

PACIFIC ELECTRIC *Magazine*



DEPARTMENT OF RECREATION
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Vacation Days
JUNE - 1940

VOL. 20 NO. 12



PACIFIC ELECTRIC
Magazine

Volume 20, No. 12 June 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 employees or activities of the railway are invited, and should reach the Editor before 28th of the month.

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

E. C. THOMAS.....**EDITOR**

HAVE you turned in any "Travel Tips" this month; or, are you taking a vacation on that phase of the work?

JUST a little quotation that it might be well to adopt as a leading item in our "Courtesy Code"—"A soft answer turneth away wrath." It is not a "softy's" job to do that either; it sometimes takes plenty of courage, but the dividends are large.

GET your head up and smile proudly. Stick out your chest and brag a little. We will soon be equipped second to no suburban or inter-urban company in the Nation. After you have gloated a little, get out and sell our service to more people.. That is the best way to express appreciation to the Management for what it is doing in rehabilitating our transportation system.

ANOTHER Bowling League Season has come to a close, and the victors honored at a dinner at the Transportation Club on May 24th. Behind the play itself has been a greater achievement than Bowling. That is the good fellowship and spirit of sportsmanship developed and made manifest to all who have ever attended the matches. When ninety persons are engaged in a contest extending over several months, striving to overcome the others and win, and at the end of the series of contests sit down, break bread and fraternize together, it can mean only that they have each overcome a large degree of selfishness, have become really acquainted with opponents and appreciate fine qualities the other fellow possesses; and, from the experiences gained, have acquired the true "spirit" of sport", have attained respect for the other fellow, and formed a bond of friendship that will endure. After all, real friendship is the greatest treasure we can gain in life.

F. L. ANNABLE RETIRES

After many years of distinguished railway service, the major portion of which have been with the Southern Pacific Company and its affiliates, F. L. Annable, President of the San Diego and Arizona Railroad, and several years ago General Superintendent of the Pacific Electric, retired from active railway service on June first.

There was never an officer of the Pacific Electric held in higher esteem than "Fred" Annable, nor one who made more firm, close friends. His sterling integrity, fairness and friendly attitude set up ideals of service in this company that for years many of us have endeavored to emulate.

Fred retires to the delights of a home place upon a hilltop not far from San Diego where he can indeed "view the landscape o'er", surrounded by a wealth of fruits and flowers; and, in the midst of one of the most gracious, lovable families of Earth.

Blessings upon you, Fred; and may we see that winsome, twinkling smile of yours more often than we have in the past several years.

TRANSPORTATION DEPARTMENT CHANGES

On May 24th, announcement was made by General Superintendent G. F. Squires, with approval of President Smith, of changes in staff of the Transportation Department as follows:

"Mr. T. L. Wagenbach is appointed Assistant to General Superintendent.

"Mr. C. H. Belt is appointed Superintendent of Rail Operations.

"Position of Assistant Superintendent Rail Passenger Service is Abolished."

The order became effective on June first.

PRAISEWORTHY SERVICE

During the past month letters commending several employes for meritorious service have passed over the Editor's desk. Several of the acts of courtesy and helpfulness mentioned in the letters of grateful patrons have been really outstanding; and, all have been worth of the commendation bestowed. The persons mentioned in commendation are:

H. A. Bates, Conductor, Northern District.

C. F. Schultz, Conductor, Western District.

H. Miller, Motorman, Western District.

J. H. Doherty, Conductor, Western District.

A. L. Marden, Conductor, Western District.

P. H. Riordan, Motorman, Northern District.

BOWLERS RETURN VICTORIOUS

Mrs. Cobb and Associates Land 1941 Congress for Los Angeles

Mrs. R. M. Cobb, one of the outstanding members of our Womans' Bowling Team, returned recently from New York, where she, and a number of other enthusiasts took part in the annual congress of woman bowlers; and, by strenuous work landed the next Congress for Los Angeles.

The Women's International Bowling Congress which was held at Syracuse, New York this year consisted of 1185 teams of 5 ladies each, making a total of 5925 ladies competing for championships.

The tournament lasted from April 25 to May 24, which means four weeks of continuous bowling from 10 A.M. to midnight each day.

The Women's International Bowling Congress is an organization of lady bowlers from all parts of the United States, Canada, and Hawaii. It now boasts of a membership of over 85,000.

