



JULY - 1940
PACIFIC ELECTRIC
Magazine

NEAR P. E. CAMP

PACIFIC ELECTRIC Magazine

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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.

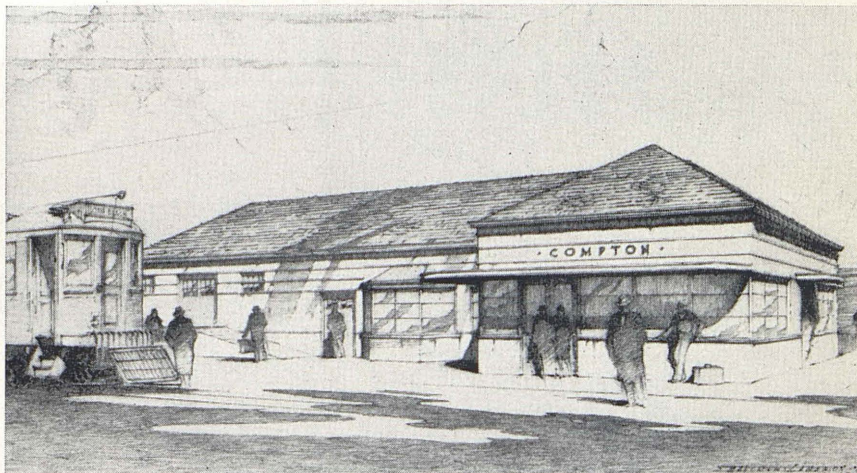
Address all communications to the Editor at 623 Pacific Electric Building, Los Angeles, California.

E. C. THOMAS.....EDITOR

TWENTY-FOUR years ago, on the tenth day of June, 1916, the Magazine came into existence through the joint idea of F. L. Annable, then General Superintendent, and the present Editor of the publication, official sponsorship being given by Paul Shoup, then Vice-President and later President of the Company. The present number of the Magazine indicates that it is Volume 21, which is correct, so far as the years of publication go, there having been a period of three years during the "depth of the depression" when publication was suspended, renewal of publication being authorized by our present President, O. A. Smith, soon after he was chosen to that high position. Throughout the years it has been the desire of the Magazine to truly represent all of the employes and the Company to the best of the ability of its editors. How well it has succeeded can best be vouched for by those who receive a copy of it each month. Its future success can only be attained by the continued co-operation of those who contribute to its columns each month, and many of those contributors have been constantly upon its associate editorial staff for the past 24 years. To them, and to the others who have since joined in its publication, the Editor extends his most sincere appreciation, and to the Company, which has made its publication possible, all of us owe our gratitude. The Magazine has indeed been a "labor of love" upon the part of many.

COMPLETE mastery of your present job, and "preparedness" to function 100 per cent in the task in which you are engaged, is definite assurance that you will be "prepared" for assignment to duties you understand and can accomplish should the Nation call you to service. Transportation will be a most important factor in any undertaking the Nation may engage in, whether for defense or offense. The lines of transportation are the life-lines of our country.

Compton Station Nears Completion



For some time past the rehabilitation of our station at Compton has been under way, and when completed, which should be within the next few days, it will be one of the most attractive on our lines.

The architectural design was made by our Engineering Department and that department is also engaged in the construction.

While the completed structure rep-

resents a re-modeling of the old one, as a matter of fact the structure is practically new throughout, or at least the equivalent of new.

New lines have been followed in the appearance of the station, new wiring and plumbing installed, complete rearrangement has been made of the offices, warehouse and platform facilities, as well as practically rebuilding the concession which is a part of the building.

Coach Replaces "Brentwood" Rail Line

On Monday, July 1, 1940, the Los Angeles Motor Coach Co., jointly owned by The Pacific Electric and the Los Angeles Railway, established, as a branch of its Los Angeles-Santa Monica via Wilshire Blvd. Line, a new service via Wilshire Boulevard, San Vicente Boulevard, and Ocean Avenue to Santa Monica Boulevard, Santa Monica.

This extended service is in lieu of Pacific Electric Railway Brentwood rail service, which was discontinued after the last trip on June 30, except one round trip per day.

Through motor coaches will operate from downtown Los Angeles, through to Santa Monica, both by Wilshire Boulevard (the present route) and via the new route over San Vicente Boulevard from the intersection of Wilshire and San Vicente in West Los Angeles.

"Limited" and "Express" Service is provided in schedule for rapid transit between Santa Monica and downtown Los Angeles.

Double-deck coaches operated in Wilshire Boulevard service were replaced by new single-deck Diesel hydraulic motor coaches on July 1st, and these new motor coaches will operate in the through service between Los Angeles and Santa Monica.

Equipped with a six cylinder, two cycle Diesel engine and torque converter (hydraulic drive) these coaches offer a new degree of smooth acceleration with no vibration or uneven motion.

At a speed of approximately 20 miles an hour the hydraulic transmission is cut and the rear wheels of the coach become directly connected to the engine.

Attractive interiors boast mohair upholstered seats, stainless steel fittings, spacious aisles and wide windows.

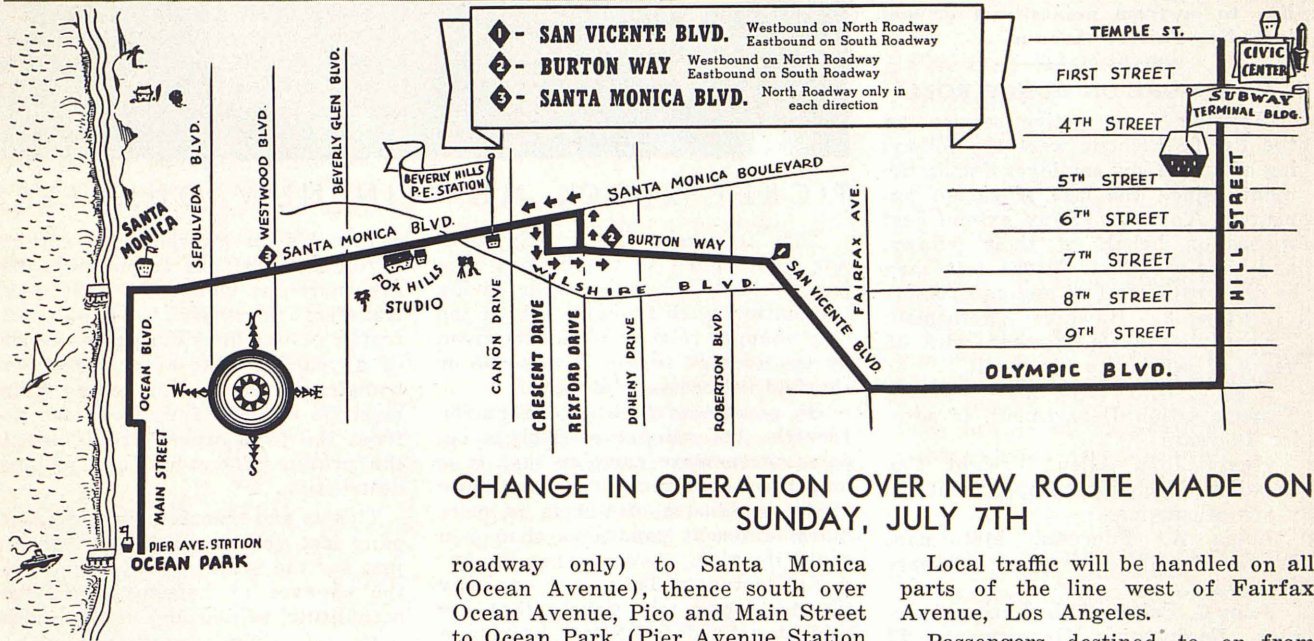
An interesting additional feature of the new coaches is found in the "six-footer" portholes — extra windows placed above the regular windows for the convenience of those tall passengers who, without "stooping," "squatting," or "squinting," may locate street signs preparatory to alighting.

Novel

Gently, he pushed her quivering shoulders back against the chair. She raised beseeching eyes in which faint hope and fear were struggling. From her parted lips, the breath came in short, wrenching gasps. Reassuringly, he smiled at her.

Bzzzzz, went the dentist's drill.

Coach Replaces Rail Service to Beverly Hills-Santa Monica



CHANGE IN OPERATION OVER NEW ROUTE MADE ON SUNDAY, JULY 7TH

In conformity with the decision and order of the California Railroad Commission of recent date, replacement of the rail service with Motor Coach operation was made on the Los Angeles - Beverly Hills - Santa Monica Line on Sunday, July 7th, with the exception of that portion of the line between Vineyard and Ogden Drive on San Vicente Boulevard, service for which is provided by the extension of the Vineyard - Venice Boulevard - Hollywood Line from Vineyard to Ogden Drive.

A change in the route of service was brought about by reason of the establishment of the new motor coach line, in that it originates at Temple and Hill Streets, traverses Hill Street to Olympic Boulevard and follows Olympic Boulevard to the junction of Olympic with San Vicente at Fairfax, from which point the route follows closely that of the present rail line into Beverly Hills, thence over Santa Monica Boulevard (northerly

roadway only) to Santa Monica (Ocean Avenue), thence south over Ocean Avenue, Pico and Main Street to Ocean Park (Pier Avenue Station of the Pacific Electric.)

