing of guards on punch presses and the enclosure of dangerous gears, on the specious argument that "time" was thereby lost, and production quotas jeopardized.

But the experience of twenty-five years of scientific safety planning has proved beyond question of doubt that the safe plant is also the efficient plant. The employee who follows safe practices with intelligence and system turns out the most goods. The foreman who trains his men by means of job analysis and job training procedures gets out the most product without delays and without accidents.

#### Safety on Economic Problem

The direct costs of accidents of all kinds in our country last year were more than three billions of dollars. But the direct costs are only those which can be measured in destruction of property, in loss of wages and

earnings, and in the expenses of medicine, hospital and surgery.

There are other indirect costs, which have been proved, in the case of industry, to be FOUR TIMES the direct costs. These are the costs arising out of idle machines, production delays, and demoralization of personnel. These indirect costs also are present in the accidents which occur in homes, on the streets and highways, and in all other places. Last year, therefore, the direct and indirect costs of all accidents unquestionably amounted to several times three billion dollars. What a stunning price to pay for carelessness, irresponsibility and regard of the rights and the lives of others!

Industrialists realized, in attacking the accident problem, that the question of profits was involved. They found that the losses in money and property were far larger than they had ever anticipated. When they delved deep into their production costs, the item of loss through accidents was astounding. You can judge the enormity of these losses by looking at the experience of a single great industrial organization.

The United States Steel Corporation has spent more than \$26,000,000 in the period since 1912 to improve physical conditions and to promote safety work among its employees. Did the spending of this vast sum by the U. S. Steel Corporation pay? Undoubtedly it did, for in this period since 1912 the rate of all disabling injuries to its employees has been reduced nearly 90 per cent. It is estimated, therefore, by the executives of the corporation that injuries to its employees have been prevented during the period in more than 645,000 accidents. Accidents that DID NOT HAPPEN because organized scientific steps were taken to prevent them!

This story of economic and human profit through accident prevention is an old one. The membership records of the National Safety Council are

filled with examples. It is a striking fact that during two and one-half decades, wherever persistent organized efforts to prevent accidents have been made, in large accidents and injuries have been prevented and economic savings have been made.

And the opposite corollary is also strikingly true. Where these safety efforts are not persistently carried on, accidents continue to happen with all their distressing human and economic wastes.

There is no other explanation for the annual accident losses that take place. In industry last year these losses totaled 16,500 lives; in the homes of our country they were 31,500 lives lost; in motor vehicle traffic they were 32,400 deaths; and in other public accidents they were 16,500 fatalities.

Again I say, what a crushing price to pay for carelessness, irresponsibility and disregard of the rights of others.

#### The Future of Safety

I have purposely avoided a discussion of precise safety methods—of education, engineering and enforcement techniques. My aim has been to give a picture of the complexity and extent of the accident problem itself. I have tried to visualize a few of the implications of this national movement and to point out what we must do together to reduce the accident toll. I am confident the job can be done if we keep in mind certain fundamentals:

(1) First, in the intricacies of our scientific study and development we must not forget that the primary hope for a safe world is through educating the individual. From childhood, through youth, and into adult life we must drive home the fundamental truth that the safe way of doing things is the right way and the best way.

(2) The second thing to realize is that safety can not be achieved through the efforts of any one group or organization. Every organization,

## OFFICIAL DENTAL DEPARTMENT

Pacific Electric Railway & Motor Transit Company

Convenient term payments by pay roll deductions

•

Owned and operated by

DR. BEN A. PATTON

•

MARTHA NEAL, D.H.

DENTAL HYGIENIST

826 PACIFIC ELECTRIC BLDG.

TUcker 7272

whatever its principal purposes, can and should find some place for safety in its program of activities.

(3) Third, we must always be searching for better methods, better techniques, in safety. There must be more research, more study of accident causes, more exact evaluation of results.

(4) Fourth, we must continue to talk about the economics of safety. We must convince all industrialists and all traffic officials, and all homemakers, that safety goes hand in hand with efficiency, with orderliness, and with pleasant living.

(5) Finally, and most important, we must never forget that safety is essentially an ethical problem, that accident prevention is a great humanitarian task. Human life is our most precious possession. It is our first duty to preserve it—in its full capacity and understanding.

My friends, I believe there is great hope in the Safety Movement. We have records to prove that 220,000 fewer people have lost their lives than would have been killed had the 1913 accidental death rate continued. Meetings of safety enthusiasts, such as this here today, will lead inevitably to the greater saving of human lives.

Much has been done; much remains to be done. May the time come when we can say this is truly an ordered world, that man controls his destiny, and that we can live out our allotted span of years reasonably free from untoward and needless accidents.

—(From California Safety News)

**APPOINT SAFETY ADVISORY COMMITTEE FOR JANUARY**

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, January 26, 1940, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10:00 A.M.

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

- |                          |                        |
|--------------------------|------------------------|
| <b>Northern District</b> | <b>Terminal</b>        |
| E. F. Cunningham.....    | San Bernardino         |
| A. H. Logue.....         | Macy Street            |
| E. C. Fox.....           | Pasadena               |
| <b>Southern District</b> |                        |
| L. T. Downs.....         | Butte Street Yard      |
| R. W. Dewey.....         | Los Angeles            |
| A. Potter.....           | Long Beach             |
| <b>Western District</b>  |                        |
| W. F. Scatcherd.....     | Glendale               |
| H. W. Sutton.....        | Subway Terminal        |
| H. W. Vaughan.....       | West Hollywood         |
| A. G. Cockram.....       | Ocean Park             |
| J. T. Bailey.....        | Motor Transit District |

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

**EUGENE E. MORRIS PASSES**

The death of Eugene E. Morris which occurred at St. Vincent's Hospital on Tuesday, December 12th, came as a great shock to his associates and friends in this company. While he had been in impaired health for some time past, very few of us realized that his conditions was very serious, and many of us had met him and enjoyed conversations with him only a few days prior to the time of his demise.

"Gene", as he was familiarly known to his many friends, had been connected with the law department of this company for the past 32 years, and had acquired a very high standing as an attorney, with the Bar, and with the Courts. He was of a highly congenial nature, a very lovable character, sterling integrity and possessed of close friends by the score.

At the time of his death, Mr. Morris was in his 65th year of age, and is survived by his wife, Mrs. Mittie M. Morris.

Mr. Morris was born February 14, 1874 at Rockwell, Texas; the son of George W. Morris and Martha (Heath) Morris. He was educated in the public schools of Rockwell, Texas, and attended South Western University at Georgetown, Texas, in 1889. He then studied for two years, 1890-92 at the Vanderbilt University at Nashville, Tennessee, where he was a member of Kappa Sigma fraternity. He studied law in an office and at that time was Deputy County District Clerk of Rockwall County, Texas, and being under twenty-one years of age he had his minority waived so that he could hold the office.

He was admitted to the Bar in Texas in May 1895, when 21 years old.

Mr. Morris began the practice of law at Rockwell, Texas, in associa-

tion with L. D. Stroud in 1895. He moved to the Indian Territory, now Oklahoma, in 1897, upon establishment of United States courts in the Indian territory.

He was appointed United States Commissioner in the Indian territory, and was United States Commissioner there until Statehood, November 17, 1907.

He moved to Los Angeles, California, in December, 1914, and since March 1916 has been attorney for the Pacific Electric Railway Company at Los Angeles. His offices were at 670 Pacific Electric Building, Los Angeles. Mr. Morris was a member of the State Bar of California, Los Angeles Bar Association, Knights of Pythias, Masons and Shriners.

**AMERICAN LEGION NOTES**

By O. R. Newhouse

Tuesday, Nov. 28—

Two new members joined our Post in November, Earl S. Matheny, Motorman Southern District, U. S. Infantry and William Earl Upton, Painter, Los Angeles, 138 Field Artillery. Couple Earls Eh! sounds like we have Royalty in the family at last.

Comrade L. F. Prince was appointed Vice Chairman of the Hospital Committee by Commander Broberg.

December 12—

Comrade Nichols reported that the usual Christmas baskets of fruit and sweets are barred this year at the Veterans Hospital, so in their place we are giving each Veteran in our ward a Military Set. Comrade Nichols had a set on display and it met the approval of all present. Our next meeting being on December 26 (the day after) it was decided not to hold a meeting.

Comrade Upton pulls that beginner's luck stuff and takes the door prize.

We, the WM. L. THOMAS AGENCY  
and the  
MASSACHUSETTS BONDING & INSURANCE  
COMPANY,

extend our appreciation and gratitude to ALL  
POLICYHOLDERS of our Company employed  
on the railways and busses, and trust our service  
has been satisfactory during the past year. . . .

*We wish you each a Happy and Prosperous New Year.*

Respectfully yours,  
WM. L. THOMAS  
Agency Director.

## PACIFIC ELECTRIC CLUB

### PACIFIC ELECTRIC WOMEN'S CLUB NEWS

By Mrs. W. A. Hasty

The happy Christmas party sponsored by the P. E. Women's Club on Dec. 14 was enjoyed by a group of over eighty-five ladies.

Our President, Mrs. Frank Hart, called the meeting to order at 1:30. A short business meeting was held after the pledge of allegiance, and in the absence of Mrs. Andrews the treasurer, Mrs. Hart gave us a report on the Bazaar which was a big success financially. Thanks to all of our many supporters.

The Club, led by a choir composed of Mrs. R. Crunk, H. Johnsen, F. Miller, C. Curle, and W. A. Hasty, Elvah Wade Fuller, sang "Silent Night," "O Little Star of Bethlehem," and "Joy to the World." A novelty treat was then given by the choir singing "The Voice in the Old Village Choir" and Mrs. Fuller as the voice singing "Abide With Me," with Mrs. W. A. Bishop at the piano and Mrs. Walmsly playing the Cello.

The program chairman, Mrs. Crunk then introduced talented, little Miss Charlene Duff (granddaughter of Mrs. Daisy Burke) who entertained us with her clever songs and tap dance, her accompanist being Mrs. King.

Mrs. Bertha Schuchett gave a very interesting and instructive talk on trying toys, to create interest and education from infancy to adult.