Some of the scores of the past are: team, 2867; doubles, 1219; singles, 712; and all-events—the real championship—1911.

This year 3 teams—fifteen ladies—journeyed to Syracuse, via Southern Pacific, to enter the tournament, and also to invite the Congress to hold their next meeting in Los Angeles. After a lot of hard work, the Los Angeles Women's Bowling Association finally convinced the delegates that Los Angeles was the spot for the 1941 convention, and the tournament was awarded them for May or June, 1941.

This is quite an honor, for Los Angeles was bidding against such cities as Milwaukee, Wis., and Grand Rapids, Mich.

Los Angeles expects to entertain between five and six thousand ladies in 1941, and hopes to make it one of the most outstanding tournaments, if not the largest ever held under the auspices of the W.I.B.C.

"ROD & GUN" YEAR BOOK

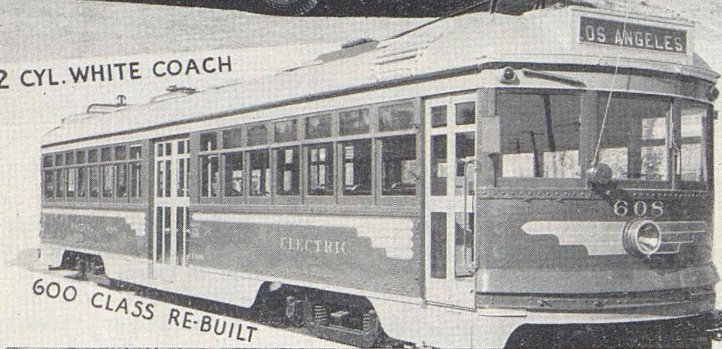
A very interesting publication has come to the Editor's desk this month, a little volume of 103 pages and cover, known as the Pacific Electric Rod & Gun Club Year Book, gotten out by the "Year Book" Committee composed of F. B. Patterson, Dave Porter, J. B. Rogers, Arlie Skelton, Ned Rich, Scott Braley, L. Lloyd, E. L. McCall, Dave Foyle, J. W. May and A. M. Cross.

If there is anything left out of the book that would be of interest to the Club members and sportsmen in general, the Editor has been unable to discover it.