To meet the schedule requirements of the new Motor Coach Line, twenty-five new Motor Coaches of the most modern type, designed especially for the service of this line, were purchased.

The initial Time Table calls for 122 trips daily except Saturdays, Sundays and Holidays between Los Angeles and Santa Monica; 113 trips Saturdays; and 94 trips on Sundays and Holidays.

On the new motor coach line, no passengers will be handled locally between terminal of the line at Temple and Hill Streets and the intersection of Fairfax Avenue and Olympic Boulevard and intermediate points, inclusive of both limits, all within the City of Los Angeles.

This restriction does not prohibit the transportation of passengers to and from points within the restricted area from and to points outside the restricted area.

Local traffic will be handled on all parts of the line west of Fairfax Avenue, Los Angeles.

Passengers destined to or from points on the new Motor Coach Line west of Fairfax to or from points on the Vineyard-Venice Boulevard-Hollywood Line, will transfer at the junction of San Vicente and Olympic Boulevards (Ogden Drive).

With the exception of six trips outbound from Los Angeles during the late afternoon "peak" period, such trips being operated as "LIMITED" between Los Angeles and West Los Angeles, stopping only at Beverly Hills Station (Canyon Drive and Santa Monica Boulevard), coaches will make stops on Hill Street, between Temple Street and Olympic Boulevard at all intersecting streets in regular street car loading zones; on Olympic at Motor Coach stop signs of the L. A. Motor Coach Co.; on San Vicente and Burton Way at Pacific Electric Motor Coach stop signs; along Santa Monica Boulevard at locations at or adjacent to those formerly used by the rail line. Stops between Santa Monica (Ocean

Ave.) and Ocean Park Pier Ave. station will be made along Main Street, adjacent to those formerly made on rail line.

One of the features of the new route that will appeal to patrons in Beverly Hills - West Los Angeles - Santa Monica areas is that fares in effect permit them to ride through to and from the Civic Center of Los Angeles at Temple and Hill Streets as well as through the center of the downtown business district of the City, without transfer.

Fares formerly in effect on the Los Angeles - Beverly Hills - Santa Monica rail line will apply on the new Motor Coach Line that replaces the rail service, and will apply through to the Civic Center (Temple and Hill streets), **except that no Los Angeles local fares will apply on this line to or from points east of and including Fairfax Avenue.**

FIVE MORE ON HONOR ROLL

Retiring from active service on the Pacific Electric were the following of our fellow employes during the month since the last Magazine appeared. To them all we extend best wishes on behalf of their fellows, and hope that their future days may be filled with comfort and enjoyment:

John F. Hawkins, Motorman, Transportation Department, with 35 years of service to his credit.

Fred J. H. Peters, Express Clerk, Transportation Department, in service 16 years.

Henry John Allen, Freight Car Repairer, Mechanical Department, 20 years of service.

Louis A. Suncelia, Motorman, Transportation Department, 20 years of service.

John C. Fulton, Sub Station Operator, Engineering Department, 22 years in service.

TOURNAMENT OF LIGHTS

The great annual spectacle at Newport-Balboa will occur this year on July 20th, and from reports received will far surpass in beauty that of previous years.

For some weeks past the various yacht owners have been busy assembling materials for most elaborate decorative and lighting effects, and it is said that entries for the big event have been coming in from many points along the coast from as far north as Seattle.

His Explanation

Magistrate: "Tell me, young man, just how did this accident occur?"

H. W. Oles: "Well, your Honor, I had dimmed my lights and was hugging the curve . . ."

Magistrate: "That's how most accidents happen. Five dollars."



TICKET STOCK NOW IN NEW QUARTERS

That little head line probably does not mean much to the layman who has no particular reason for giving the matter much thought. About the only thought relative to tickets given by the average person is when he or she find it necessary to travel.

On a railroad such as the Pacific Electric, the subject of Tickets becomes even more complex than it is on a trans-continental road, for there are more classes of tickets to meet many different conditions than you could imagine.

For instance: There are one way tickets, round trip tickets that are sold at a fixed tariff rate bearing a 30 day return privilege, as well as round trip tickets sold at an excursion fare the limit for return being 10 days; there are commutation tickets for use between points on our lines where the one way fare is 15c or more; there are tickets for school children; and coupon tickets are even issued for the carrying of newspapers on our cars.

Not complete at that is the matter of tickets unless transfers are considered, for in traveling from place to place on our system it is necessary to transfer at times from one line to another.

To most folks, a ticket is only a piece of cardboard or a narrow strip of paper; and really that is just what they are until an agent puts an official stamp on the back of a ticket or a conductor or operator punches a distinguishing mark.

When that is done, then the cardboard and the strip of paper becomes the equivalent of money and ex-

changeable for transportation service.

Not many of our employes realize the enormous volume of tickets and transfers necessary to handle the traffic of our lines during the course of a year, or that every ticket and transfer issued by our selling agent must be audited and accounted for from the time orders are issued to the printers for stock to their final destruction.

Tickets and transfers cost this company last year in excess of \$20,000 just for the stock; to say nothing of the expense of housing that stock, accounting, selling and other details.

For the different lines and connecting points and to comply with regulatory rules requires 14 different types of transfers, and during the past 12 months 14,661,000 were used by Conductors and Operators on our lines.

In forms of numbered tickets, such as one way, round trip, and commutation the Ticket Stock Department has in store today 418 different kinds.

It can by now be seen that Ticket Stock is a vital and valuable department in the operation of this company's transportation affairs, and should have a well-ordered, convenient and commodious place in which to function.

That kind of a place it has just acquired and moved into from less adequate quarters, and for convenience is closely adjacent to the Passenger Traffic Department, under the supervision of H. O. Marler, Passenger Traffic Manager, and in direct charge of Chas. Minick.



With one National Convention past and another just ahead of us W.W. wishes to make a few nominations:

Meet John Russell Schafle, whom I wish to nominate as the best tele-



phoner on the System. Here is a young man who after years of practice can holler as loud as Jim Flathers over a 'phone; in fact, he is so good that when the 'phone goes B.O. he just sticks his head out the window and can be heard in Pasadena. Rus

is a strapping big fellow of 115 pounds and had been persuaded to become a jockey at Santa Anita by George McClure; but just when he was in rare form and ready for the first race, he swallowed his gum and was disqualified for being overweight. The picture you see was taken after attending a thrilling cowboy picture at a Main Street picture show.

For our next Candidate we travel to West Hollywood. Meet Mr. Clifford Curle, who I wish to nominate as the busiest man in the world; a soldier of fortune; a member of the American Legion; Scout Master at West Hollywood and wrestles at the American Legion every Monday



night under the name of "Canvas-

back" Curle. He attends all the shows at the El Capitan where he ushers until Curtain Time and then plays the lead; his latest success being "The man who didn't come to dinner." During the day he keeps the store and says "when I cannot produce the material I see Green". The accompanying picture was taken just when he was scaring the boys from the Rhine to surrender.

And now folks meet Jerry Rons, who I nominate as the fellow "who has the most friends." He is a man



who has more friends than he has hair on his head. A great sportsman; specializes in catch-Mackerel; an after dinner speaker and world traveler. He once toured Sweden but this not commonly known among his friends.

At the age of 3, he took his father's watch apart and they knew he was a mechanic. The accompanying picture was taken after he had delivered a two hour address at the Pessimistic Club on the "Fourth Dimension".

CLEAN DISHES

Stubblefield — Wash those dishes clean. Remember, it's my relatives who are coming to dinner today, not yours.

Mrs. Stubblefield — These dishes ought to just suit your relatives. They're all cracked.

NO CHANGE

Farmer: "An' how's Lawyer Jones doing, doctor?"

Neighbor: "Poor fellow, he's lying at death's door."

Farmer: "That's grit fer ye; at death's door, an' still lying."

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

Saving Opportunity for Employees

Arrangements have been completed whereby Pacific Electric employees may secure coupon books, good for trade at Pacific Electric News Service concessions, at a price that will effect a saving of 10% to the purchaser.

These books contain 65 five-cent coupons, and with the cover which will be accepted for 5c in trade, represents a total value of \$3.30, the sale price to employees being \$3.00.

Pay-roll Deduction if Desired

Employees may, if they desire, arrange to have the purchase price of the coupon book handled by payroll deduction. To secure coupon book to be so handled, employee should request immediate superior to furnish approved Form 8998, Sales Authority and Deduction Order, which should be presented to any of the following Pacific Electric units in exchange for coupon book. Coupon books are also on sale for cash at these concessions:

- PACIFIC ELECTRIC RESTAURANT
6th & Main Streets Station
- PACIFIC ELECTRIC RESTAURANT
Subway Terminal
- PACIFIC ELECTRIC SODA FOUNTAIN
Long Beach Station
- PACIFIC ELECTRIC NEWS STAND
Pasadena Station

Valid for Trade at all Concessions

Coupons will be accepted for trade at all concessions operated by the Company. For your information and convenience append list of such concessions herewith:

- RESTAURANT, SODA FOUNTAIN & NEWS STANDS
6th & Main Streets
- RESTAURANT, SODA FOUNTAIN & NEWS STAND
Subway Terminal
- SODA FOUNTAIN-LUNCH COUNTER & NEWS STAND
Long Beach
NEWS STAND
Pasadena Station

PACIFIC ELECTRIC RESTAURANT and NEWS SERVICE

T. B. LOCHHEAD, Supervisor
Room 809, Pacific Electric Bldg.
Local 2751

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

Tuesday, July 9:

American Legion Post No. 321 and American Legion Auxiliary Unit No. 321 Joint Installation of new Officers in Club Ballroom—8:00 p.m.