Mrs. Santa (Mrs. F. Miller) and the spirit of Christmas (little Charlene Duff) then put in an appearance and distributed the presents, amid much excitement and merriment, until her pack was emptied and the lovely tree looked bare. Then we all retired to the tables, lovely in their holiday decorations, and spent a happy hour over our coffee, Christmas cookies and ice cream in keeping with the occasion, with tiny Christmas trees frozen in each serving.

The ladies responsible for the lovely refreshments were Mrs. H. Johnsen, C. Curle, June Rambo, D. Barnard, W. A. Bishop, F. Hart.

Four new members signed the register last meeting. The ladies are: Mrs. Elma Yable, Mrs. Geneva Ickes, Mrs. Pickering, Mrs. Noggle. Welcome into our club, ladies. Any mother, daughter or wife whose husband, father or son is a club member of the P. E. or Motor Transit is eligible for membership in the Women's Club.

On Dec. 19th Mrs. A. C. Smith en-

tertained the Bazaar Chairmen at a luncheon in her home. The tables were lovely with long red candles and bowls of evergreen.

The delicious luncheon was enjoyed by eleven ladies. The afternoon being spent in visiting.

We wish to send greetings and best wishes for a speedy recovery to our Treasurer, Mrs. A. J. Andrews, who has been quite ill, also to all of the shut-ins, at home and in the hospital and to each we wish a Happy and more prosperous New Year.

Your correspondent wishes to offer an apology to three ladies who helped so faithfully with the Bazaar, through an over-sight their names were missed in the committee list. They are Mrs. F. Hendricks, Mrs. Will Sharp and Mrs. Sarah Chaplin.

### AMERICAN LEGION AUXILIARY NEWS

By Martha Harper

The Unit wishes to extend to the Manager of the Club and his staff sincere good wishes for their continued success in the New Year. And also heartiest thanks for the many courtesies extended in the past.

The Club lounge was the scene of a very successful card and bunco party last week, which was sponsored by the Unit. Prizes and refreshments were featured. And we all had "A LOT OF FUN". Despite the pre-Christmas rush. Mrs. Pearl Stratman, Chairman for the next month, announces a card and bunco party to be held on Thursday, January 18 in the Club. Why not get the HABIT, and attend these parties, and "have a little FUN". The proceeds of which are used for welfare work.

A word of thanks is due our own Hospital Chairman and those who helped, with the wrapping of the Xmas gifts that were sent to the Hospital. The Post is to be congratulated in having such a fine hospital Chairman as Comrade Nichols who carries on so faithfully. And is building such a fine record for his Post.

The membership drive is officially over. The Unit having attained their quota, and will receive a National Citation. Nevertheless a hearty welcome awaits anyone who is eligible and wishes to avail themselves of the privilege of becoming a member of this great organization.

Let's have a MEMBERSHIP HUNT and each member find at least one prospective member and bring her to the next meeting, to get acquainted.

We are happy to welcome home our own Bessie Fackler, who just did get home in time for Xmas. If it hadn't been for old Santa, Comrade Fackler might still be a bachelor.

While we welcome one member we bid Adieu to none other than our

Publicity Chairman, Patricia Oglesby, who has left for the land of ice and snow. The Unit will miss you Pat. And wish you all the good luck in the world.

The Unit was furnished one Daddy gift.

We missed our Sergeant at Arms from the card party, and many of the other's too.

The sale of the table cloth is still in progress, the final date will be announced later.

Look out for another BREAKFAST which is in the offing.

### CAMP NEW YEAR'S PARTY

By H. E. DeNyse, Manager

Happy New Year "1940" to you all from your Pacific Electric Camp in the San Bernardino Mountains, where the pre-Christmas snow-fall left us with a beautiful white mantle of snow.

New Year's week end found the Camp full of fun loving groups participating in the various forms of recreation, indoors and out, with many enjoying ice skating at Blue Jay, day and evening.

All during the holidays a huge log fire blazed cheer and warmth in our big Social Hall and happy groups visited by the fireside, danced, played ping pong, pool and various games.

Charles "Chuck" Sweetwood, was kept busy receiving and housing Camp guests, some new comers and many "regulars," all in camp for happy association and a good time in our "unusual" Southern California snow country.

New Year's evening merry "39ers" joined in a gay dancing party, ushering in 1940 with a hilarious welcome, with bells and horns and festive decorations.

With the weather man's promises of snow storms coming, our expectations are high for a continuance of good snow conditions through January and February, so if your groups are planning snow outings, get in touch with The Club or the Camp, Twin Peaks P. O. and make your reservations. Special rates will be made for 15 or more.

The Camp is white with snow. The roads are in fine condition. The Camp is your rendezvous for a good time week end vacation, so what are you waiting for?

### Maullflower

Helen: "I don't see why he dates her—she's a terrible dancer."

Mary: "No, she can't dance, but she sure can intermission."

Teacher: "Rastus, what animal is noted for its fur?"

Rastus: "De skunk; de more fur you gets away from him de better it is for you."



**BOWLING NOTES**

**Standings**

9. Claim	.....33	9	32829	904
13. Hill Street	.....26	16	32506	887
5. Frt. Traffic	.....25	17	32412	873
11. Frt. Service	.....25	17	31628	880
3. Signal	.....24	18	32620	898
1. Amazons	.....24	18	32048	861
7. Psgr. Traffic	.....24	18	31786	880
17. Glendale	.....23	19	31341	896
16. Wilshire Lines	.....20	22	32431	889
4. P. E. Club	.....19	23	31764	882
10. North	.....19	23	31646	899
18. Gen. Office	.....19	23	30881	848
6. Engineers	.....18	24	31911	878
15. Sch. & Rsrch.	.....18	24	31806	860
8. Trans.	.....18	24	31447	877
14. Medical	.....17	25	31607	872
2. B. & B. Dept.	.....16	26	31927	858
12. Outlaws	.....10	32	29570	826

Bowling was resumed after a lay-off during the Christmas holidays, on January 5.

Some of the gang really did all right during the Yule Season. Have it on good authority that one of the Amazons is all set to mow 'em down with a new globule, which she received from an admirer.

Also learn that it took a searching party three days to find a pair of canoes to encompass the tootsies of Joe the Bomber, Shafer. We can expect great things from him from this point on in.

Grey Oliver also blossomed out in a pair of non-skids and is all set for a grandstand finish. He claims his club has been holding him back in order to spring him as a dark horse.

J. Worthington (Foulfellow) has great ambitions. He thinks its a cinch for him to take the measure of Gold Bond Shafer (the pride of the Passenger Traffic Club) but Shafer states his sponsor is just another meal ticket to him. This ought to be a good match.

Understand the Medicos performed an operation on Loveys during the layoff period. Its rumored they transplanted a goat gland in him to improve his game. We'll see what we will see.

The Signal boys had a few off nights and Captain Cuccia has threatened a major operation on a few of them if they don't snap out of it. Who's going to operate on him?

C. Oliver has been turning in some fine games for the P.E. Club and it has been largely through his good work, coupled with some excellent throwing by Capt. Cobb and Pop Henry that the Clubbers have snapped out of their losing streak.

Nothing seems to stop the Claim gang and unless they are dropped for a loss shortly it looks like they will stage a runaway race of the league. These pin smashers seem to have what it takes in the clutch and are at their best when the going is toughest.

Hill Street has also been going great guns and this is also true of the Freight Service and Freight Traffic teams.

L. W. Davis, Art Pabst, E. Cobb, John Kinney, Ed Hasenyager, Gonzalez, E. R. Smith, Dietz and Coffman are sporting high averages and will really have to bear down to keep their present figures. They have certainly given the leaders, Jay Gowanlock, Welch, Barnes, Cuccia, Woolley, et. al. something to worry about.

The season thus far has not been marred by any unpleasantness whatsoever, and it speaks very highly of the class of bowlers in our league, when 90 people can compete night after night and keep perfect harmony.

Understand some of the boys have been working out on the side during the lull in activities and we'll see if they really can hold their own with the rest of the bowlers, refreshed by the holidays.

Jack Cross of the Passenger Traffic and Capt. Epp of the Wilshire Lines are warning the rest of the bunch to watch their smoke from here on in and this is a tip to the Claim Department to hunt a hole when they meet these fire eaters. Capt.. Brahm of the Claim boys, however, states he has heard bull frogs croak in the swamp before.

Lloyd Covell was a visitor during the holidays and wants everyone to know that the fine card sent him by the bowlers was one of his finest Christmas gifts and is appreciated very much.

Ivan Erhardt is on the side lines due to a major operation and has the sympathy of all his fellow performers. He will be sorely missed by Capt. Cross and his gang until he returns to duty.

Screwball DuBose of the General Office and his Capt. "Pecan" Sayan, received appropriate Christmas gifts,

understand these two buckos were given nuts for the 25th. Where was Swanson's share?

Some of the boys asked Santa Claus to place the following in their socks (or stockings) but did he:

Cuccia—a team that can finish the last game as well as they start the first two.

Brahm—a few more push overs.

Hasenyager—more 648 series by Gonzalez.

Pont—a car to wipe 'em off the alleys.

Swanson—a return to form by "Squirrel" Stockberger.

Lutes—more high series such as they rolled up before the layoff.

Beranek—she got hers.

Cross—That Gold Bond keep up his good work.

Huber—A little help from Coats and Wolfe.

Epp—More high series from his boys.

Cobb—He got his when Oliver and Henry joined the squad.

Hampton—That E. R. Smith keep up his good work.

Sayan—That Oliver's shoes and Gould's fadeaway ball help the club.

Worthington—That the gang hold him up—what a load.

Lutes (the Mrs.)—That Fran Houston and C. Robertson get off the bottom of the list. Go get Oliver!

Medical and B&B—don't need a Christmas gift—the doctors have fixed Loveys up so that he will run and the Bridge Builders have H. Smith and their Capt. greased and ready to go.

**Tsk! Tsk!**

Yes, the smallest things seem to upset my wife. The other day she was doing a crossword puzzle and she asked me, "What is a female sheep?" I said, "Ewe," and she burst into tears.

*Are Your Wages Guaranteed?*



**ACCIDENT AND SICKNESS POLICY  
OFFERED EXCLUSIVELY FOR**

**Pacific Electric and Motor Transit Employees  
Massachusetts Bonding and Insurance Company**

**WM. L. THOMAS, AGENCY**

**408 Pershing Square Building**

See Agents at Terminals

J. J. HULL, Southern-Northern

J. R. DOUGHER, Western

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

## The President's Corner

My good friend, The Editor has seen fit to call this the "Club President's Corner". I hope you will make it your corner too. It is my only opportunity to chat with most of you. If you were not at the Christmas party you missed a very splendid Club affair—a merry crowd, good music, old Santa himself, children galore—what more could you ask?