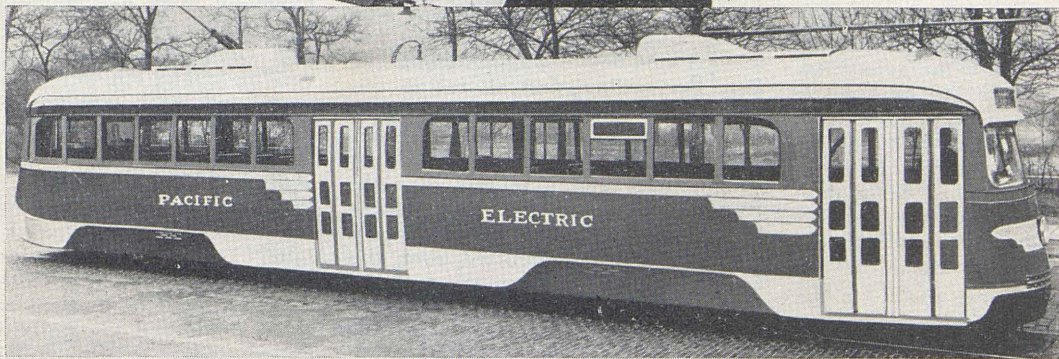
12 CYL. WHITE COACH

37 PASS. TWIN COACH

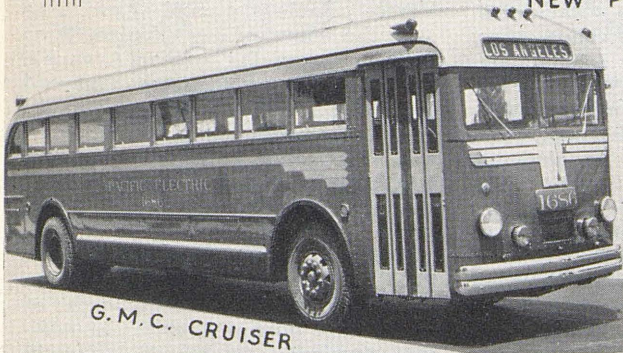


600 CLASS RE-BUILT

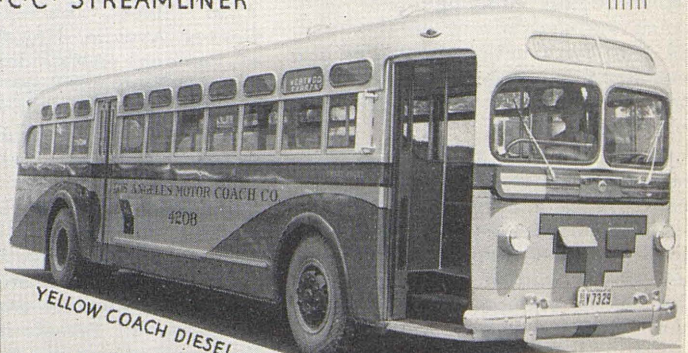
NEW
Teamates
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SERVICE



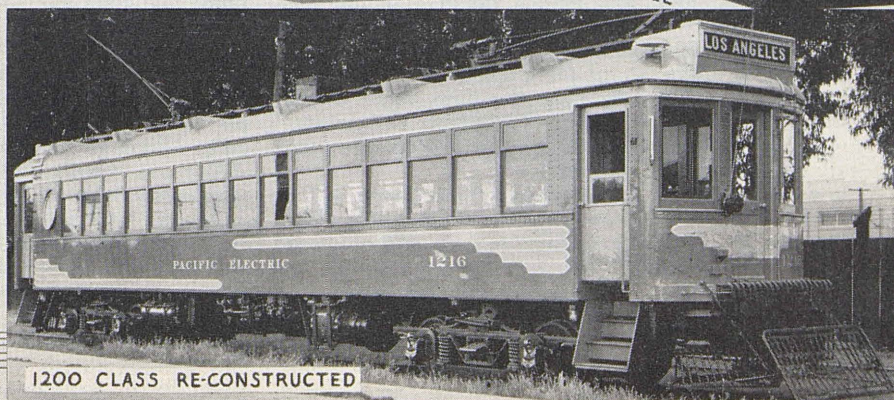
NEW P.C.C. STREAMLINER



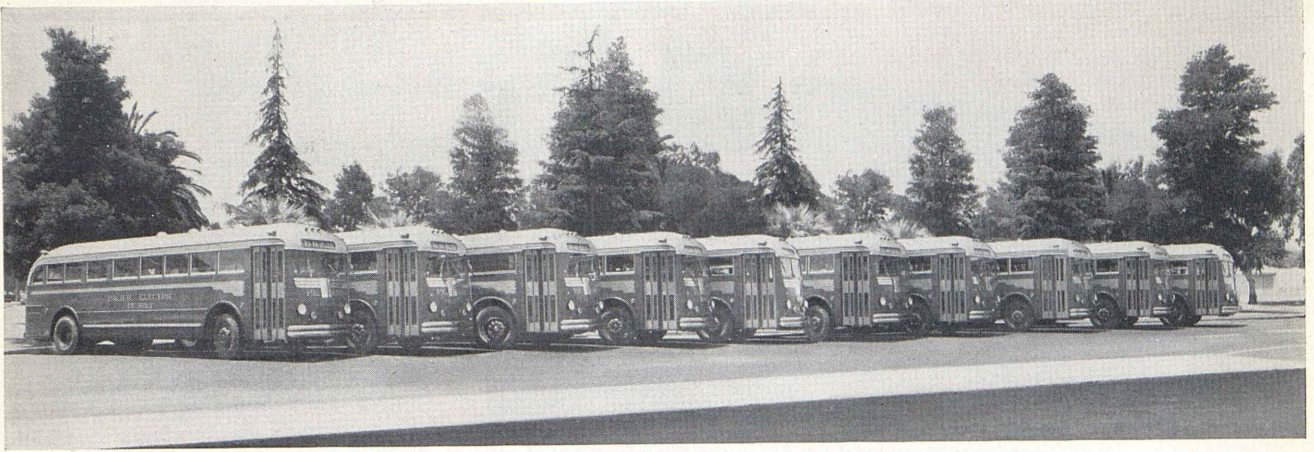
G.M.C. CRUISER



YELLOW COACH DIESEL



1200 CLASS RE-CONSTRUCTED



Rehabilitation Well Under Way

Our Company Rapidly Re-equipping to Meet All Transportation Needs

Very rapid progress is being made in putting into effect the rehabilitation program of the Pacific Electric as proposed by President O. A. Smith some time since, and authorized by the State Railroad Commission; and, even at this early date since work on the program was begun, visual evidence is available of the progress so far attained.