Wednesday, July 10:

P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m. Followed by an interesting Film in color taken near Guaymas, Mexico, showing the taking of Pacific Sail Fish and Marlin. Ladies and friends invited.

Friday, July 12:

Pacific Electric Bowling League Meeting—8:00 p.m. Important matters pertaining to next Bowling Season to be discussed.

Thursday, July 18:

P. E. Women's Club Afternoon Card Party 1:00 p.m. Prizes to winners.

Tuesday, July 23:

American Legion Post No. 321 Regular Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321 Regular Semi-monthly Meeting—8:00 p.m.

Friday, July 26:

Transportation Safety Advisory Committee Meeting—10:00 a.m.

American Legion Auxiliary Unit No. 321 Regular Monthly Night Card Party—8:00 p.m.—Bridge, Pinochle, Bunco and 500—Admission 25c—Prizes to winners. Refreshments.

Thursday, August 1:

P. E. Women's Club Afternoon Card Party—1:00 p.m. Prizes to winners.

MASONIC CLUB NOTES

By Ed Hasenyager

Let us use a quotation from Henry Van Dyke as a guide to our thoughts and acts during these turbulent times.

"Four things a man must learn to do
If he would make his record true

To think without confusion, clear,
To love his fellow man, sincere,

To act from motives, pure,
To trust in Heaven and God, secure."

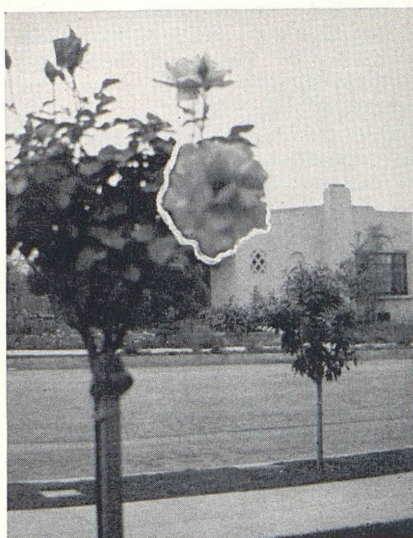
Regimented thinking must never be allowed in these United States. We should maintain our confidence in the great spiritual values of life and God.

No Meeting This Month

Thursday, July 18, 1940. Special visit Golden State Lodge No. 358; 2305 1/2 South Union Ave. to confer a Third Degree.

This is the home lodge of Brother Tom Ewers. Let's show him a good turnout. He deserves it and promises a royal welcome.

Our visit to South Park on June 25 was greatly enjoyed by about 40 members of our Club. The Degree Corps exemplified the work in a masterly fashion and were complemented by the Grand Lodge Inspector who stated that it was as good as any it had been his pleasure to witness. Such praise from a real critic is great encouragement to your team and encourages them to put forth their best efforts and should merit a larger attendance to both our regular meetings as well as our visits to various lodges to confer degrees.



A GIANT TALISMAN ROSE

Floriculturists of our company have had an ideal set up to "shoot at" by George E. Watson, for many years in active service of the company, now retired, who presented a picture recently to the Magazine of a rose tree he had cultivated, bearing a Talisman Rose 6 1/4 inches in diameter, and with the picture of the giant rose came the statement that just a short time previous, the bush had produced a blossom even larger than the one shown.

Mr. Watson's residence is at 2441 33d Street, Santa Monica, and he will be glad to answer any inquiries that may be addressed to him.

Comments: Brother Ralph M. Cobb who has recently returned from his vacation brought home some interesting pictures and facts relative to Alexandria-Washington Lodge No. 22, of Alexandria, Virginia, the home of George Washington. He was initiated, passed and raised to the sublime degree of Master Mason in Fredricksburg Lodge No. 4, Fredricksburg, Va., November 4, 1752, March 3, 1753 and August 4, 1753.

On September 2, 1782, Masons in Alexandria, Va., petitioned the Provisional Grand Lodge of Pennsylvania for a charter for a Masonic Lodge in Alexandria, Va., which was granted on February 3, 1783 and General Washington was elected to honorary membership in this lodge. On April 28, 1788 Alexandria Lodge was granted a charter from the Grand Lodge of Virginia. History records General George Washington was named as Charter Master at that time.

The history of Alexandria-Washington Lodge is very interesting and is well worth reading.

Hospital Notes: Don't forget to visit our unfortunate Brother who

through no fault of his own may be confined to either his home or to the hospital due to illness or accident.

The following Brothers have been at St. Vincent's Hospital during June: D. G. Garlock, Freight Conductor; Harry G. Brown, Passenger Conductor; Albert Hornbuckle, Trolleyman.

WOMEN'S CLUB NEWS

By Mrs. W. H. Shoup

On May 29th members of the Mother Club were guests of the Pacific Electric Auxiliary of Torrance at a picnic held in the Torrance City Park.

About sixty ladies were present and after partaking of a delightful luncheon served on flower decorated tables a large birthday cake baked by Mrs. Dora Murphy was placed before Mrs. Bragunier and when it was learned that it was also Mr. Womersley's birthday, Mrs. Bragunier graciously shared the honors and the cake with him.

The afternoon was spent playing games and visiting and passed all too quickly and with many expressions of appreciation to the ladies for their hospitality and assurances that we would come again we departed.

On June 13th, Mrs. Frank Miller and Mrs. William Shoup invited the officers, members of the board and chairmen of last year to come to Mrs. Shoup's home for luncheon and a baby shower for Mrs. Andrews.

Don't forget the card parties every 1st and 3rd Thursdays where Mrs. Rambo as chairman will be glad to greet you.

AMERICAN LEGION AUXILIARY

By Martha V. Harper

The 23rd District Meeting was held in South Gate on June 19, 1940. We were distinctly honored to have with us Mrs. Muriel Wright, Department President, who gave a splendid talk and was welcomed by Mrs. Dorothy Baker 23 District President who presided over the meeting. There were many splendid reports given by the various Chairmen, this being the last district meeting of the Auxiliary year.

Mrs. Becky Benjamin, 23rd District Vice President and a Candidate for District President for the ensuing year was also present. The meeting was one of the largest of the year and we were very grateful for the opportunity of having been hostess to our Department President and to our District.

Our Unit was presented with a Citation from the National Auxiliary for having reached their membership quota before Dec. 31, 1939.

Corsages were presented to our Department President and to our Dis-

trict Officers. These were the work of an Auxiliary member whom most of us know. She is also a Unit President. None other than our friend Juniah Contreras, florist and designer.

The luncheon was under the able direction of our own Lillian Lyons, who so capably managed Mrs. Lyons is 23rd District National Defense Chairman and Junior Past President of this Unit. The table decorations were done by Anna Tucker, assisted by the Committee. Mrs. Tucker is our Community Service Chairman and Disaster and Relief Chairman, also Sergeant-at-Arms in the Unit.

The Unit was invited to attend the last meeting of the Post. That we might witness the presentation of the Purple Heart Medal to Comrade Goodwin. This medal is awarded by the War Department of the United States.

Mrs. Cora Newhouse, Unit Poppy Chairman, reported a very successful sale of Poppies and announced the winners of the Poppy poster contest held in the Mt. Vernon High School and sponsored by this Unit.

The Unit had the distinction of having our colors in the Memorial Day Parade at the Coliseum. Mrs. Katherine Brown having served as Sergeant-at-Arms.

We are glad to welcome Mrs. Patricia Oglesby into our midst, she having just returned from the East.

Mrs. P. Withee has been confined to her home with the mumps, but is well on the way to recovery again. Some folks take anything.

Mrs. Mead and Mrs. Malmborg have been on the sick list too. We wish for them a speedy recovery. Mrs. Nichols, Mrs. Tucker and Mrs. Fackler have been ill too. We hope all are well again.

The Pacific Electric Railway Post 321 and the Unit will hold a joint Installation on July 9th in the Club Rooms, at 610 South Main Street.

The Unit will be presented with their colors by Mr. O. A. Smith, President of the Pacific Electric Railway.

This will be a very interesting event and the public is welcome.

The regular monthly card party was held on June 28th at the Club. Mrs. M. Quillin, Ways and Means Chairman, and Mrs. Ellen Bryant, Co-Hostess were in charge. A good time was had by all. Watch for the date of the next one. It will be announced later.

Membership

Largest membership in the history of the American Legion Auxiliary was enrolled for 1940 as the organization began its June activities, according to Martha Harper, membership chairman of Pacific Electric Railway Unit of the Auxiliary here.

The June membership report

showed 482,688 members, compared with the previous high record of 482,48, established last year. The gain over the same date last year was 22,428. Auxiliary leaders were certain that more than half million members would be enrolled before the close of the year.