We have had many letters of appreciation from retired members expressing thanks for the Christmas basket but mostly for the thought expressed. It is good to be remembered by those with whom you have toiled almost since your teens.

We stand at the beginning of a new decade. Our Company starts an extensive program for an improved transportation service. I know you will be a factor in that service. Let's not forget the personal touch, however. Make your Club activity a hobby this year and enjoy a warm friendliness with your fellow employees.

For you all, I wish a most Happy and Prosperous New Year.

—FRED E. GEIBEL

### P. E. ROD AND GUN CLUB

By Arlie Skelton

The 1939 Tournament Season of the P. E. Rod and Gun Club was closed at our regular December meeting. Officers were elected and the machinery put in motion for our 1940 Tournament Season.

The Club is solvent and continues to grow. We have approximately 800 members and are recognized as one of the finest groups of the Pacific Electric family. And we do appreciate all the honors bestowed upon us.

For the year 1940 the official lineup is as follows: President elect A. C. Smith, First Vice President E. L. H. Bissenger, Second Vice President J. B. Rogers, Recording Secretary Arlie Skelton, Financial Secretary Robert Dorner, Treasurer C. G. Gonzalez. For the Executive Committeemen, W. G. Knoche, B. F. Manley, D. E. Porter, H. P. Bancroft and J. W. Clay. Other Committeemen, Field Captain and Fishing Captain to be appointed by President Elect A. C. Smith when he takes charge at the January meeting.

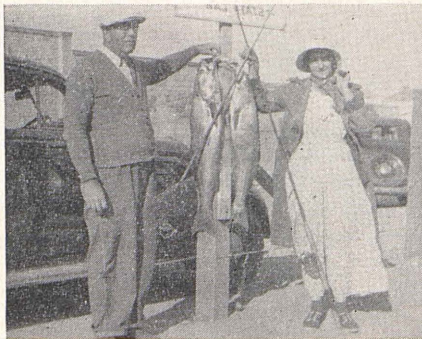
Mr. Smith is well known and well liked by his fellow members of the Club, having held official positions on the staff for the past several years. It is hoped and expected he will have a very successful year as head of the organization we all cherish so well. The other elected members of his official staff are equally well known and well liked in their positions and it looks like a perfect set up for the coming year.

I am indeed very thankful for the many friends and acquaintances I have made while serving as the Club's Recording Secretary for the past three years. Thank you for your patience and co-operation and thank you again for your confidence in me,

shown by your electing me again to serve you in the year 1940. The work has been pleasant and I assure you I will continue to do my very best.

At our December meeting President W. G. Knoche expressed his thanks and appreciation for the many friends and acquaintances he had made while serving as our President the past year. Stated the work had been very pleasant and would be long remembered.

Field Captain Ned Rich experienced some difficulty with some of the registrations turned in to the gun division.



Some deer heads were not turned in for measurements, also some bounty registrations were not accompanied by scalps. So the powers that be said, throw 'em out. Our old friend B. F. Manley was "panned" pretty hard a few times on his Committee work but by the time he got his say in, he seemed well justified in what he had, or had not done. One thing about Burleigh that I have always admired is wherever you see him, out hunting, fishing, or in a Club meeting, he is always a good sportsman and well capable of handling the burdens. And he is usually out in front.

Mr. and Mrs. H. H. Goodnight had a very successful fishing trip on the Indiana off Malibu recently. Landing a couple of good sized white sea bass, weighing 22½ and 18 pounds respectively.

Since this article is being written before the holidays, yours truly wishes you all a Merry Xmas and a Happy New Year. With plenty of sports afield.

## Odds and Ends

The average book sale in the United States is 1700 copies.

The rarest United States copper coin is the half-cent of 1796. Its value is about \$400.

There are about five million people in this country who can neither read nor write.

It is estimated that 300 tons of sugar are wasted annually in the bottom of teacups.

Siam, a country of East Asia, with a population of about 12,000,000, is now called Thailand.

Seventeen million people attend the movies daily, at a cost in admission fees of \$3,570,000.

The yak, an Asiatic beast of burden, has the head of a cow, the tail of a horse, and it grunts like a pig.

American pioneers learned to find water on their westward treks by following the paths made by buffalo.

Broadway in New York City is said to be the longest city street in the world; it is fifteen and one-half miles long.

More minerals have been taken out of the Earth since 1900 than in all previous history, by conservative estimate.

Glycerine is being used in England in many ways ranging from children's cough medicines to the most deadly high explosives.

The Nanking "Reformed" Government in China has announced immediate enforcement regulations to encourage domestic industries.

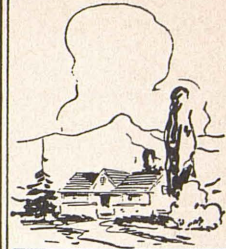
The original tea company that had its merchandise tossed into the sea at the Boston Tea Party in 1773, is still doing business at its old stand at Creechurch street in London, England.



**NEWS**

**OF THE  
PACIFIC ELECTRIC  
AND MOTOR TRANSIT  
FAMILY**

**BY OUR  
CORRESPONDENTS**




---

**ENGINEERING DEPARTMENT**

**By Victor P. Labbe**

---

A trip around the Department to see what the boys and girls found in their stockings after Santa left.

Geo. McClure, a pair of blinkers to wear at Santa Anita; Bob Humphries, a periscope so he could see the Rose Bowl game, we heard his seats were so far away from the field he was in the auto park. Bancroft, a B B gun so he could win a rod and gun prize. Harvey Smith, a big bottle of bath salts. Emma Smith, a pair of slacks. Jessie Eaton, a pair of spurs so she can keep her feet on the desk in her private office. Lee Cash, a brief case to carry the relays in. Burley Manley an erector set to practice building bridges at night. Gus Guerico a hope chest—are you listening Nancy—it's leap year you know. Jean Fogarty a picture of the Trojans. Leon Perry a pair of red flannel step-ins so he can keep warm when he visits the Colorado mountains. Harry Culp a pair of wooden shoes to wear around the paving gang.

Advice to Viv Westerberg for his limp. Keep away from that "horses head."

Art Hildebrand can enjoy a few weeks of enjoyable smoking since getting some real cigars for Xmas. Seems good to smell a good aroma for a change.

James Lynch really knows how to drive around the block. Ask Gus.

Burley Manley says tennis shoes—are the things to wear—while climbing mountains.

Being Leap Year Clara Doll intends to make it a two-some with a great big Engr. employe.

Mr. Denton was very much disappointed in his Xmas ties—not loud enough.

Helen Semnacher wishes to announce she will take her annual trip to the mountains. Don't forget the red flannels and gloves, Helen.

Harold Miller wishes to know who puts the numbers on the annual passes.

E. "Rollo" Hayward played Santa Claus to all the girls in the office.

George McClure has gone Palm Springs. Any Sunday will see George

romping around his Mount Rose estate sporting his Palm Springs robe and slippers.

Thanks to Hugh Nickerson, Biehler can now get his shop up to date?

Jean Fogarty and Evelyn Emmons announce they both have hope chests and will accept all gifts which might come in handy if they decide to set up housekeeping.

Nancy Kelly says they should be called hopeless chests. She ought to know.

---

**SUBWAY TERMINAL NOTES**

**By W. F. Servranckx**

---

And now that the new year is here, and many changes are contemplated in our company, many things are confronting us, and it is only appropriate that we all put our shoulders to the wheel and push rather than pull in many different directions. Let us all join in that well known chorus, "One for all and all for one."

Yours truly has been very busy for the last 2 months elections, helping give the municipal bus a kick in the pants and what not, therefore there was little time left to write for this column.

Proud parents at O.P.C.H. are Mr. and Mrs. L. Pearson of their baby son. Congratulations are a little tardy but better late than never. Pappa Lloyd says baby never cries and that he has a complete rest every night, but we understand that pappa, when buying his rocking chair made sure that there were no legs protruding.

Present at our annual ball on Dec. 23 were that charming couple, Mr. and Mrs. Jackman and Mr. and Mrs. M. W. Hansen, and a good time was had by all.

Harvey and Mrs. Bennett made their usual Christmas trip by auto to Phoenix, Ariz. and reported a swell time.

Johnie and Mrs. Walker and family made a trip back East to visit relatives and friends and to prove it Johnie saved the wish bone.

New officers of the various lodges have been elected and rather than knock let us all boost them.

The season's greetings to all of you from W. F. and Mrs. Servranckx, and lots of luck and prosperity to all.

Doris—"When is your sister thinking of getting married?"

Tom—"Constantly."

**GRAHAM & ISBELL**

**FUNERAL DIRECTORS**

915 WEST WASHINGTON STREET

PRospect 5590

PRospect 5501

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

---



---

**MOTOR TRANSIT DISTRICT**


---



---

By M. J. Creamer

Shortly after going to press last month, it was with regret that we learned Harriett Fisher passed away. Harriett was known to many as she started as Information Clerk with Motor Transit Company in May 1925, and was later transferred to Pacific Electric Railway (May 1933) as Telephone Operator. All joined with us in extending condolences. We will miss her. (Harriett passed away December 1st, and was laid to rest in Inglewood on Dec. 4th.



Mr. Claude M. Allen, Ass't Sup't, wishes to convey his thanks to all for their kind expressions and flowers forwarded during the passing of his father in San Francisco, during December.