One of the busiest spots on the system at this time is the Torrance Shops, where large amount of completely rebuilt equipment has been turned out and is now on the road, and the construction floors of the shops are filled with cars and coaches under process of rebuilding, servicing and checking.

At the time the Magazine goes to press approximately 30 of the 600-class cars have been completed and sent into service; 6 of the 1200-class cars have been completed and were sent out for service yesterday (June 9th) on the service adjustment program for the San Bernardino line.

New "Twin" Motor Coaches, 15 in number, were received late in April, and went into service on the new Redondo-Playa del Rey Line on May 12th, the new service apparently proving more than satisfactory to the patrons in that area.

Yesterday, June 9th, rail service on the Newport-Balboa Line was succeeded by Motor Coach service, the equipment of the new line being G.M.C. "Cruiser" Type coaches. The new route of the Balboa line begins at Union Bus Terminal at Fifth and Los Angeles, thence over Sixth St., Ninth Street, Olympic Boulevard, Telegraph Road, Lakewood Boulevard, Xenino Street, Highway 101

through Seal Beach, Anaheim Landing, Sunset Beach, Huntington Beach, Newport and Balboa to Avenue "I".

Another event of moment occurred yesterday (June 9th) when a new Motor Coach Route and Service was inaugurated between Los Angeles and San Bernardino, and alteration was made in the rail service between the two termini. Reduction of rail service was made from eight to four round trips, and a service of eight round trips over the New Motor Coach Line began. The new motor coach service is operated over the following route: Commencing at the Union Bus Depot located at Fifth and Los Angeles Streets in Los Angeles, thence via Los Angeles Street, Aliso Street, Ramona Boulevard, Garvey Avenue, Holt Avenue (City of Pomona), Alexander Avenue, Arrow Highway, College Avenue, First Street (City of Claremont), Mills Avenue, West Arrow Highway, East Arrow Highway, Second Avenue, Private Right-of-Way (Pacific Electric Station in City of Upland), Third Avenue, East Arrow Highway, San Bernardino Road, Foothill Boulevard, Mt. Vernon Avenue and Third Street to Pacific Electric Station between "E" and "F" Streets in San Bernardino, and return via reverse thereof.

The San Bernardino Motor Coach Line is equipped with G.M.C. "Cruisers".

At the time the new Motor Coach Service went into effect, rail service between Rialto and Riverside was discontinued.

It is anticipated that change in the service on the Los Angeles-Beverly-Hills-Santa Monica Line will be made on or about July 1st, rail service on that line west of Fairfax being discontinued and a new line of Motor Coaches installed, beginning at California and Hill Streets, Hill to Olympic, Olympic to Fairfax, San Vicente to Burton Way, Burton Way to