Thirty-three of the Auxiliary's 52 Departments had exceeded their membership quotas, while a majority of the others needed only a few more enrollments to reach quota strength. Georgia had the largest percentage of gain, with 122.17 per cent of its quota enrolled, while Pennsylvania had the largest total enrollment, with 40,853 members, the greatest number ever enrolled by any Department.

Those who are eligible are urged to contact any Unit Member for information relative to becoming a member.

Won't you avail yourself of the privilege of belonging to this worthwhile organization? WHY NOT JOIN NOW?

Junior Auxiliary Activities

Outdoor activities are drawing the interest of the American Legion Auxiliary's junior members this summer, according to Phylliss Withee, chairman of the local Auxiliary juniors. Many juniors in all parts of the country are qualifying for the Auxiliary's "Junior Squirrel Club" by taking woodland hikes, or visiting state or national forests, and learning to identify different kinds of trees. Other activities includes picnics, outings, presenting patriotic pageants and participating in the work of the senior members.

The Auxiliary juniors, who are daughters of American Legion members and deceased veterans under 18 years of age, are increasing rapidly in number. More than 50,000 are expected to be enrolled this year.

ROD AND GUN CLUB NEWS

By Arlie Skelton

The following announcement regarding P. E. Camp Trout Prizes will be of interest to the many trout fishermen of the P. E. Rod and Gun Club.

Statement made on page 56 of the Year Book under P. E. Camp trout should be stricken out. There definitely will be prizes awarded in this classification, similar to those awarded in this classification for the past several years.

While the P. E. Camp has been compelled to dispose of its boats, plenty of boats are available from the concession at the Arrowhead Village.

The cost will be twenty-five cents for parking your car at the boat landing and \$1.50 per full day or \$1.00 for five hours rental of boats.

The boats will be fully equipped with life preservers for each passenger in accordance with State regulations.

Your stopping at the P. E. Camp for a least one night makes you eligible to register your trout under P. E. Camp Trout Classification. While, if you are going up for only a day and are not eligible to register your trout under the P. E. Camp Classification, you may still register them under the proper Lake Trout Classification.

While we have enjoyed free boats at this lake for a good many years, and quite naturally regret having to give them up, when we take into consideration the added convenience of being able to drive your car to the boat landing, get a good dry boat fully equipped and one you may attach your outboard motor to, and feel free that you are not trespassing on private property in so doing, it is well worth the added small cost.

It is now vacation time, the lake has been well stocked with trout, the P. E. Camp needs your patronage.

Are Your Wages Guaranteed?



—Exclusive—

ACCIDENT AND SICKNESS POLICY
OFFERED TO

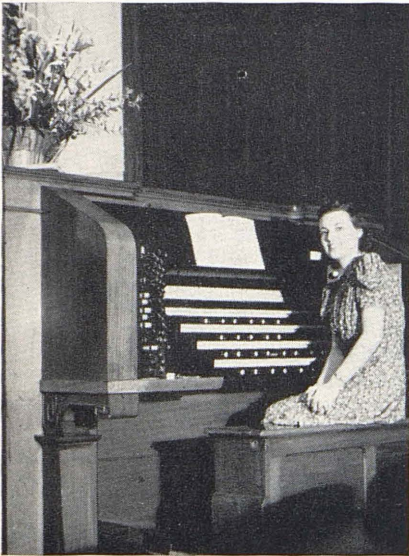
Pacific Electric Ry. and Bus Employees Only
Massachusetts Bonding and Insurance Company

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

Mr. DeNyse and his staff will do all in their power to make your vacation at the Camp a pleasant one, so plan all or at least part of your vacation time at our camp. There just isn't a better place.

It is indeed a pleasure to present the accompanying photograph of one of my very good friends for the past five years, Miss Ellen Lucille Terry. The attractive and talented young Miss shown here, has been organist at the Los Angeles Embassy Auditorium for the past six months. She is the daughter of D. A. Terry, one of the charter members of the P. E. Rod and Gun Club.



Miss Terry can be heard weekly over radio. She is well known in musical circles and has played at our P. E. Auditorium, for orchestras and churches throughout the city. Her personality is just as beautiful as her looks.

While on the subject of personalities, etc., it is amusing to see ourselves as others see us. The following is a brief of one man's opinion of the personnel at the Subway Terminal Tower. Not intended by him for publication, but amusing to yours truly: 1st "Our own living "Skelton' in the closet, arch enemy of , big game hunter, authority on wild life in its various forms, sporting editor P. E. Magazine Rod & Gun section, well founded on the happenings of the day, son of the Ozarks and graduate of the Fayetteville Academy of Wayward Boys."

2nd "Ernest (Evangelist) Glenny, Chicken Fancier, owner of prize winning egg laying hens, ex-Texas long-horn, more at home on the range than on San Gabriel Blvd.."

3rd: "Last, but not least, our own Don Juan and adopted son, none other than Ira C. McIllwain, coffee and do-nut shop addict."

Honorable Mention is also given

to Harvey Fuller, founder of the fuller brushes. Maker of the famous chin brushes. First saw the light of dawn, hobbling over the cobble stone streets and by paths of Topeka, Kansas." Signed, The Hoosier Hot Shot, who happens to be our own second trick regular relief man (Jesse James) L. Grogan.

Brother Grogan, as we know him fraternally, is a scholar of the old school of Morse Code telegraphers and in his hey day, he absorbed so much telegraph that he still fairly "eeks" with it. Everytime he picks up a pencil he just has to write a message, and he lives railroading. Talk with him an hour and you have a pretty fair opinion of what a second section of the movie, "Union Pacific," would look like. He learned railroading the hard way.

We, at the Subway, enjoyed the brief summary and take it in the same spirit of fun we know it was intended.

Another one of our very own Talent Scouts is (Curley) A. M. Cross. The man responsible for the very good picture shows you and your family have been enjoying on alternate regular meeting nights this year. Mr. Cross is due to come forth with another one of his good shows at our next meeting.

Also make reservations early for Scott Braley's Father and Son Charter boat outing to be held early in August. Just stopped at Los Patos Camp for a few minutes while passing by. Most of the natives as usual had gone elsewhere to fish. Understand the guests at the camp recently have been making some good catches of Corbina and Croakers while the natives look for greener pastures elsewhere. R. M. Lawrence reported several good catches at a time when there wasn't supposed to be any fish around. Said he didn't see any mermaids or sea serpents but did notice a big tall man running around out on the beach, talking with a Texas drawl, and wearing curlers in his hair. It surely isn't a new fad down there as the report states most of the men are wearing that famous wide part in their hair.

OLD PAL

Two friends met on the street. One of them remarked on the dirty state of the other's hands.

"Why," he exclaimed, "your hands are covered with soot."

"Well, that's because I was down at the station seeing my wife away," replied the friend.

"But how does that affect your hands?"

"I patted the engine."

SAFETY ADVISORY COMMITTEE FOR JULY, 1940

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

The following members are selected to serve on this Committee for the month of July, 1940:

Northern District	Terminal
F. A. Rouchlean	San Bernardino
W. E. Coleman	Macy Street
W. J. Hunt	Pasadena
Southern District	
K. J. Bordelon.....	Butte Street Yard
A. W. Ross	Long Beach
C. J. Butterworth	Los Angeles
Western District	
W. R. Grissinger	Ocean Park
C. Andrews	West Hollywood
F. M. Keathley	Glendale
O. B. Glanden	Hill Street
R. C. Fabun	Motor Transit District

"OLD-TIMER" RETIRES

In announcing the retirement of William H. Fanning, one of our oldest continuous service employes, the Pasadena Post of June 30th, has the following to say:

"Forty-one years of railroading came to an end for William H. Fanning yesterday when he swung off the rear end of an Oak Knoll car as it pulled into the Raymond Avenue barns and he checked in his tickets for the last time.

"After nearly half a century as conductor on the big red cars between here and Los Angeles and in local service, Mr. Fanning, known as 'Deke' to his fellow trainmen, is going on pension.

"It was on Oct. 10, 1899, that Mr. Fanning, then just a young man, started to work for the Pacific Electric in Pasadena, less than 30 days after he had been mustered out of the army after serving through the Spanish-American War. He has worked continuously for the railroad company since that time.

"As to future plans, Mr. Fanning, who lives at 55 Eureka Street, is undecided.

" 'Maybe I'll learn how to drive an automobile,' he said. 'Many persons older than I have learned to drive, so I might as well learn, buy an automobile and tour California, Oregon and Washington. There is a lot of country there that I've always wanted to see.'"

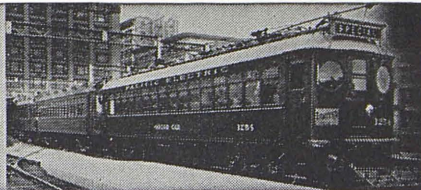
HAPPY?

Billy—Marry me, darling, and I'll make you the happiest wife in forty-eight states.

Lily—Not me big boy. None of this life in a trailer for me.



SAFETY NEWS



RIGHT WAY

Operator who shows interest in safety to passengers by pulling just as close to curb as possible so that passengers may make safe exit.