**HAPPY NEW YEAR!** "1939" is no more but we do hope that the roads won't be quite so bumpy as "1939" was for many. Ivan Erhardt, Head Clerk to Mr. Roy Wilson, Sup't, has been confined to St. Vincent's Hospital since early December and we are happy to report that he is recovering from a major operation. Our best wishes go out to Ivan and it is our hope that shortly after this comes from press, he will be "home" where his convalescing will be one of short duration. Spending Christmas and the holidays in a hospital is not the kind of a Christmas we class as a "Merry" one but health comes first and we know that he has had excellent care. Not forgetting our other members of the family . . . to H. A. Bubier (who has been confined to his home for a number of months with complications of inflammatory rheumatism) we extend our heartiest greetings for the New Year and hope that the time won't be too distant before he is once more back in the harness and amongst his many friends at work. Greetings are likewise in order to Fred Peters (Baggage Clerk, L.A.) and Mr. H. H. Howard (Agent, El Monte) who, we are happy to learn are doing nicely. It was mighty nice to see Mr. Howard up and around and visiting us in Los Angeles recently. We know that Ivan Erhardt, H. A. Bubier, Fred Peters and Mr. Howard and their families are appreciative of the thought of small remembrances at Christmas from the "gang" but there was MORE happiness for all con-

cerned in making up the remembrances. (We have received acknowledgements from all—and again we say Happy New Year!)

**WHIRL WINDS** before Christmas: None was any busier than "Jim" (Tuck) Tucker. "Tuck" was selling everything except wrapping paper around the holidays, being a jobber in neckties, candy and all good things! Know that it kept him plenty busy in his spare time, shopping, visiting with some of the shut-ins and preparing for his own Christmas. His boy "Sonny" must have looked something like the Christmas tree itself, having received three belts, new boots and all the trimmings (other gifts galore) and then trying to wear anything wearable ALL at the same time! Noted Geo. Jehl (Agent) parking his wife on a corner in Glendale while he skidded around to buy her those last-minute gifts — and she wasn't quite sure in which direction he went but arrived back on the scene with an armload of gifts in nothing flat!

Bob Cruson on Montrose Line was almost overcome (to put it mildly) with the display of Xmas gifts given him by many of the patrons on his line. From leather goods to smokes was in the line-up. Max Hess (San Bdo) making a few trips at frequent intervals into Los Angeles and trudging back with gifts (or were you moving, Max? Walt Rorick, took off on his annual Christmas vacation, being relieved by Lawrence Allen (Express Office) while T. J. Markham took over on Lawrence's job. Walt spent his birthday on the desert and added much mileage to his new Pontiac that we are sure—but details of his vacation are lacking at this time. Howard "Papa" Strong carving a 16 lb. turkey, cooked to perfection and adorned with all the trimmings—and was it good? (Well, I tasted plentee) Tommy Henderson and wife dashed away to Douglas, Arizona for the holidays to be with his wife's folk. Mrs. O. O. Gardner and daughter visiting folk in Colorado. Guy Rhinard spent part of his Christmas holiday in Trabuca Canyon (Santa Ana Mountains) at Fenner Chamber's ranch. (Fenner Chambers is known to many, having worked for Motor Transit Company in past years as operator and agent and also connected with Greyhound.) Guy was accompanied by his brother, Charlie Rhinard also an uncle and other guests of Fenner. It was strictly a "bachelor" occasion and from all reports, those sizzling steaks, the cool atmosphere, a roaring fire—and with the call of coyotes in the distance, must have pieced itself into one grand time. Pacific Greyhound staged their annual Christmas Cheer Party at the Rosslyn Hotel and the only thing

lacking some say—was the usual duet of Geo. Jehl and Ivan Erhardt accompanied by (?) at the piano—but then perhaps next year this entertainment can be revived!

Slim Seifred is swapping something "stranger than fiction" that is, the mechanism of his old radio with Oper. Owen Whitaker, for some dozens of eggs, a rabbit etc., Owen is collecting these old parts of radios not only as a hobby but has plans some of these days to set up his own short-wave outfit and should have no trouble selecting the right parts from the junk heap. Slim and "Vi" Seifried have started construction of their long-planned home in Alhambra and it should be a right smart shatto. Oper. "Sidehill" Barnum is remodeling his home in Sunland. Oper. "Snowshoes" Zmoos back from almost 90 days vacationing in the East (Des Moines and Chicago and vicinity). Made the trip in his own car and reported a very enjoyable trip with no motor trouble — and well, what's a few flats?

**FUNNY SIGHTS:** Red Cap "Freeman" Morgan has seen people travel with a lot of odd-looking things such as bass drums, lumber, smoked fish, etc., but the lady who took first prize during the holidays was the one carrying an ol' dried-up tumble-weed enroute to Whittier (by bus). "Babe" Larson can well be called "Rocking Chair Babe" now. It seems his seat on a bus gave way recently and it was necessary to replace it with an ordinary chair of (make-shift construction) for completion of trip . . . all of which was most amusing to patrons. Oper. J. F. Edmondson being seated in the ash can in dog house (driver's room) by force . . . all happening when some "Man Mountain" operator decided to remove said obstacle from his path. "Save your pennies and the dollars will take care of themselves"—or do they? Anyway, Slim took in 481 pennies saved by a patron over a period of time for a ticket to Las Vegas, Nev. (Slim really worked on that sale for he had many of the "coppers" to roll). Passenger handing note to Oper. Murray upon arrival in Los Angeles one morning recently . . . which read . . . "Among other signs on the bus window, will you PLEASE put up this sign? NO PASSENGERS ALLOWED WHO ARE UNDER THE INFLUENCE OF GARLIC". (Don't we wish we could?) Understand that Bill Tribble is to be presented with a Boy Scout medal for good deeds—or maybe it was "blushing" that handled the situation—yet was it such an awkward situation? (Yep, always one for the book. . . "Tuck" missed his customary (day-break) train to Los Angeles and had to drive his jelpy to work. (Ordinarily he drives it to El

Monte, parks it and then takes the train to town). Returning to El Monte that evening, no could find said jeloxy—and then it dawned on him that he had left it parked in Los Angeles. Last words next day before going were "Don't forget to remind me I have the jeloxy in town!"

Mr. and Mrs. Walter D. Seagraves (Alpha Sands) honeymooned at Las Vegas, Boulder Dam, Nev., and Kingman, Ariz. Visited a chum of hers at Game Refuge near Calipatria in Imperial Valley, and also a sister in San Diego. The last two days of honeymoon spent at Forest Home, accompanied by Harold and Shirley-Jean Sands. She returned to work last Dec. 4th, after this "scandal" sheet had hit the press—so there it is! Alpha says things aren't really running true to form as she hasn't burned or cut her hands while preparing the meals!

Joe Hernandez (Pomona) would like some advice from Dispatcher Henry Stone—as to HOW to shake off damage claim when said damage was inflicted by friend "wifie" upon a house-trailer. (Some months back, Henry's wife piled into a house trailer) NOW—it's happened again, only this time with Joe's wife, and he wants to wiggle out of paying for rebuilding a house trailer which was backed into, pushing both its sides together not to mention rear end of his only "eleven" more payments Chevy! (How come Joe, you hid the keys to the car?)

**HAPPY BOITHDAYS**, being celebrated in January: R. R. Wilson, Sup't and Claude M. Allen, Ass't Sup't, Jan. 15th, Ivan Erhardt, Head Clerk, Jan. 24th, Alpha Seagraves, Jan. 18th. Amongst the operators are: Benjamin F. Blair, Jan. 3rd; Chester E. Barnum, Jan. 4th; Wilbur T. Daiker, Jan. 9th; Harold K. Millington, Jan. 10th; William B. Day and Peter Mallinkrodt, Jan. 16th; Harold E. Anunson, Jan. 17th; Stewart W. Axton, Jan. 19th and Walter A. McKenzie, Jan. 29th. Others are: Ed. W. Zirckel (Express Office) Jan. 21; Fred J. H. Peters (Express Office) on sick leave, Jan. 21—and how about Franklin D. Roosevelt (President U.S.A.) Jan. 30th.

**ANNIVERSARIES TOO!** Heave Ho! Oldsters and Youngsters: J. W. Butler and J. M. Smith, 14 yrs.; Harry A. Fabun, 13 yrs.; Bill Tribble, 11 yrs.; Levi Couch, 10 yrs.; Early Byrd, 9 yrs.; E. C. Hicks, 7 yrs.; "Babe" Larson, 4 yrs.; — and the twins R. R. Hayman and W. L. Wybrant, 3 yrs. — then there's C. L. Heffin, (Agent, Redlands) 10 yrs.

**REMEMBERING WHEN?** (or would I be telling?) "Tuck" was quite the tripper of the light fantastic in days gone by when he was a bachelor. Some can recall when

they used to spy on him at dance halls on Spring Street way back in the 25's doing the "Flea Hop" and the "Black Bottom". **WHEN** — Ed. Zirckel (now in Express office) used to be chief custodian of the Motor Transit file vaults. **WHEN** — Geo. Jehl used to take care of the M. T. stock (storekeeper) and had a PRIVATE vault? **WHEN** — Gary Evans, then fresh out of high school was learning the Charleston under excellent supervision. **WHEN** — Joe Hernandez kept secrets?

"**PLL CALL THE COPS! I'LL GET TO THE BOTTOM OF THIS!**" says Max Hess, when a Japanese got off a bus in San Bernardino to grab a bite to eat and later discovered that he had left his suit case in upper rack of bus, only to return to bus and find that it was gone—and the only person knowing the suit case case was his . . . was a colored gent, who had also made his exit. **MAX** with his "Ouija" board was all set to grind it out with the forces of law, when operator (we understand) spotted the colored gent after leaving depot with said suit case. Continuing on to Redlands, operator called Hess advising him that he had retrieved the suit case and would bring it back on next schedule . . . but **MAX** had called the "**COPPERS**" and think that the suit case had to go through all the formalities — even escrow—before said Japanese could say "Thanking you please!"

---

### LONG BEACH TERMINAL

By H. C. Spence

---

Conductor (Pop) Wheeler and Mrs. Wheeler have taken a 6 weeks vacation to Florida. We guess Wheeler's got tired of Long Beach sunshine.

Earl Matheny and family spent the Xmas Holidays down in San Antonio, Texas. They arrived there in time to see a snow storm on Christmas morning and was quite a treat for the boys.

Guy Small and Mrs. Small made a trip over to Arizona to visit relatives over the Holidays. Wonder if Guy brought back any of those Arizona fish stories?

I guess everyone had a nice time over the Holidays. Eddie (Cantor) Giffin escaped getting married. Charley Cottingham didn't sprain anymore ankles? And we hear that "Uncle Bill" Williams got a new pipe for Xmas.

We understand that the Mechanical Dept. is working on an instrument called a Directional Finder to be placed on the East Broadway cars. This is being done for Roy Dyson or any one else who come to Paloma Ave. and can't tell which route

to take. How about it Roy?