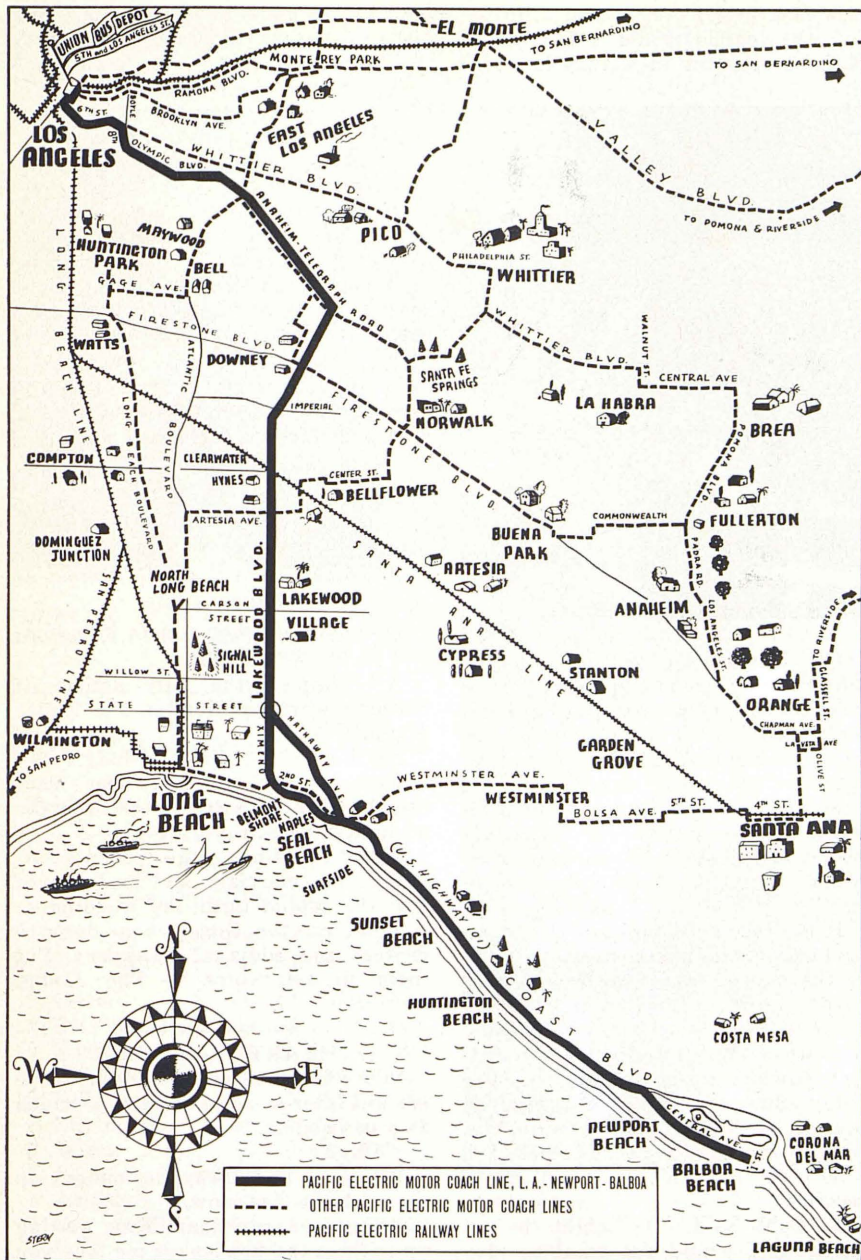
Canon Drive (Beverly Hills Pacific Electric Station), thence over Santa Monica Boulevard to Ocean Avenue, Santa Monica and thence over Coast Highway to Ocean Park (Pier Ave.).

This new line will be equipped with 41-passenger capacity "Twin Coaches", and will be operated as "limited" service between Fairfax and Olympic and the terminal at California and Hill Streets. In other words, no local service will be rendered between these points.

It is anticipated that early in September a change in rail service will be made involving the Venice Short Line and the Hollywood-Vineyard Line. The proposed change will be the establishment of a through service from La Brea Avenue and Hollywood Boulevard via Hollywood Boulevard, Sunset Boulevard, Hill Street, Venice Boulevard and continuing over the route of the Venice Short Line to Ocean Park (Pier Avenue). To serve the area between Vineyard and Fairfax certain trains will be diverted from the line at Vineyard with Fairfax as the terminus. As base service for the proposed line change, twenty of the "P.C.C." cars are on order.

To date, approximately 75 new, top class motor coaches have been purchased by the Company, most of which have been delivered. In addition, our company has on order 40 of the new Diesel Hydraulic Coaches as its portion of the equipment replacement of the Wilshire Boulevard Line and the installation of the Olympic Boulevard service of the Los Angeles Motor Coach Co.

We are on the eve not only of momentous changes in transportation methods, but of a coordination of rail and motor coach such as a few years ago could not be contemplated or foreseen. Today's unprecedented growth in all communities of Southern California dictated that preparation be made with vehicles of transportation to meet ever changing conditions within and between communi-



ties. Our management has long recognized the need of a dual service; a service of a flexible character that could be varied as occasion required. That need is now well on the way to be met. The "modern" trend has been entered mechanically; now, the need must be met humanly and cooperatively by all individuals engaged in the transportation business. It is certain that all Pacific Electric employes, who have always in the past stood shoulder to shoulder in forwarding the interest of the company in any problem that confronted it, will speedily rally in promoting the new order of transportation and cooperate fully in making a success of the new plans. The best procedure to be indulged in at this time, and maintained constantly, is kindly consideration and courtesy of the high-

est type toward our patrons. A good service at reasonable fares delivered

in a pleasant, courteous manner to our patrons will contribute more to our financial and personal success than anything else we could do.