IS A MISS AS GOOD AS A MILE

We are going to ask each motor coach operator this particular question because of the fact that many, many times people have referred to the slogan "A miss is as good as a mile."

In this issue of the Magazine we are showing two cuts, the right way, and the wrong way to stop buses at curbs for passengers to board and leave the bus. The cut entitled "The Wrong Way" shows that the bus operator evidently had the foregoing slogan in mind. The picture very plainly shows bus driver missed the curb but only far enough to cause passengers leaving the bus to attempt to step from bus to curb, resulting in slipping on curb and causing a serious accident. Had this bus driver stopped a mile away from the curb the passengers could have left the bus with much more safety.



WRONG WAY

Operator who has failed to show sufficient interest in safety to passengers by failing to pull up close to curb to afford proper landing facilities.

WHICH AUTOMOBILE IS YOURS?

A recent survey was made at various terminals where trainmen and bus operators stored their automobiles during the time they were on duty.

In looking over these automobiles it was noted that the great majority were in very fine shape. By being in fine shape we mean there were no bent fenders or no scratches on the body of cars indicating operators of these automobiles had used very good driving judgment and had been able to operate through the same identical traffic conditions that they do in their days' work without having an interference with other automobiles.

In looking over the names of owners of the cars and finding them to be Pacific Electric employes, we then made a check to find out what the accident records had been of these same employes.

Had these employes operated their own cars the same as they had been operating Pacific Electric trains and buses we would have noted many scratches and bent fenders because these same employes who have very

It is just as much a duty of a bus operator to stop the bus in a position that will be safe for the passengers to unload as it is for him to operate the bus in such a way that he will not have collisions with other automobiles on the street.

A bus operator's duties are many and the only way that an operator may be a successful operator is to treat each one of his many duties as being the most important of all.

good looking automobiles have had several accidents while operating trains and buses. This can lead us to only one conclusion and that is that the majority of accidents could be prevented if trainmen and operators would use the same precaution and carefulness while doing their daily work as they do in driving their own automobiles through practically the same traffic congestion.

If you are proud enough of your own automobile to operate in such a manner as to prevent scratches and bent fenders, why not show the same consideration to the property of the company that has employed you and has made it possible for you to earn sufficient money to purchase these automobiles.

Recently the management of this company invested a great amount of

money in new motor coach equipment and remodelling of rail equipment. Many have commented that they did this for the purpose of increasing business and thereby deriving greater profits. Primarily this is true but we wonder if the employes of the company have realized that as business decreases job security decreases at the same time and as business increases job security rights increases.

For the purpose of making all our jobs more secure let us show the same interest in the operation of all the equipment that we do in operating our own cars. The management has done their part by furnishing finances to purchase new equipment. Let us do ours by avoiding collisions, thereby keeping the equipment like new.

"Ah," said the customs officer, when he discovered a bottle. "I thought you said there were only old clothes in this trunk?"

"Aye, that's ma night cap," said the Aberdonian.

DEPARTMENTAL NEWS NOTES

PURCHASING DEPT. NOTES

By Ray Cragin

Vacations seem to be the order of the day. Every one had a road map or time table in his pocket and a far away look in his eye. Most of the folks in our department have been going places.

Floyd Gill made a trip to Oakland for two days to attend the Veteran of Foreign Wars convention. He made a fast trip home so his co-worker Charles Wakefield could get away for two days at the convention. Both report the goings on a success but said you have not seen anything yet, wait until August in L. A. at the National Convention.

William Nicolay is back after two weeks in Southern California, after leading us to believe he was going to Portland and Seattle. As far as we can find out he took Torrance for Portland and Redondo for Seattle.

Roy Ewing and wife with the little Ewings, who are not so little any more, spent a week at the P. E. Camp. Roy says that boy scout training sure comes in handy when a fellow is on his vacation.

Clarence Swartz has gone on his vacation but did not say where. It is even money you can find him around his old home town of San Francisco taking in the Fair.

All members of this Department who attended the S. P. Day at the Fair report a fine time. Ruth Bushard is like the Merry Go Round owner's daughter, she has been around, and Dorothea Beranek who is a queen in her own right made the trip. With Ruth's cunning and Dot's Queening they had a swell time.

Mr. C. Fenimore also found his way to the Northern City, going a day early on Company business, and then stayed for S. P. Day. He left with good intentions, he hoped to help select the Queen but the Mrs. and youngest daughter followed a day later and when asked how the trip was he said "Fair".

The following news from Torrance:

From all reports a good paint salesman has passed through Torrance and Redondo. Fred Hopkins is back from his vacation and reports visiting the Fair and painting his house.

Charlie Stock returned from his two weeks and when asked what he did said I took in some of the sights in Southern California and painted my house. Wonder if a guy by the initials W. N. helped him?

Eddie Rieber put on his best Cow-

boy outfit, took the wife and family and hit for the old home state of Texas. Eagle Pass, Del Rio and San Antonio were scheduled stops. He did not paint his house.

Will Lock has been limping around the Torrance Store singing "Darling I am growing old". Will has a touch of rheumatism and wants it known he does not have corns or bunions. I wonder how he is going to paint his house.

Tommy "Kingfish" Wilkes and wife made a trip to Seattle and Bremerton, Washington. Tom hoped to visit the ship yards but Uncle Sam has the "No Admittance" sign hanging on the gate.

"Two Gun" Cain is writing a book on Success. Now he says if any one don't think he has success just call around and he will tell you. Every summer he talks the wife and family into going back to the old home state of Missouri and town of Cainsville. He stays home and shoots billiards. Hugh says there is nothing like billiards to make a man feel young again.

It is contagious. Just talked to Bill Jolly and he says he is going to paint his house on his vacation.

Leslie Bolen the pride of Macy Street and Wilmar, with his wife and son made the Fair S. P. Day. It was reported he met one Tom Wilkes on the train and they sang and they sang and they sang. I wonder if they did any painting.

ACCOUNTING DEPARTMENT

By N. E. Cates

Southern Pacific day at the fair attracted a number of our co-workers and their families, the Accounting Department and the General Claim Department being well represented. To the question "What was the highlight of your trip?" here are the replies:

Bernard Slater—Visiting Vacation Land Bldg.

Bonnie King—Chinatown.

Sam Taylor—Shouldn't talk, but the train ride was quite nice.

Al Manhart — Wearing out his shoes.

Frank Hardesty — Girl friend in Oakland.

Dave Alexander—Follies Bergere.

Mrs. Walton—Cavalcade of the Nations at night.

Alice Karayan—Train ride and the house of flowers. The San Francisco fair is much prettier than the New York fair.

Madelyn Mathews—The Billy Rose

Aquacade and the Pantheon.

Joe Lortie—The Cavalcade was tops. The 4 P| M shows on both Saturday and Sunday were entirely reserved for Southern Pacific Co. employees.

Helen Bettis — The new bridges and for a "high see" the top of Twin Peaks. Spent Sunday in Sacramento.

Vincent Tower—When Slater took his wife to lunch. Getting into the Finnish Relief Dance instead of the Company dance. That was his "finish", too.

Bill Pollack—Watching the girls play ping pong.

Hartley Hendricks — The Cavalcade.

Most of our bunch visited the Southern Pacific Accounting offices.

The boys seem to think that Sally Rand's show deserves honorable mention.

Frank Hardesty's girl friend has a new Packard and together they saw the whole Bay District.

Those Baggage Car parties will be remembered for a long time. The "butcher" set up a counter and did not leave his stand for the whole trip.

The "Big Lunch" often produces a cheese (American cheese) sandwich that is a Dagwood without the trimmings. It being practically all cheese.

Congratulations to Florence Halde- man and Tom Hinkle on their promotion to the posts of Head and Assistant Head Clerks of the Passenger and Car Service Accounts' Bureau. Florence was appointed Head Clerk and Tom, Assistant.

Earle Moyer continues to improve by leaps and bounds. (Around the office.) He reports a gain of 51 pounds since first of January this year. He is now planning to build a barbecue pit in his back yard.

Having secured a brand of clay pigeon that can be hit with a shot gun charge, the office Biehler boys went out again June 16th. The call of the wild was answered this time by Louis Tighe, George Perry, George Watson and myself. Scores of 15 out of 25 were made counting those that broke after hitting the ground. It was the first time in his life that George Perry had fired a shotgun, and the first time in 20 years for George Watson. Both shot as well as Louis Tighe and myself. However, Louie has an alibi. He uses a shotgun with a 32 inch barrel. His argument being the time element. Since it takes the shot longer to reach the end of his barrel, the pigeon has time to get out of range. We have decided to try to hit the shot with the birds on our next trip out. Which idea was found very successful by George Perry, who when ready to shoot, instructed the

thrower to "throw it up there where my gun is pointing."

We extend Birthday Greetings to quite a large group this month:

- Margaret TaylorJuly 5th
- Edna BareJuly 7th
- A. L. MarshJuly 7th
- Helen BettisJuly 8th
- Hessel Vander ZeeJuly 10th
- Thos. W. FleshnerJuly 17th
- George ChrystalJuly 18th
- W. S. H. WeeksJuly 18th
- S. A. BishopJuly 21st
- George WatsonJuly 23rd
- Leo BeckerJuly 23rd
- C. W. KnightJuly 24th
- Gilbert LammJuly 26th
- Lon McIntireJuly 26th
- Dale HydeJuly 28th
- George PerryJuly 31st

Joe Smale is motoring north the first of this month.