Conductor Ed Lowery has been off again on the sick list. Here's hoping he gets back on the job soon.

Some time ago a young man by the name of Corrigan held the spotlight in the daily papers. But right here in the Pacific Electric we have a young man of almost noted fame, so we have named him "Wrong Way" Tieman. It seems like Tieman went to a football game at the Coliseum and after the game in all the excitement he boarded a streetcar to go home and as darkness came on he found he was out in South Los Angeles near 114th Street and Broadway. Mrs. Tieman would like to have someone get these Trainmasters started home right after football games when next season starts.

Art Bennett and wife moved into their new home at 31st and Cedar just before Christmas. How about a house warming, Art?

---

### TORRANCE SHOP NEWS

By Carleton B. Bell

---

Two more of our fellow workmen passed into the great unknown during December, Homer Gosney, retired, and Louie Hankins of the Winding Shop. These two had worked close together for many years before Homer retired about two years ago. Homer Gosney died in the General Hospital as the result of a stroke which came upon him only a few days before. Louie Hankins died at home very suddenly from a heart attack. To the many friends and relatives of these two old comrades we extend our deepest sympathy.

Sooner or later we all have to renew the roof over our heads, if we own our homes, and Frank Thompson has just completed such a job in a very workmanlike style all by himself. I was interested because I will soon have to do likewise, so I went to Frank for information and I pass his suggestions on to you because they seem very much worthwhile. Frank says—anyone can roof their own house that can read simple instructions and drive small nails. On an ordinary five room house you can save about \$100 in this way and that ought to interest any P. E. employe that has a few days off per month. If there is any question in your mind just drive by Frank's place, take a look and then ask him questions on your own hook. Frank used the best grade of composition shingles.

Carl Bonney recently had a very trying experience—he had been successfully dieting for several weeks to reduce a larger than average waistline. Then he and family had to move to a new location and the usual jobs of rehanging the curtains and draperies and big-hearted Carl was all for

being a big help. He was standing on a chair and reaching up to his height limit trying to place the draperies on the hangers and had partly succeeded when his now doubly reduced waistline allowed his trousers to become badly misplaced. Carl had to choose between dropping his arm full of draperies to allow him to recover his trousers and thus cover his embarrassment, and retaining his hold on the costly and delicate draperies and forgetting about his embarrassment. I did not learn of Carl's choice but what would you have done in such a case?

All Earl Schaller needed was to get a little publicity and he immediately broke into the news in a large way. Recently I said that I had never been able to get any news of him but immediately that statement was published he drove his car into his garage so that it stuck out the other end in such a spectacular manner that the metropolitan dailies took pictures of it and published them in their big Sunday papers. Attaboy, Earl, the appetite grows upon a fellow.

The Zamperini children have all proven to be great athletes but evidently they inherited their ability from their mother. Their dad once tried Louie's and Pete's stunt of running and managed to keep what might have been called a running pace for thirty-five yards. Recently he had watched his fourteen year old daughter Virginia, throw her girl size javelin and decided he should show her how she came by her ability to throw the thing for 77 feet. Tony tried his very hardest and threw 75 feet and went immediately to the chiropractor and was under his care for several months. Tony is now in fair shape.

Louis Brown left January 3rd to attend a convention of Carmen's General Chairmen in Kansas City.

George Foster says he is trying to rest up after a strenuous Christmas Day at home so that he will be able to attend the opening day's races at Santa Anita—has only made fair progress so far.

Jake Borland and son intend to take in the BIG football game at the Rose Bowl. I am particularly glad to learn this because I hunted all through the shops and this is the only man I could find that was going to attend. Hated to think of us missing the game altogether.

Johnnie Van Vliet and wife and "WATACHILDE" intend to celebrate New Years with relatives in Phoenix, Arizona.

Roy Sherman probably will spend New Years day working on his auto, trying to repair the damage done Christmas day when he got hit on the crowded highway. Fortunately

none of the family were injured.

Floyd Schultz and family will visit relatives in Winslow on New Years day.

Al Rice is still looking rather pale, was off two days after Christmas trying to recover from celebration. Of course Al may call it a cold.

We learn that Tommie Atkins is home again after quite a session with the hospital.

C. L. Petersen spent Christmas and New Years with his daughter and her husband in San Francisco. The rest of his gang seems to be suspicious that there is a good looking widow near by.

Had trouble getting Al Winkler to say a word for the Magazine or even "Off the record". He claimed I had him scared, afraid that no matter what he said he would see it in the Magazine but different from what he said—Why Al!

Tried to get news from Chief Engineer Murray but he was too busy feeding bricks to Nels Swanson who was placing them in a fire wall inside the boiler firebox. Next time we'll be expecting news from you Murray.

Earn Lock had Christmas dinner with his neighbor Bill Lock and an old friend from Des Moines, Iowa, with whom he worked many years ago.

Joe Berdelle and family spent Christmas with their married daughter and son-in-law in Big Bear where they operate a fur fox farm.

Alfred Kitto and wife had as their Christmas guests Oscar Breese and wife of Los Angeles. Mr. Breese has been on our retired list for a year or so.

John Anderson, tinner, spent Christmas with relatives in Santa Ana.

John Davis and wife spent Christmas with their son in Santa Barbara. John says he took advantage of the very low S. P. excursion rate on the Daylight Limited train and never had a more enjoyable ride in his life.

Carl Larson and family spent Christmas with their son at Victorville where he operates a hotel.

Pop Wheaton reports selling about 500 pounds of fine See's candies to the Shop men for Christmas. Many, including myself, were disappointed by not getting their order in early as during the last five days it was not possible to fill any more orders, the demands were so heavy they took the entire stock and all that could be turned out.

Hans Bernhard is a SIGHT, face all scratched up, eyes discolored, and face puffed like he had been in a scrap and came out a bad second. Hans has a very different explanation however and he should be given this chance to explain his version—He claims all these marks were given him

by the suckling pig the family had for Christmas dinner. The pig was Hans contribution to the family and he tried to hang it on the Christmas tree the day before while the pig was still more active than Hans. Well, anyway, that is Hans story—maybe he deserves the title of BIGGEST LIAR this month.

Alfred Kitto and wife expect to visit Mrs. Roy Coultis at Fresno during New Years vacation. Mrs. Coultis is the widow of former Asst. Foreman of the Paint Shop who passed away several years ago.

George Lallich is another that shows evidence of an encounter during Christmas days. His right eye especially is in mourning and he still looks tired. About all we could learn about the affair was that the "other fellow is still alive, too." George says it is just his way of settling a friendly dispute.

I got a big kick out of the sign painted on the floor of the Tin Shop. They have to use their floor out there to lay out many of the large sheet metal parts they are making for the new streamlined cars. They insist, that inasmuch as they get down on their knees on this floor that, even though you may do it at home you do not do it here, that you use the sand boxes or ground outside instead. Higher supervisors seem to heartily agree with the Tin Shop men.

The really big event of the Christmas time was the fine party given by Shop Supt. George Evans and wife to the entire supervisory force of the Shops, including also the Brotherhoods Shop Committee and General Chairman and the few women employes. All gathered at the office building about 10:00 o'clock Saturday morning and exchanged the usual banter and wishes for merry times. About that time Santa Claus noisily appeared in red with long white whiskers and a big bell for noise making. Santa distributed the large pile of presents until every last one had a fine present, even little Patsy Merritt who was sick with a cold and could not be present. Next on the program was eats—coffee and fruit cake served by the ladies and it is not sure yet whether or not Harry Pierce received a piece of cake. (Or was it three pieces?) Incidentally yours truly got in on the party by being supervisor of this column, Associate Editor if you please, and acted as Santa Claus. In that way I missed the main flow of eloquence from different ones present which occurred just before Santa's appearance. Sorry, I sure would like to have heard these fine words. Congratulations to Mr. Evans for his fine idea and many thanks for the plentiful smokes, cigars and cigarettes, which he generously provided.

**WEST HOLLYWOOD**

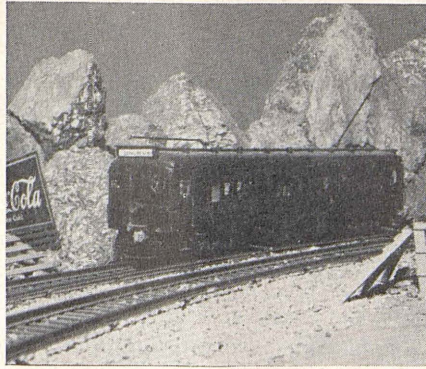
By G. R. Stevens

Mr. Owen L. McKee, asst. trainmaster, retired on the 22nd of December after a long career of railroading, at the age of 65. McKee was born in Columbus, Ohio, May 11, 1874. First entered railroad service here March 29, 1910. McKee enlisted in June 1917 for service overseas in the World War as Major of Infantry, 91st Division, where he was in four major engagements, June 1917 to August 1919, returning to service with Pacific Electric Sept. 1, 1919. Since Sept. 1, 1919 McKee has been in continuous service as supervisor and asst. trainmaster for the P. E. In appreciation for his fair dealings with the boys, trainmen here presented him with a fine reading lamp, a big easy chair, and a smoking stand in which it is hoped he will enjoy many restful hours. Also he



was presented with a plaque, with the names of West Hollywood trainmen engraved on a bronze plate to remember the boys by. McKee has many friends here who will remember him and wish him luck wherever he goes. He plans to leave immediately for Florida and Cuba via auto for an extended trip.

At a party given following B. of R. T. No. 448 public installation of officers, Dec. 23rd at Forresters Hall, the honored guest was Mr. McKee, who was presented with Chair, Ottoman, Lamp, Smoking Stand, and Pipe, by trainmen of Western District. The gifts were presented by



E. W. Daniger and H. W. Wilkins.

The accompanying picture shows officers of the lodge and gifts he was presented with.

Conductor Crandell was married recently. Such an event is always a happy occasion and friends and trainmen of West Hollywood join in wishing the happy couple every joy.

A. M. Munsell, Conductor, West Hollywood, is building his home near the Venice High School and is expecting to move in soon.