"RED BALL" RADIO NETWORK

An interesting meeting of the "Red Ball" Radio gang was held in the Pacific Electric Building on Wednesday evening, May 8th and an interesting session was held by the members, many of which are employes of the Pacific Electric.

President Bill Hibbard announced that spot frequency crystals on or about 3830 kc may soon be issued to members. The news was joyously received by the membership. Mr. Hibbard also intimated that a new SX 25 Receiver for the Club was "just around the corner." The new crystal assignment sounds like a swell spot for the C.W. men.

Some of the members will be interested in knowing just what Bill and Strang were doing out on the roof of the building that same night. The answer is that they were just intercepting a few of the very short ether waves—2 1/2 meters to be about exact. A very interesting band, and one that has developed more than any other during the past year.

We understand that the San Francisco end of the "net" is beginning to function, and that the boys up there will soon be ready to "carry on" during disruption of regular communication channels.

Tuesday night Code Classes in our Club Room at 873 Pacific Electric Building are going nicely, and Mrs. Peffley, our No. 1 student, will soon be ready to apply for her ticket. There are still a few vacant seats if others wish to join the class.

She'll Learn

City girl: "What is this stuff I've just picked?"

He: "Wow! That's poison ivy!"

City girl: "Well, don't get so excited—I'm not going to eat it."

OFFICIAL
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 Pacific Electric Railway & Motor Transit Company

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DR. BEN A. PATTON

MARTHA NEAL, D.H.
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We Americans are always willing and ready to worship at the feet of the hero, the Champion, or the Movie Star, or anyone who has done things. But how about the unsung heroes who are seldom noticed for the things they did NOT do.



The Man who did not Marry. Here is a man who never found his way to the Alter. "Gus" Guercio. When interviewed he said, "I never married because my conscience would not let me.

When I was in my twenties I was handsome, big and strong with personality plus, in fact, I had everything to gladden a girl's heart. But I could not marry. If I picked out one maiden, millions would have been disappointed and this would have been a sad world. I preferred to remain an unsung hero."



The Rod & Gun Man who did not win the First Prize. Here is a genuine Sportsman in many ways. Dave E. Porter. When questioned why he did not try for first prize, said, "I have been a consistent winner for years. It has

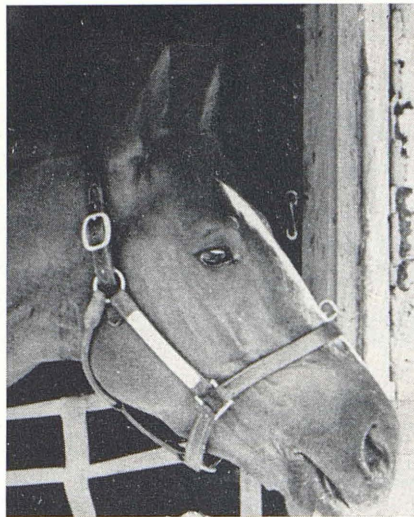
been discouraging to fisherman like Scott Braly, B. Manley, Hal Smith and others. This year I took a second prize of three bass plugs, I preferred to remain an unsung hero."

The Man who did not win the Bowling Championship. Here is another Sportsman, Grey Oliver. When quizzed why he did not try from top honors in bowling, he said, "Bowling is easy for me, I could have won hands



down, but this is my first year. It would not do for a freshman to beat out seniors like Gowanlock, Cuccia, Gonzales, Cobb. Men like these are the backbone of the league and if I

took first prize, they would drop out and the league would break up. I prefer to remain an unsung hero."



The Horse who did not win the Santa Anita Handicap. Here is a horse that never entered the big race. El Portal. When asked the reason for not trying for the big purse, whinnied, "I am a Californian, the horses who come to Santa Anita from the East are our guests. It is not cricket for the host to win the prize, so I preferred to remain an unsung hero."

At the recent Banquet of the Bowling League, the question was put before the house, "Shall the league play in two alleys next year, in place of one, one alley to be on the east side of town." W.W. interviews prominent bowlers to get opinion.