W. S. H. Weeks decided to stay at home for a week, the first week in July.

Harriett Barnes is now back from a trip that would lay most of us among the roses. From Los Angeles to New Orleans, to Washington where she visited most of our government buildings, then to New York, to Albany, to Windsor, Canada, to Detroit, to Chicago, to Racine, to Omaha, to San Francisco and then home. Now, aren't you tired? No, says Harriett. She saw the Atlantic and Pacific Oceans and was in Mexico and Canada.

Kenny Pomeroy and family spent a week at P. E. Camp.

F. J. Ogden had a few days off tuning his Willys.

Ethel Carruthers went to Portland for the first part of the month.

Betty Enscoe spent a week at Lake Tahoe and reports she had a grand and glorious time.

Mabel Cavender is planning a trip to Kansas City, Mo., the latter part of this month.

Bonnie King plans to acquire a sun tan at home soon and if the sun shines.

Ruby Binkley went to Texas—to Wolf City, Texas, where they have "long horn" steers.

Andy Reshaw will battle mosquitoes at Lake Tahoe this month.

Paul Fancler spent a week in Los Angeles, Calif.

Woodville H. Alexander spent a week at Venice, Calif., which is between Ocean Park and Del Rey.

Eddie Uecker is back from a long trip east. Also collected a nice sun tan.

Mrs. Walton went to Colorado.

Alice Karayan visited the New York fair to Alice is the Generals Motors Exhibit.

Mae Chisholm had a few days off.

John Kinney is back with us on temporary assignment.

TORRANCE SHOP NEWS

By Carleton B. Bell

There is a great difference in the results of "Wool gathering" and "News gathering." I have been so dogged with a severe cold the last week or so that it was almost impossible for me to talk, and what talking I just had to do was painful and very irritating to my vocal cords. Hence I put off "News gathering" as long as I could in the hope that it would get enough better to enable me to pump something out of some of these backward, but interesting, boys? in the Shop. But no such luck, it is still too sore for comfort and most of the following is the result of "Wool gathering" and if you don't like it just blame it on whatever power that be passing out so many colds throughout the Shops the past three weeks.

Arthur Kemmer, the young electrical machinist just out of the Navy, took unto himself a wife on May 29th. The Bride was Miss Barbara Flowers of Los Angeles. Mrs. Kemmer is a student at U.S.C., in the Educational Department, and will graduate next February. The wedding took place in the Wilshire wedding chapel. After the wedding Mr. and Mrs. Kemmer motored to Hoover Dam, returning by way of the Grand Canyon. The Air and Control gang, where Arthur works, chipped in and bought the young couple a nice floor lamp for a wedding present. Arthur was almost shocked upon receiving the present, thinking he had not been with us long enough to have so many friends or to deserve such considera-

tion. In reality Arthur had made more friends than he knew and it is still true that "All the world loves a lover". We surely can sincerely wish this fine couple great happiness and their full share of this world's goods.

I wish I could have gotten the names of all this years graduates for parents have a right to be proud when their girl, or boy, completes his education. But the following are all I personally know of.

Genevieve Gertrude Griffiths, daughter of Bill Griffiths of the Control gang, graduated from Compton High School. She intends to continue her education at Compton Junior College and go on to higher institutions later to become a Librarian.

Ralph Short, son of "Whistling Rufus" Ralph Short, Wireman, graduated from Covina High School. Ralph Jr. intends to continue his studies in Architectural Engineering at U. C. L. A., going on to U. C. to finish a couple years later.

Glory Zahradnik, daughter of "Tony" Zahradnik, graduated from Pomona College, Dept. of Music. Glory recently, in collaboration with another Pomona student, gave a very fine evening's recital of music composed entirely by these two talented young ladies. Glory has specialized on piano but has had considerable experience in vocal music as well. She intends to continue her musical training still further, working toward a Master's degree at one of the great Eastern Musical Schools.

Thelma Huffer, daughter of Carpenter Paul V. Huffer, graduated from Los Angeles George Washington High School. She expects to continue her studies at U. C. L. A. I

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\$50.00

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4. We quote low prices on cemetery space and cremation services.
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am sorry I did not get more particulars.

The congratulations and best wishes of this column and of the fathers' fellow workmen are extended to these deserving young folk.

This must be closed season for retired men—only one to visit the shops this month that I saw. Burt Hollister called and made his usual hurried rounds to shake hands with his old cronies. I had passed his place the night before and honked at him—it made him homesick so he had to visit us next day.

George Grosch claims to be quite a compromiser with his wife. Over the long Memorial Day week end he wanted to go to the Frisco Fair—his wife wanted him to paint the house. They compromised—he painted the house. I saw him right at it but his wife was right there with a brush too. Good for you, Mrs. Grosch, Fair enough.

Albert Rice and family took quite an extended auto trip during his vacation. They drove up along the California coast as far as Crescent City, then back through the mountains and woods and up the Columbia River Highway 'till they finally reached Walla Walla, Wash. Al reports having a wonderful time, thinks he picked just the right time of year.

Floyd Shultz was also recently on vacation. Together with Mrs. Shultz he visited his folks in New York State and reports having such an enjoyable and interesting time that he did not even take time out of the personal visit to see the Fair. Well, after all one's folks don't go on forever but World's Fairs do—if you miss one there is another along in a year or two. That's what I keep telling myself.

Ralph Murphy spent the big 4th week-end at Avalon, on Catalina. Wonder if it's the bathing beauties or the fine fishing. Think I'll have to find out more about this.

Milton Foster and wife motored to Frisco over the big Memorial Day week-end. They returned via the beautiful and rugged San Simeon highway and still like to talk of its scenic beauties.

Thomas X. Blackburn, Wireman, visited San Francisco and its Fair over the Fourth.

There is a certain woman now living at West Hollywood whose husband is a good friend of mine. She is kinda sore because I didn't put in my column about their wedding anniversary; musta thought I was writing for the whole Mechanical Dept. I told her when she moved away from Torrance she would miss the fine publicity she was getting and she will not get back in here till she returns to Torrance so her hubby will have to work in Torrance Shops where I

think he belongs. She is a great society lady, big noise in the P. E. Women's Club, has a daughter in Torrance and she has to ride three different buses when she comes to visit her—but cannot get her name into the Magazine. I'm expecting this paragraph to win her over though. Of course everyone knows her and have guessed by now whom she is but that don't make her feel better. She has a distinct advantage of me—when she meets me she pulls nary a punch, whereas I have to pull every single one in here. This has to pass a strict censor; she don't. I sure would like to see the last patch she put on her old man's overalls.

The Clarks, both Harry A. and Howard R., have proved themselves to me to be brave. A big black cat ran across the road just ahead of them the other morning as they were going to work and they never even faltered. They just went ahead as tho nothing had happened and claimed the cat was white, or almost white.

Earnest Hessenflow is proudly sporting a new Chevvy car, is going to give it a real tryout by driving it to Frisco, with Mrs. Hessenflow, over the Fourth. They expect to visit the Fair while there. Hess is rather proud of the \$31.36 he collected from the Carpenter Shop for the Red Cross—and rightly so.

Paul V. Huffer and family went to San Francisco over the Fourth to see the Fair. Likewise Ralph Berkshire, Millman.

There is another good story that should be told but I guess everybody here knows it anyway and the Sheriff at the Gate told me if I told it on him he would not let me in to work for a week. He apparently acknowledges responsibility in a supervisory capacity and I am sure he will be more careful in the future to see that everything is right side up anyway. But men, it is still there and that's what counts. Don't be too much upset by an accident in detail.

CONDUCTORS' ACCOUNTS BUREAU

By Marion Snowden

Remember this: "Only the little man" (or woman) "is too busy to be courteous."—Author unknown.

Winchie At the Keyhole

Oo! Lookit what we see the first thing! A beeyootiful wooden-covered Scrap Book! And my goodness! Martha Smith is toting it around for everyone in the office to sign. Much excited questioning brings forth the information that Martha, honest little soul, found a \$10 bill in a conductor's envelope and turned it in. The conductor, Mr. F. E. Wheeler, No. 2334,



FLORENCE HALDEAN recently appointed Head Clerk of "Passenger and Car Service Accounts" and her smile that just won't come off, despite the fact that for years she has struggled with Conductors' Accounts.

was so delighted to have the money back, he made her that elegant scrap book. Again it pays to be honest, as one inscriber wrote in the book.

That handsome double of Charles Boyer, better known to the P. E. family as Leo Becker, certainly does play havoc with the heart-beats of some of our younger fry. Maybe it's a good thing he comes into our office only occasionally. (Our bet is he will be scarcer than ever from now on—or will he???)

Miss Rosamond Egger, charming candidate for Queen of Southern Pacific Day at the Fair, entertained in her office on two recent occasions,



T. L. (Tommy) HINKLE New Assistant Head Clerk of "Passenger and Car Service Accounts" not quite so serious as you would think from the picture.

with coffee and doughnuts, and you should have seen the hungry folks stream up there for the eats! Each visitor was presented with a pansy.