Conductor O. P. Quiring was away and spent Christmas week with his relatives in Dallas, Oregon where his two lovely daughters, Marla Lianne, and DeHayes, saw their grandmother and grandfather for the first time. It was a happy reunion for all. Conductor Quiring, wife and daughters made the trip by rail. Upon returning they plan to move into their new home at West Los Angeles.

W. G. Baldwin and son were away on an eight days vacation by rail and report they enjoyed their trip. Baldwin went to Santa Barbara where he visited his friend Mr. Oran W. Taft, a second cousin of Ex-president Taft.

Max Tallman, Conductor, West Hollywood and wife are the proud parents of a nine and one-half pound baby. Congratulations are in order for the happy couple.

M. F. Brady, repair shop, West Hollywood, was off twelve days and made a rail trip back to New Orleans visiting the Carlsbad Caves enroute.

A radio group is being formed by Harold Sanders, W. A. Gibbons and R. F. (Dick) Hart and they have named it The West Hollywood Radio Amateur Assn. Gibbons is going to get a "Ham" license to operate a transmitter. Dick Hart is also getting a transmitter. Harold Sanders already has a large complete amateur short wave set.

B. B. Starr, Freight motorman, is perfecting new miniature railroad cars, built on the scale with standard trains and passenger cars. During the Christmas Holidays some of his miniature locomotives and freight cars were on display in the May Company's window on Eighth street.

**PASADENA NEWS**

By Whitey

We of Pasadena extend to all Pacific Electric officers and employees seasons greetings and a Happy New Year.

Christmas day I had the privilege of seeing twenty-nine orphans made happy. I took these children in a special bus from Sierra Madre to San Pedro where they were met by an officer from the U.S.S. Argonne. After a short ride in a motor launch they were greeted by the ships officers and band. A turkey dinner was served in the mess room which was a very happy affair. After a trip about the ship Santa Claus arrived and presented gifts to each child. New clothes, toys, candy and fruit made up the gifts. Each ship every year does the same thing and it was a sight to see.

A straight daylight bus run was enjoyed by the extra board for several weeks. C. F. Kellogg returned on December 20 from a forty day vacation.

Bill Dickinson would greatly enjoy a visit from the boys. He is confined in the Hollywood Rest Home, 903 N. Edgemont St., Los Angeles. He has been there for quite a while and gets very lonesome.

G. D. Stewart and E. F. Clark have been on the sick list. Stewart is in St. Vincents Hospital with a severe attack of appendicitis. Clark returned to work after recuperating from intestinal flu.

George Carpenter finds it rather difficult to throw switches lately. The other day he slipped and fell down some cement steps and fractured two ribs.

E. B. Griffin was called to Macy terminal to take the night trick there while Bowers is off sick.

Jack Mahon won first prize in the cribbage contest. H. Haverick came in second and Frank Breen was third. M. Turney had to drop out of the contest because of his night run but he still says he is the master player and teacher, so challenges anyone who claims he understands the fine arts of the game, including Joe Roavi.

A city man asked a mountaineer who was shaving:

"How many times have you cut yourself?"

The reply was: "Wal, I've been shaving nigh onto two years now and I ain't cut myself either time."

"What does a bride think when she walks into the church?"

"Aisle, Altar, Hymn."

---



---

**ACCOUNTING DEPARTMENT**


---



---

By W. C. Scholl

Ring out the old and ring in the new, and here we go for what we honestly believe will be a happy and prosperous New Year for all with, of course, a word of caution to the eligible bachelors.

Christmas was a great success with so many of our fellow workers reporting receipt of lovely as well as useful gifts. For example, Kenny Pomeroy, a new rattle and Betty Gorrell a pair of the new streamlined rubber-tired roller skates. Mabel Cavender, Oliver Moore, "Curly" Manhart and Fred Middleton all received very practical gifts in alarm clocks. All the latter named parties now need to get to the office at a reasonable hour of the morning is a fast airplane.

An electric razor was given away just before Christmas by Mr. Lovell and the very fortunate recipient was none other than Florence Cox of the Conductors' Accounts Bureau. Would not have been a bad idea to keep it here at the office so that "Becky" Thatcher could borrow it at least once a week. Confidentially, his whiskers are not as black as you think. They look that way from dragging in everyone's ink well.

Mr. Fleshner, whom we were all very glad to see, paid us a visit before Christmas and then sent in a crate of very tasty oranges which were distributed to his many friends and we wish to take this opportunity to extend our thanks to him.

Ray Knowlton dropped in to see the gang and says he will be back soon.

Paul Fancler turns up with his left hand broken and no black eye. What about the other fellow, Paul?

Has anyone missed seeing McNelly's picture which decorates the second pillar on the right as you enter the office?

We are all happy to see Miss Bell back and hope that she feels as well as she looks.

The office is receiving a bath and new coat (of paint) to start the new year out bright and shining.

The exchange of gifts is quite an occasion each Christmas in our Typing and Calculating Bureaus and was no less interesting this year. Mrs. Dale's girls received an artistic doodad to hold flowers and they presented her with a desk set. In our Calculating Bureau Miss Bettis presented her girls with an individual merchandise order and received a very beautiful robe from them. Shortly after donning said robe she was summoned to the phone and in hurrying up the aisle she presented a picture of a midnight fire alarm.

This is strictly on the Q.T. and not for publication but did you see the diamond that a certain single girl in the Typing Bureau is wearing?

Margaret Taylor is all prepared for leap year. She bought a nice new car and she says it has a swell pick up.

Charles Sein received a surprise for New Year. His brother Montey is Manager of the Firestone Tire & Rubber Co. Agency in Astoria, Oregon, and won a sales contest recently. The prize for the winner was a round trip to Pasadena, grandstand seats for the Rose Parade, tickets to the football game, lodging at the Huntington Hotel and all expenses paid for he and his wife. Charles did manage to have them over at his place for a short time and considered the good fortune of seeing his brother and sister-in-law a good start for the new year.

Well, vacations are drawing to a close with Mabel Cavender having the distinction of being the only one in our midst who halved her two weeks to spend some time in Bakersfield and rest up at home in order to start the new year feeling right on top.

---



---

**SOUTH DISTRICT FREIGHT**


---



---

By R. C. Vanderpool

It is funny how serious some of our good men get right after the first of the year. Ever notice it. With a piece of the daily paper and a pencil, how they do figure, and one of life's darkest pictures is Bob Beal and Louie Schimmelman trying to tag a parlay.

The boys in and around Butte St. were deeply affected by the passing of J. E. (Johnny) Walker, on the morning of Dec. 24th. Johnny was a hard worker and well liked by all who came in contact with him. He will be better remembered as the switching foreman at Sixth and Main, a job that he held for a long time before coming to Butte St.

There must be something in Long Beach that the rest of us have missed. Charlie Ronco grabs off the 6:30 A. M. job, and Charlie Ward with J. E. Neville and L. A. Christy as the ground crew and J. E. Hudson and Bobby Weir holding down the engine on the 8:00 A. M.

Dave Barnett on the Motorman's extra board and I. C. Colt on the Brakeman's extra board are recent additions to Butte St.

C. D. Mallory certainly likes his job after his trip back East. He likes it so well that he comes down to work at 2:00 A.M. on his day off. Better look at a calendar next time, "Link."

---



---

**CONDUCTORS' ACCOUNTS BUREAU**


---



---

By Marion Snowden

An open letter to W. C. Scholl, Accounting Department columnist. Dere Bro. Clayt:—

Yoo remember that oald child hood classick abowt Robinsun Crusow—"Poor oald Robinsun Crusow, Why, oh, why did he doo so?"

Well, whot he did wuz befoar ower time and it's nun uv ower biznez ennyway, but wee hoap Clayt that yoo have bin wurring yoorself sik over loozing us out uv yoor kollum.

Wee did sow awn ackownt ux now Wee did sow awn ackownt uv now and get a way with it. Befoar, yoo cood kut owt thee klassyest parts uv ower noats, and giv uss a nupper kut that wood maik uss bite ower tung too boot and wee hadta taik it. Now wee kan sass yoo rite thru thee fents and yoo kant do a thing kan yoo, Clayt—or kan yoo, uss beeing ladiz?

Ower Unkl Tommus Thee BIG EDITEER and GENERUL persnully held ower hand and pattud uss awn thee hed and sed, "go too it Siss; a kik in thee pance too those ackownting department boiz" (nott naming enny naimz yoo no, but wee aint so dum but whot wee noo whoo he ment); "yoo stand awn yoor oan severrel feat and lets sea whot yoo kan doo"—awr werdz too that effeekt. Ennyway, hee didnt kair whot wee did with ower noats. —Hm—yoo doant spoze hee ment woodent kair if wee throo them in thee waist baskit too saiv him thee trouble do yoo Clayt?

Well, enny way wee no it herts yoo but wee kid sissterz over heer in thee conducterz ackowntz have deesidid too shaik yoor restraning hanz awf uv ower hedz and try too struggl alawn thee best wee kan awn ower oan hi healz.

Now arnt yoo glad yoo doant hafta play Jonny-at-thee-rat-hoal enny moar too sea that wee get ower noats in awn time? Yeah wee are two.

When wee get ower noats in iz a verry persnull matter bee twean Unkl Tommus and yoor littul pal Winchie. Whoo noaz hee may even bee willing too hoald upp printing thee magguzen until wee get reddy too tern in and wee no that wood bern yoo upp woodent it Clayt?

Wee may hafta krowd that Kreemer guy awf thee Moter Tranzit kollum a littul az weel nead moar elbo rume but hiz lawss uv a fue werdz woant bee mist, and whots hiz lawss is thee magguzeenz gane when yoo kunsidder whot wee have too offer, doant yoo think sow Clayt awr arnt yoo with uss? Migosh whot kant wee doo now that weer in dependunt! ! !



So stand bak Clayt and wotch ower dust kawz weer going too town! ! !

Lottsa sissterly luv from yoor littul frenzie,

Winchie.

### WINCHIE AT THE KEYHOLE

Hm—moving day again. And with the removal of the couch, they've taken the "rest" out of rest-room. Anyone wishing to knock off a few extra hours of sleep will now have to apply for special permission to lounge in the P. E. Club or up on the 7th floor where we heard the old couch has found a resting place. Or is it a resting place, if it's under Mr. Suman's jurisdiction?