Roy Swanson said, "I prefer to stay where we are. There is lots of Movie Stars there. It is my ambition to be seen in an Alley with a Movie Heroine."

R. Cobb said, "It might be all right, but I would not want to play in Boyle Heights, as I do not speak their language."

Jay Gowanlock had this to say, "Any alley that serves a ten course dinner suits me."

Fred Maddy replied, "Let's stay in Hollywood, let's us stars all be in one place."

Ted Cuccia had this to offer, "Let's compromise and have George Breninger fix up the roof of the P.E. Bldg."

B. Manley suggests, "Let's bowl on the surf at Los Patos, and I can fish at the same time."

Don Huston said, "It does not make any difference to me, a champion is a champion on any alley."

J. Cross, speaking for the Pas. Traffic Dept., said, "Anything that causes travel suits us, that is our line."

Herman Grenke suggested, "Let's

change the game to Horse Shoes, and we can play by the Long Beach City Hall."

Dr. Scholz prescribed, "We Doctors can operate any place."

Dot Beranek, bashfully remarks, "Us girls cannot get too close to Movieland."

Hal Smith shouts, "Let's play in Bell, that town is known for its Alleys."

Archie Brahm's opinion is, "Let's stay in Hollywood, where they have good looking Movie Actresses and swell pins."

Schoolboy Howlers

A spinster is a bachelor's wife.

The Tower of Babel was the place where Solomon kept his wives.

A gargoyle is something you swallow when you have a sore throat.

A woman's brain weighs almost as much as the human brain.

Homicide is when a man kills himself in his own home.

A sirloin is the only article of clothing worn by Kandhi, the leader of India.

He died of a painful melody.

Diabolic was a man who went around with a lantern searching for an honest person.

In olden times the parents arranged the marriage and bride never saw the gloom until the wedding.

What has the Government done to protect the Indians? Answer: Put them in reservoirs. — The Living Church.

HEART WARMING

"I'm afraid, Oliver, you do not love me any more—at least, not so much as you used to."

"Why?"

"Because you always let me get up to light the fire now."

"Nonsense, my dear. Your getting up to light the fire makes me love you all the more."

DRUGS ON THE MARKET

She: "Henry, dear, we've been going together now for more than ten years. Don't you think we ought to get married?"

He: "Yes, you're right—but who'll have us?"

ALL THE SAME

"I wouldn't insult you by saying that you were large," cooed a woman to a portly friend, "I'd simply say that whether you are coming or going, sideways, or revolving, you look all the same."

Mr. Briley: "Who broke that chair in the parlor last evening?"

Jean: "It just collapsed, all of a sudden, father, but neither of us was hurt."



BOWLING LEAGUE ANNUAL DINNER
Just Before the Wild Bulls from the Pampas Got Loose.

Bowling Season Closed

Teams Hold Annual Dinner at Transportation Club

By Don Houston

The final standings of the teams in our league were as follows:

9 Claim	66	36	79599	904
11 Frt. Service	59	43	77948	880
10 North	58	44	78065	899
16 Wilshire Lines	55	47	78595	945
13 Hill Street	55	47	77941	889
6 Engineers	53	49	78915	919
3 Signal	53	49	78495	898
2 B. & B. Dept.	53	49	78365	889
1 Amazons	53	49	77691	886
5 Frt. Traffic	52	50	77986	873
4 P. E. Club	50	52	78285	939
8 Transportation	50	52	77933	877
17 Glendale	50	52	76988	896
7 Psgr. Traffic	50	52	76703	880
14 Medical	46	56	77695	879
15 Schdl & Resrch	44	58	76983	904
18 Gen. Office	43	59	75986	910
12 Outlaws	28	74	71864	826

Those big strong fellows from the Claim Department simply overpowered the rest of the league and galloped home in first place by a margin of seven full games.

In second place we find the Freight Service and the rest of the league were strung out behind them like a band of Indians. Way back on the horizon, hardly visible through the thick haze, loomed a large bulk like our friend, Grey Oliver. Behind him came a fello carrying a bundle of coats and then came his retinue, five little maids.



"Amazons" of the League Best Attraction of the Tournament.

Joe Shafer and H. Smith wound up their season in a blaze of glory when they copped the high series and high game prizes. Joe had a nifty net 670 and Smith a 263 game.