Listen to the doings of the month of June, sacred to the sweet girl and boy graduates, and to blushing brides and scared grooms. Esther Craig's daughter Clare, and Mildred Edward's sons Jack and Bob were graduates, and Esther Ross' niece was a happy bride. Dorothy Littlefield was a lovely little bridesmaid at another wedding, with Sherre Martin, the well-known Dave's little daughter, as flower girl.

Several of our girls went to see "The Blackguard" one evening last month and reported a very enjoyable half-night. Meller-drammer is all right in its place, but we think the place ought to close up by nine o'clock as they used to do when meller-drammer flourished.

There seems to be a perfect epidemic of making "nut dainties" since Maybell Wirz treated the office with some she made for her birthday. The gals on West Division and those of the Posting and Revising gang are running neck and neck. How come the sassiety editor didn't get in on the sampling?

We dare you to ask Frank Screech about his operation!!!

Speaking of Frank, we see in the column of our old pal M. J. Creamer, that Alpha Seagraves' statistical work was taken over by "regular channels of Conductor Car Accounts Bureau." Frank is the regular channel who took it over. Huh—it appears that M. J. would rather write than read, or he'd know by now the correct name of our Bureau. We much prefer Conductors' Accounts Bureau, but the higher uppers have proclaimed that our first name is "Passenger and Car Service Accounts",—last name, "Bureau". Motor Transit scribe, please take note, or we'll sic George Jehl onto your desk drawer.

Looking over our specs at last month's mag, we again come upon that little gem in Noble Cates' column—the big lunch and the little lunch sitting side by side. We liked that one best in the whole column.

We feel that Mr. Smale, that much-sought man on payday, belongs to us as much as to any one in the Company, and it's with the greatest pride and pleasure that we report the advent of his brand new baby grandson. Just for this nice write-up, Grandpa Smale, we expect to see the young feller up here before long.

Another event we are glad to proclaim is the thirty-ninth wedding anniversary of Mr. and Mrs. W. L. Brown on June 19th. Congratulations, Mr. Brown, for it isn't every one who can boast such faithfulness.

Congratulations are also in order—to Florence Haldeman and Tommy Hinkle upon their appointment to the positions of Head Clerk and Asst. Head Clerk, respectively. But we hope that doesn't mean that Mr. Suman will desert us entirely.

We are sorry to report the passing of Dorothy Pearson's mother, Fannie Jones' father, and Ann Shofer's nephew, and herewith extend to their families our sincere sympathy.

Vacations come and go, but they do leave their memories. Edna Abell went to Denver, and while there skidded on a floor and was considerably shaken up. Land sakes, Edna, aint you-all used to hard-wood floors? or didn't they use Johnson's Floor Wax (adv.) in your day?

Nina Robertson suntanned at Laguna, and upon her return home, not to be outdone by Dorothy Randolph's mountain hiking, skinned up a tree and fell out of it. My goodness! what some people wont do for exercise!

Odessa Carter started her vacation at Catalina and wound up two days later at the office, called back to swap the rest of her vacation with Fannie Jones who was called east in the final illness of her father.

Ethel Chandler took a jaunt to New Orleans where it rained RAIN nearly all the time. And are those N'Yawluns rains muggy! Not the nice peppy rains California produces. (C. of C. please note.)

Heard on the run—"Read the war news and get indigestion".

Correction—It is with chagrin that we here inform our readers that the "orchidaceous" bouquet handed to us recently by, as we supposed, Guy D. Dosch, was really presented to us by Harry Bullock—"Malarkey" of their Monthly Bulletin. Our sincere apologies, Malarkey, and our grateful thanks. And we just LOVE your word "orchidaceous".

Odds and Ends

"A woman," says a news item, "is a person who can hurry through a drug store aisle 18 inches wide without brushing against the piled-up tinware and then drive home and knock off one of the doors of a 12 foot garage."

Mr. Grouch—"Woman is nothing but a rag, a bone, and a hank of hair."

Mrs. Grouch—"Man is nothing but a brag, a groan, and a tank of air."

"I wants to be procrastinated at the nex' corner," the colored woman said to the conductor. "You want to be what?" he asked. "Now, don' lose yoah tempah, cause I had to look in de dictionary mahsef befo' I foun' out dat procrastinate means to put off. Yassuh, yo' can procrastinate me at Libuty street."

MOTOR TRANSIT NOTES

By M. J. Creamer

GOOD OL' VACATION DAYS: Mr. and Mrs. Claude M. Allen back from a trip to the Grand Canyon (returned via Phoenix). When pressed for comment on this "Western Wonderland" they guardedly admitted (quote) "It's large!" E. W. Swanson and wife burning up the rails Oregon-bound to the "City of Roses". Walt Rorick and family to Balboa for ten days of rest. Can just picture Walt on the beach looking at all the smart bathing costumes (?) in vogue this year! Benny Kimball's family away on a long trip east—what a sheaf of passes he got for them. They'll return the northern route through Canada. News reaches us that our ol' friend of yesterday, Oscar Otero and family are finally making a trip, driving around the good ol' U.S.A. No definite plans in view except to see the country. Howard Strong planning to get out the rod and reel for a coming fishing trip and making inquiries about the CHEAPEST pair of trunks he could



Maybe it's a cheerful little earful—but C. Anderson, Agent (El Monte) can wear the "smile."

purchase. Was referred to the "5 and 10" (says he only intends to wear them once). Let's hope they last for that brief period. Careful Strong! Speaking of trunks—we'd love to have a snap of "Slim" (the great lover) in a pair of them thar blue silk ones, reflecting all his glory! Geo. Jehl, thinking of a vacation (note, I said THINKING) if it ever happens, we'll be surprised—but wants to drive to Venita, Oklahoma. (Maybe Geo. deserves a vacation af-



"One way to Timbucktoo, Madam?" (That's Ernie Schultz with the sombrero and fuzz, while the little wife portrays the customer.) Pioneer Days Celebration in El Monte.

ter so much over-time lately.) Jim Tucker's wife and son away to Drain, Ore., for another 3 weeks' trip (can't you just smell those tall pine trees and refreshing air?). Wake Wakefield (Sup't office) spent his vacation around L. A., making short trips and shooting more scenes with his camera. Ivan Erhardt's planned vacation must be a SECRET—perhaps another trip to Wrigley's Sand Pile (Catalina) or could it be east? Elden Ray's wife (Riverside) to Oklahoma. Jimmy Dunns wife (El Monte) to S. F. Fair. Bill Day's wife heading north (Oregon). With all the wives "on the wing" it should be no trouble at all to arrange a "stag" party! J. M. Smith and family planning trip to Yosemite and Sequoia. Eileen Turner and family planning trip to Yosemite and Sequoia. Eileen Turner (Denton's cafe) down San Diego way. Ira Junkins says "no trip home this year" (still paying for last year's trip). Lem Sommerville's wife is recovering nicely from recent operation, convalescing at home. Lem plans to take her on vacation to Kern River later. "Hook" Edmondson's wife eastbound for more treatments which we hope are helpful! Bob Cruson, so disappointed upon cancellation of plans of his mother and sis to visit him this month. Arnold Spohn and Paul Dusser (San Bdo) down to Lake Henshaw and back with some 20 fish. Didn't start biting until noon and Arnold had to be at work around 5 P. M. He claims the wheels of his chariot didn't even touch ground between Elsinore and San Bdo (if you can imagine that.)

HITHER AND YON: Sam Carr

returned to work June 5th, after a long leave of absence during which time he was driving for the Santa Ana-Laguna Beach Stage Line (an active partner in same). Sam still retains his interest in company but will wheel the M.T. buses around once more. Welcome back, Sam! Freeman Morgan (red cap) going "hi-hat" on us by riding Yellow Cab. This time, psgr paid his fare to new depot to pick up luggage; cab driver knew the score and took Freeman the "sight-seeing" way. Fair warning—"Hands Off! No chizzling by janitors on Red Cap's earnings—his only wages! Alvin Cox wishing he could write the column for one month to put me on the pan, guess a lot of youse would like the opportunity and it's a good idea, so let me know WHEN? Ernie Schultz in from El Monte to give the big city the once over—still piecing his films together! J. E. Brown having eye trouble! M. J. Freeman (Pomona) having CAR trouble! John Mickley getting all polished up, shoe shine n' everything—and going places! J. R. McDonald our new Auditor giving us the once-over. R. W. Evans (retired) paying us a visit. Looks fine and years younger, and if vacations do that—we're for 'em! Pat Patterson (San Bdo) undecided about getting spindles for roll stock tickets—dropped a roll of ten-centers on the floor, was good exercise for him and he had perfect control of his English! Tommy Daiker must be planning plenty of "smoothies" after noting the large supply of razor blades he ordered. Charlie Cooper remarking to Babe Larson "You say the cutest things!" Wayne Putnam spouting, "Holy Cow, are all these papers for MY schedule?" (Had to confirm it and load them as he expected!) Early Byrd thinking of his reward in HEAVEN, "Not many lead the clean life I do!" (Amen) Since Pete Peterson sold his cow, t'is rumored that he still retains the chain, which he is wearing as a watch chain, or did you notice? It's a massive thing! "Soapy" Casteel dining at Ptomaine Tommys and eating onions like apples—thus all dates were off for the evening. (Pity the poor gal . . . IF . . .) "Gorgeous—Glamour Boy" (Guy Rhinard) was been awarded the new name of "Casinova" (by Esther) . . . and she claims all honors. As the most handsome MAN in the office she elected Howard Strong. Mr. "Pebble" (Henry Stone) takes 2nd place! Rumors were afloat that something was shady about the deal wherein "Tuck" sold a punch board—the prize being a pair of men's slacks (suit) which was won by Brother Ratchford (Brotherhood) NOBODY was disappointed however, when they saw the prize—guess they meant