Eating our own words. Last month we said that Helen Sawyer went to Des Moines on her vacation. Poddun us. She informs us that she went to Albuquerque. Migosh! Why all the fuss? We can't see any improvement, and that last place is a dern sight harder to spell.

Ye gods! That can't be our Genial Gent George Jehl sitting in the front row of Motor Transit's ticket office picture last month! He looks like the PRESIDENT of something. Why wasn't M. J. Creamer in the picture? He's the man we want to see! Any MAN with his gift of gab is a curiosity,—a museum piece, if you get what we mean. Anyway, a nice big bunch of fresh vegetables to him,—he has the best columnS in the magazine.

Our Queen write-up last month. F'heavens' sake, gals, wouldn't you just KNOW that someone would gum up the works? Now it's the printer! !\*--&&@\*!! Whoever heard of the BRS?! If he wanted to do the thing up really brown, why didn't he put BRSSCFHandSE? Then it would have meant something. Huh! BRS—BRS—brs—hm—well, not bad—ahem—A-a-a-Hem. Thank you, Mr. Printer, for the compliment, us being ladies. Hm — BRSBrotherhood of Railway SIRENS. Not bad, not bad.

A paradox. Mr. Suman as the champion mover among the tribe of men. Time has been when men complained that the women folks moved things so they couldn't find a thing. Gals, you're vindicated at last. Verily, variety is the spice of life, and it's more fun than a barrel of monkeys to guess where we go from here.

Swapping going on. In the last move, that is up to 2:00 P.M. on Sunday, Dec. 10th, when Winchie is laboriously hunting and pecking away on OLD FAITHFUL, Helen Sawyer came out in the lead with a grand big skating rink of a desk, swapped for her little old puny thing that had a hole in the top. (Wait till Anna Beseman sees that hole!) Hi, Mr. Suman, what'll you give me for a nice old antique desk lamp with a crook neck, that's up on the shelf in

the former rest-room closet? (Huh, thought you'd gotten rid of that a couple of years ago, didn't you? Well, well, one can never tell when a bad penny will turn up, can one?)

What the Quast woman won't do to get into the headlines! TS, TS, TS! (There's that funny sound again!) Well, to make a long story short, she had her purse snatched, and what's more, **taken!** And it ain't been seen since. In it were her driver's license, P.E. pass, (what a joke!—whoever got it can't use it after 1939 on account of it will be expired after that), and a dollar or so in money. But the worst of it is, the purse was a souvenir of Alpha's wedding, and it was that new fangled shade of red that matched her bustle dress and the cutest little trick of a hat with three funny little roses and a veil perched on the front of a little flatfish piece of felt that perched on the front of Esther's funny little dome. As we said, to make a long story short, Esther had her purse snatched. According to her demonstration, she carries her purse in very much the same way as a Scotchman carries a sporan. (Get out your dictionaries, or better still, if you can't wait till you get home, use Esther Ross's.) What fools some women are! She should have had the purse in her sock.

Well, well, another penny has returned to its own! Florence Davis has consented to work again in the Car Service office (step-child of ours) after her year and 15 days (she counted 'em for us) servitude in Conductors' Accounts. She was so glad to get back it hurt our feelings. Anyway, she's replacing Eunice Fischer, who has flown to higher regions above stairs. Some department or other will be singing paeans (how's that for hitting the right keys on that trick word?) of welcome to her up there on the 7th floor; just watch your magazine. So long, Eunie, we'll miss you. As for Florence, although she's out of sight most of the time, she drops in now and then to look at trip reports. And she **always** comes in to punch in and out. So it's au revoir, Peanuts, from one punch to the next. Richard Allen, will you please get out **your** dictionary and look up that word "servitude", and then explain to us at your earliest convenience exactly what you meant by "vacation". The two words don't mean at all the same thing, and we're mad at you, because now you've got Mr. Suman to thinking that it's a picnic in here. You call and see us some time soon when you feel you can take it, and we'll whisper something in your sun-burnt ear. We wouldn't be mean enough to tell anyone but you, but it has to do with how hard the gals had to work a

couple of weeks after you were gone straightening out your bum sorting, you know,—sorting? Gosh, we've been dying to tell you about it ever since you left, so come on up, or in, or out, and see us sometime. (And do we mean BUM!)

Mrs. Eisele, our faithful candy lady, who brings her bags of goodies in every Thursday she thinks isn't a holiday. We fooled her once, though,—we worked on Columbus Day, and she didn't show up.

Our Christmas tree ornaments cluttering up the rest-room (?) closet. How about another Christmas party some year, if the box of stuff hasn't been moved out of our ken by that time? There's lots of good talent going to waste every year we put off having a party. Remember the grand time we had at Miss Templeton's last Christmas with us? (Regrets to start the New Year might include the one that we didn't have the party this Christmas, for lawsy only knows when we'll have such wide open spaces in the front of the office again. Do you spouse Mr. Suman left that aching void for the purpose, and we didn't take the hint?) Well, we reckon the box of ornaments will be the next move, and what do you bet they won't?

As we ramble on, hoping we'll come to a good stopping place at the end of a page, (we're Scotch and proud of it, you snippy thing), we find ourself in such deep amazement at the wordiness of that fella Creamer, (just count his columns, will you, and then dare to tell us that women's tongues are hung in the middle and loose at both ends), really we're almost speechless. We challenge him to a typewritten chinfest, but he's got to do it with no outside help from his cronies who drive the buses, or those who push the pencils. We're one of those one-finger artists, but even with that handicap, we'll run him a race on production, and what's more it will make sense. What we write, we mean. ——— That blank space means we're still scratching our editorial head over that man's prolificness. It ain't natural,—he just can't do that.

Aline Chandler, talented BIG daughter of Conductors' Accounts' famous Ethel, played the Quartette from Rigoletto on the accordion over Radio Station KGFJ on December 14th. All of Ethel's friends who had their ears glued to the radio to hear both Ethel and Aline faint were agreeably disappointed when they heard her lovely performance. You one-finger pianists, just try doing a quartette!

FLASH! Helen Sawyer kept her big desk just 6 hours, as Agnes Heckman moved in on it. Verily, verily, variety is the spice of life.

Grace Shreeves gave one long lusty sniff of Fannie's patent horse-radish inhaler and nearly burned out the bearings in her nose. Now she's all burnt up about it. Well, that'll teach her to keep her nose out of things.

**BRIGHT IDEA**—It was suggested that having let us off at 3 o'clock on election day, the powers that be repeat the performance on the following day to celebrate the victory. Too late, too late,—unless you higher-ups want to file that hint for next time?

Signs of winter—at last: The heat turned on, frosty breath, and Helen Sawyer. Ha! We saw yer!

The day it rained, Shofer Ann asked for a bag big enough to put her galoshes in, and was presented with a shopping bag. (Then the fun began).

Esther Craig, not to be out-done by that headline crasher, Esther Quast of bustle dress fame, came down one morning with a wasp waist. Upon being questioned as to who said it was a wasp waist, (one would almost need to be told, if she doesn't mind our saying so), she answered, "The pattern says so".

Martha Smith, who once sported one brown shoe and one black shoe to work, (and hasn't lived it down for lo! these many years), dashed out of the office coatless at closing time, and had to dash back to get it. Someone had better keep an eye on that gal.

We think that it would be a good idea to either requisition a pair of roller skates, or take up a collection to buy a kiddie-car for Florence Halde-man to use in tearing across the room to answer the telephone in her private office, our erst-while rest?-room.

Our old friend Agnes Nelson Lang made the sad mistake of referring to Ann Shofer as a "dream" on account of her beautiful hair; since then the news has gotten about, and Shofer Ann has been called everything from a somnambulist to a nightmare. Ts, ts, ts, and she's such a nice girl!

These people who go getting their dates mixed, and call at people's houses for lunch, and find them deep in the throes of housecleaning, with dust-caps on their heads, ought to be presented with a cast-iron frying pan in a place where it will do the most good. For further information, Emma Taylor and Florence Halde-man, listen in on "Poppa Johnson" of "The Johnson Family" and learn how "Momma" practices on Poppa's head.

Speaking of Emma, she and sister Margaret were seen hot-footing it down Hollywood Boulevard doing their Christmas shopping, with Emma about ten feet ahead of Margaret. Was skittish Emma on a leash?

You've heard of people getting a "hand-out",—Maybelle Wirz stuck her hand out and got it sprayed good and plenty with perfume, and had to spend the afternoon sitting at her own desk way up in the front of the office to keep the other gals from mobbing her. We've heard of other odoriferous things that folks have steered clear of.

Florence Cox was seen back-tracking for home the other morning when the rest of us were office-bound. We wonder if she had her mad money with her. **She** says she left her specs at home, but that will do to tell. Anyway, she arrived nearly an hour late.

Well, well, Esther Ross broke into Christmas week with a bang by passing a big box of chocolates. That started repercussions all over the place with others passing boxes and cans of this and that all thru Christmas week. So we really have enjoyed the holidays more than usual. With cards and visits from many of our old-time friends, we have found our office a mighty nice place to work in.

Dorothy Littlefield (again?) attended the Pasadena Rose Tournament Ball when they were choosing their Queen. Huh! She's got nothing on us, for lots of us attended the BRC Ball, besides getting special invitations to the Coronation and all that stuff. Of course small fry can get in, but they and the common herd have to pay \$7.50 per couple, so she isn't such a much. Hm!

Catherine Mautz, one-time Conductors' Accounter, gave a rip-roaring Christmas party, inviting friends from our office. On good authority we have it that there was a dinner, Christmas tree, grab, and a cat party. You boys wouldn't know what this is,—cat party,—but just turn your ear toward a group of wimmen-folks, and you'll be educated in no time. A good time was had by all.

Odessa Carter takes this opportunity to thank all her pals and friends for their loyal support in her race for Queen of the BRC float in the New Year's Day parade. She joins with us in congratulating our fellow-employee in the Purchasing Department, Dorothea Beranek, in making the top place for the Pacific Electric.

Imagine our delighted surprise upon arriving at the office on the Friday morning before Christmas to find a Christmas tree blooming with lights, tinsel and ornaments, in the wide open spaces of the front part of the office! Two of Santy's little helpers named Esther Quast and Lois Brown did it, and were we surprised! It reminds us of the good old days when a gorgeous tree bloomed every Christmas up in front. Who says women-folks can't keep a secret?