"sacks" instead of slacks. "Tuck" is really battling the foot ailments and is well bandaged up . . . giving his shoes a rest and resorting to house slippers. (Slim wonders how he got "athlete foot" when he "sits" all day. Bingo!) Owen Whitaker is MORE than busy around his home in El Monte . . . remodeling home—doing most of the work himself. Owen has a regular farm, cow, chickens, goats, rabbits and what have you. His boys have a lot of fun, having made pets of the goats. Really, Walt Deal, you didn't feel slighted when your name wasn't mentioned in last month's yarn, did you? Joe Hernandez relieving in L. A. ticket office during Walt's absence. "No hurry to get home, says he as will only have to take care of the baby!" (T'is rumored that he's dusting off the baby carriage and crib for a "new arrival") They're moving the gas pump in the L. A. shop. Is really a bee-hive at times. Bill Goff is right in the pink. (Overheard in the shop) "What happens if you bid in on two jobs and get them both—do you call in a relative?" Hello to "Pete" Peters from the gang!

Fate plays strange roles! Walt Rorick shocked at news of passing of the son of one of his closest friends. It was this lad who sat beside Walt's bedside for 18 hours, some years ago when he was critically ill, ready for transfusions. The same illness from which Walt recovered, claimed the boy!

DOWN MEMORY LANE: Lawrence Allen and wife made a trip to Balboa recently in their Ford (Victoria model). They intended to spend the night there, as by removing one of the seat cushions in the car, presto! A bed! All set for a good night's rest when along comes a cop. After much explaining, cop went on his way and again they tried their roost only to be roused by a flash light of another officer "WHO'S YE HUDI?" Well, bed wasn't so comfy, interruptions too numerous, so they gave up and traveled on toward San Diego in the wee hours of the morning, thence back to San Bdo where Lawrence set a record for continued shut-eye!

Richard Allen and the lovely little lady were married in the Little Church of the Flowers, Glendale. Congratulations are now in order! WOULD I BE TELLING? (Richard had to get his parent's consent for the nuptial and was accompanied to the marriage license bureau where clerk in error placed another girl's name on the certificate and Richard readily signed it. When he got home, discovered the error and BLAZED a new trail to the Bureau to have it corrected! Awow!). They had a little nest all picked out to move into but

later discovered that they had more bricabrac than they realized, so will have to find a larger place.

FAMOUS LAST WORDS (my pals) "Jiggers — here comes the EDITOR".

LOS ANGELES CITY TICKET OFFICES
By James J. Adams

The new Motor Coach Service on the Newport Balboa and San Bernardino lines has been met with wide approval by the traveling public. We recently had the pleasure of making a round trip on the Newport-Balboa line. It has given us a broader perspective on the Company's plan to furnish a much needed transportation service in this area.

Mike Kapitan reports wonderful fishing in the High Sierras, where he spent his vacation. A nice mess of trout for breakfast, oh boy: That's our idea of real living.

Ray "Sunshine" Eastham took in Denver, Colorado and the Rocky Mountains. Says he has mastered the art of mountain climbing, even to the "Yodel".

Matt Courval, police officer at Main St. Station is off to San Francisco and points north on his vacation.

Rae Ellen Bates picked El Centro for a quiet vacation (She got it.)

Harry Dietsch is the proud owner of a new Oldsmobile. The call of the open road is at work again.

Several of the boys at Main St. Station are sporting new seat covers on their cars, thanks to Jim Lewis, who was able to get a discount on the wholesale price.

"One T-Bone steak, rare"; The waitress nearly dropped dead when Minor Musick calmly gave his order. She looked closer and saw the reason. A new set of teeth, just like Don Ameche's.

We're glad this magazine only has three columns to a page. They can't call US a "Fifth Columnist" by gosh.

If this stuff is not quite up to par you can lay it to the fact that our vacation is about due. And so we sign off for San Francisco, the Fair and Boulder Dam.

Neighborhood gossip has it that Hannabel Henks, the new bride, simply worships her husband because she places burnt offerings before him every day.

"I met your father last evening, and spoke to him about our being married."

"Did he strike you favorably?"

"Well, not exactly favorably, but rather accurately."

WEST HOLLYWOOD

By G. R. Stevens

The Trainmen at West Hollywood are going ahead with plans for vacations now that school is out and summer is here. Many pleasant trips are anticipated with restful carefree days. It was a real pleasure to hear from our retired Asst. Trainmaster O. L. McKee who is still traveling, covering most of the forty-eight states. He writes he did some fishing in northern California, Utah, Wyo., and then spent three weeks enjoying the wonder of Yellowstone Park. At present he is in Watertown, South Dakota, visiting his brother and having a swell time.

West Hollywood was well represented during the month of June Weddings. Congratulations go to Motorman R. Scott who was married in June. The happy couple are making their home on Huntly Drive in West Hollywood. Conductor Shields is planning to be married real soon.

Mr. Rathbone is to be the new clerk at the West Hollywood Station.

On the ninth of June Motorman Dewit of Hill Street celebrated his thirty-sixth wedding anniversary. Congratulations to the happy couple.

J. P. Hathaway's son celebrated his eighteenth birthday by becoming a DeMolay.

Cashier Gibbon's son is now working on a freight house job.

Motorman Rhode and Conductor Pearce, two of the men at West Hollywood are reported to have had good luck fishing.

The trainmen will celebrate the Fourth of July, all proud and glad that we are living in the United States.

Tom: "Was her father rough with you when you told him you had secretly married his daughter?"

Dick: "I'll say. He nearly shook my arm off."

A widow visited a spiritualistic medium, who satisfactorily produced the deceased husband for a domestic chat.

"Dear John," the widow questioned eagerly, "are you happy now?"

"I am very happy," the spook assured her.

"Happier than you were on earth with me?" the widow continued, greatly impressed.

"Yes," John asserted, "I am far happier now than I was on earth with you."

"Oh, do tell me, John," the widow cried rapturously, "what is it like in heaven?"

"Heaven!" the answer snapped. "I ain't in heaven!"

SPARKS

From The Trolley

JUNIOR

The family was riding in the subway. Mother and John found seats but father held a strap.

"Doesn't it pain you to see father holding a strap?" inquired mother.

"Only when we are at home," answered John.

NOT NECESSARILY

"Paw, does bigamy mean that a man has one wife too many?"

"Not necessarily, son. A man can have one wife too many and still not be a bigamist."

MODERN TYPE

She—"Sorry I can't accept you, Bill, but circumstances over which I have no control prevent me."

He—"And what are those circumstances?"

She—"Your circumstances."

POOR MAN

"Lady," said the beggar, "could you give me a quarter to get where my family is?"

"Certainly, my poor man, here's a quarter. Where is your family?"

"At the movies."

NO CHANCE

Horace: "If you love me why did you refuse me at first?"

Edith: "Just to see what you would do."

Horace: "But I might have rushed off without waiting for an explanation."

Edith: "Hardly, I had the door locked."

THE SIGNS

She: Married women wear wedding rings. Why don't married men wear something to distinguish them from single ones?

He: They do. Worried looks.

DIFFERENT IDEAS

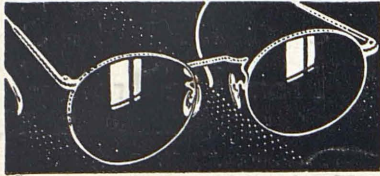
Gerald: When you proposed to Ethel, I suppose she said: "This is so sudden?"

Harold: No, she was honest about it and said, "The suspense has been terrible!"

Her Method

Mr. Newlywed: "Do you mean to say there is only one course for dinner tonight? Just cheese?"

Mrs. Newlywed: "Yes, dear. When the chops caught fire and fell in the dessert I had to use the soup to put it out."



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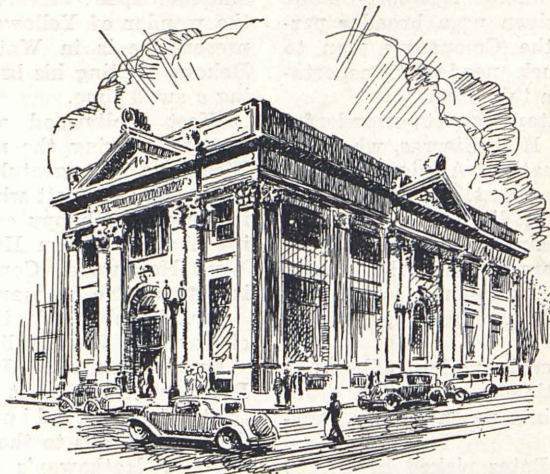
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