On that same day, an interesting pantomime came into being. Pin back your ears, for here goes: Miss Templeton dropped in to see us, and upon being greeted by Ann Shofer, she was seen to look up hopefully, and with raised eyebrows nod her head ever so slightly. Ann, with a look of deep disgust, shook hers slowly. Do you old maids who are reading this catch the idea? Here's one who did.

Our old friend Mrs. Sanders, lately retired, came in the other day with a box of candy almost as big as she is, for us to pass around for Christmas. She also brought a perfect avalanche of Christmas cards for all her friends. We still live in the hearts of our friends. Mr. Fleshner played Santa Claus to all of us with an elegant home-grown orange for each one.

A beeyootiful red and silver box of candy came from the Ohmer Fare Register people with a card "To all the girls in Conductors' Accounts from the Ohmer Boys". Now wasn't that nice of the boys? You gals quit that crabbing about B O ohmers, will you, please?

Just before going to press, we are in receipt of a beautiful Christmas card from your friend and ours, Mr. Charles H. Keller, who retired from the Accounting Department a few years ago. On the card, he expressed his enjoyment of our column, and hopes to see better things in the future. Thank you, Mr. Keller, we hope to do you proud. How do you like **this** month's column?

We've about decided that Mr. Shuman doesn't believe in Santa Claus, for he's never spent a Christmas with his P. E. family since he got us. He certainly misses a good time. But he DID get in on the eats last week.

The LAST of the vacations. If it isn't the last, doggone if they can't wait til next year's assignment. Migoosh—with our own vacation receding down the dim corridors of the past, why'n heck do we have to torture ourself telling about somebody else's? Well, they say it's an un-pod-donable sin to leave a vacation out of the column—(and our name was **almost** mud one month, but Uncle Tommus came to our rescue and slipped the dern thing in just as he went to press)—so, here goes, my friends, for the **last** time this year: Dovie Brown, who went to Tulare. F'gosh sakes! Did we stop production just for her?! You're welcome, Dovie, don't mention it. And next year we'll do just as well by you. No, that's all right.

Our visitors—My goodness, they just can't keep away—were: Miss Templeton of pantomime fame, Elizabeth Reckweg Amalong with a batch of home-made cookies, (come again, Liz), Bertha Salisbury, the height of

fashion, Opal Littlefield Tucker huffing and puffing after a trip up the stairs, Floris Appel, in a minute and gone again, and Helen Quigley Maloney, past expert noisemaker on the typewriter, now homemaker in the dish pan. Ladies all, we're glad to have you, and hope you will come again whether you bring anything to eat or not.

And to show you that Esther Quast really does know what it takes to get into print, here's the grand finale to her headline crashing and to the column. On Christmas day she did a Santa Claus stunt on top of the house in a wooly bathrobe when the roof caught fire from the sparks of the chimney. By the time the fire department or two or three arrived, our HERO had put out the fire, and was busily engaged in removing the dried-up vines from the chimney. There isn't much left for her to get into, but just watch this column every month; she's full of ideas, and we'll keep you posted.

So long, folks, and Happy New Year to you all, and we do mean you-all.

---

#### FREIGHT TRAFFIC NOTES

By J. E. Blackburn

---

The Freight Traffic Department takes this opportunity to wish for its friends and fellow employes a very happy and prosperous year in 1940. We, for our part, will strive to accomplish this for you as well as ourselves by endeavoring to attract more traffic to the Pacific Electric Company, and should like to ask that our fellow employes cooperate in this task by taking advantage of every opportunity to solicit traffic for the family lines and create good will in our public relations.

A very merry Christmas was enjoyed by all of us in this department, evidence of this being new watches, bill folds, wearing apparel, and numerous other conveyances of the generosity of old St. Nicholas.

Dave Gleason reports the acquisition of an addition to his family—a six weeks old Cocker Spaniel. Frank Conners is sporting a handsome new blue suit since his very fortunate strike early this month. Girls, here's news — George Koltz's telephone number is being changed. It will not be published here but this choice information might be divulged under very special circumstances. Lon Norrbom is a lucky chap. Or maybe he was just farsighted enough to save a week of his vacation to "take it easy" during the passing of the old year. George Meyers reports a substantial increase in his business this year (drawing pastels you know) as compared with last year. This

augurs well—for George.

Remember last month it was stated the Freight Traffic Department bowling team was in third place with a chance to pull into second place? Well, we did pull into second place but I am sorry to say the last time out we bowed to the Hill Street team and eased back into third place. Don't count us out yet though.

---

#### PURCHASING DEPT. NOTES

By Ray Cragin

---

Nosed out in a photo finish is about the best way to give you the results of the big Queen contest. Yes folks, that is what happened to our queen, Dorothea Beranek. This young lady came in a close second, and her many friends take great pride in the wonderful race she ran. The young lady had this to say;

"I wish to thank all my many friends for their loyal support in the contest for Queen. It was very thrilling to have the honor of running and being the P. E. Queen in the Rose Tournament. I wish to congratulate the other contestants for a good clean contest, the Lodge members for their untiring efforts to make the contest a huge success. And last but not least Mr. George Quesenbery who worked hard night and day to make my entry into the contest a success. Thanks a million, everyone."

—"Dot" Beranek

Yes "Dot" you made a lovely queen and I bet the biggest thrill of all was to find you had so many friends.

It was a white Christmas for the Livermore family. Jimmy took his vacation during the holidays and find time for a visit to the home of Mrs. Livermore's brother George Hudson at Grass Valley, California, a good place to have fun and throw snow balls.

Ruth Bushard is back to work after a few days battle with Mr. Flu germ, and she picked Christmas day as the time to have it.

From Torrance we learn all the members of the Torrance group had a Christmas party the Saturday before the big holiday. Ice cream and cake was served and Mr. John VanderZee saw to it that a good supply of coffee was on hand to complete the refreshments.

My Torrance news gatherers have failed me again this month so we have no Torrance news to report. Here's hoping they do not fail me next month.

The President of France is prohibited from appearing in public in uniform and from sending telegrams containing political opinions.

Through surveys it has been found that more than 60 per cent of all passenger-car driving in the United States is for business purposes.

Tigers are not found in Africa. The tiger is an inhabitant of Asia and adjacent islands. His southernmost habitats are Sumatra, Java, and Bali.

A historian declares that when Alexander the Great plundered Persepolis in Persia, it took 20,000 mules and 5,000 camels to carry the loot.

A golf ball leaves the head of a well-swung brassie at a speed of 146 miles an hour, while a tennis ball goes driving over the net at about 80 miles an hour.

In the third century B.C., Emperor Chin (often recorded as Shih) of China, for whom China was named, drew the various regions together and formed an empire. He then built the Great Wall as a protection against the nomad tribes of the north. Chin also erected a palace containing one thousand rooms, and slept in a different room each night, fearing assassination.

Primitive warriors sometimes covered their shields with the bony covering of the alligator gar fish.

Textile mills in South Carolina now consume approximately 1,500,000 bales of cotton annually, compared with 850,000 bales in the year of 1920.

Burglars do odd things the same as other people. Recently one stole \$150 in Confederate money at Seattle, while another one in Alabama stole a live rattlesnake.

In 1918 the United States Post Office Department inaugurated the first air mail service, which was between Washington and New York, a distance of 218 miles.

"Madam, are you positive you know where your husband was the night the crime was committed?"

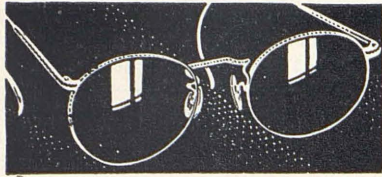
"Well, all I can say is that if I did not know, then I busted a good rollin' pin over the head of an innocent man."

---

#### Caught

Moe was trying to describe to his friend the kind of fish he had caught. "I tell you," he explained, "it was that long! I never saw such a fish in my life!"

"I believe you," answered his friend.



Numount **1** —DOWN  
 —New stream-lined beauty,  
 broader, unimpeded vision &  
 far less danger of breakage.

**4** —30 Days  
 —60 Days  
 —90 Days

**DR. W. F. MORRISON**  
 Optometrist

at **The FAMOUS** in  
 Los Angeles Pasadena  
 Glendale Long Beach



for that  
**BETTER MOTOR**  
 another  
**ASSOCIATED**  
 product

**SWIM . . .**  
**Redondo Plunge**

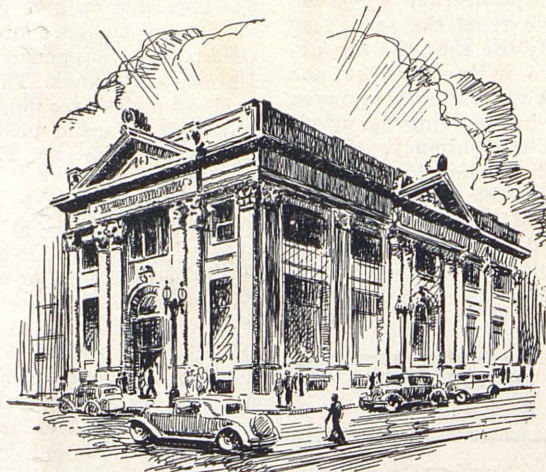
**EMPLOYEE'S RATE**  
**20c each**

Just Present Your Pacific  
 Electric or Motor Transit  
 Pass or Club Card Identification

**A Swell Time . . . . .**  
**. . . . . At A Low Cost**

THE  
**FARMERS and MERCHANTS**  
**NATIONAL BANK**  
**OF LOS ANGELES**

FOURTH AND MAIN STREETS



*Your Pay Check is Payable at the*

OLDEST BANK IN  
 SOUTHERN CALIFORNIA  
 ORGANIZED 1871 NATIONALIZED 1903

•  
**NO BRANCHES**  
 •

**Capital \$3,000,000.00 Surplus and Profits \$5,000,000.00**  
 •

TRUST DEPARTMENT FULLY EQUIPPED  
 TO UNDERTAKE ANY TRUST SERVICE  
 ESCROWS HANDLED  
 •

SAFE DEPOSIT DEPARTMENT  
 •

Conservative Progressive Banking  
 •

Commercial Time and Savings Accounts Invited  
 •

Member Federal Deposit Insurance Corporation  
 •

Member Federal Reserve System