Following the closing of the bowling season, the annual banquet was held in the Transportation Club on May 24. Tommy Lochhead served a very fine banquet and Chief Speaker and Master of Ceremonies, Neal Vickrey delivered a splendid oration.

Then came the fireworks—"Old Pard" Manley turned the banquet into a civil war, the Eastside vs. the Westside. Manley threw down the gauntlet when he told the assembled bowlers that the Eastside desired a split league and had drawn up tentative plans to bowl in Alhambra. This was taken in various ways, "Cupe" Swanson saluted Borl with an old fashioned Bronx cheer and the negative side of the question was then



MRS. R. M. COBB
Lands 1941 Women's International Bowling Congress for Los Angeles. Five to six thousand women expected next May or June.

taken up by various others. However, when the storm subsided and N. B. Vickrey had restored order, a motion was made and seconded that the matter be put to a vote of the league. Motion was passed and a committee composed of the Board of Governors appointed to handle the balloting.

The Banquet could well have been termed the battle of Sugar Loaf Hill, and many a cube bounded off the gourd of an unsuspecting banqueteer. Fortunately for all concerned there were a lot of thick skulls in the hall.

Following were in attendance at the memorable dinner:

Ned Rich, Pearle Whetstone, Mr. and Mrs. Fred Maddy, Mr. and Mrs. Harrison Black, Mr. and Mrs. Herman Grenke, Grey Oliver, Fred Bixenstein, Ted Wolfe, Lina Brucker, M. C. Brucker, Grace Wolfe, Marian Lutes, Kat Ohlinger, Elsie Oliver, P. A. Du Bose, B. F. Manley, H. C. Hampton, C. G. Gonzalez, Ted N. Cuccia, N. Vickery, L. N. Lutes, R. Christiansen, Mrs. J. Stockberger, Mr. and Mrs. J. E. Blackburn.

Mr. and Mrs. Jack Birmingham, R. J. Perry, Mr. and Mrs. Geo. Billhardt, Dr. G. F. Garrett, Bessie Chobotsky, Jimmie Shafer, Rose Cooper, Grace Vail, Nile A. Vail, D. F. Houston, J. S. Loveys, Louise Cross, Leona Christiansen, Jack Cross, Frances Houston, John J. Kinney, Lasca Kinney, R. C. Vanderpool, James T. Gould, Gaylord O. Sayan, Emerson H. Eaton, Bill Babter, Mrs. Bill Baxter, Laurence Brantley, H. Smith, Mrs. Hal Smith, J. G. Coffman, Mrs. J. G. Coffman, J. H. Toland.

Claude M. Allen, George W. Orr, Bert Norton, Paul H. Jacobsmeier, C. A. Wilson, R. R. Wilson, Harry Welch, Mrs. Harry Welch, E. W. Swanson, Mrs. Ted Cuccio, Ed Barnes, Mildred C. Barnes, Guy Woolley, Roy Swanson, W. G. Ohlinger, Mrs. E. J. Hasenvager, E. J. A. Hasenvager, Mr. and Mrs. L. S. Jones, Chas. Oliver, Ralph M. Cobb, Mrs. Ruth Davis, Mr. L. W. Davis, Mrs. Peggy Chase, Mr. Weston Chase, Mrs. Gladys Crownover, Mr. Bob Crownover, Mrs. Doris Epp, Mr. Frank E. Epp, Mr. and Mrs. Art Pabst, Mr. and Mrs. Archie Brahm, Max Erwin, Mrs. Harry Hampton, Miss Ada Gliddon, Dick Kissick, Alice Driderick.

Several of the bowlers, due to it being Friday night, and ordinarily bowling night, repaired to the Sunset Alleys and attempted to make up for a mis-spent season by shooting a few high score games. The ladies rolled in their stockings and the men rolled in the gutter so no spectacular scores were recorded. Mrs. Reid Christianson gave her husband a lesson as to how the game should be bowled; Mrs. Houston taught the old man a lesson; Marion Lutes spotted her hubby 50 pins and took him into camp, and Bessie Chobotsky and her sister Rose really took the Great Mr. Loveys and Gold Bond Shafer into camp. Mrs. Ohlinger and Mrs. Oliver turned back the threat of the masters of their domain in very handy fashion.

Archie Brahm, "Van" Vanderpool, Swanson the Terrible, all were on hand to finish out a grand season.

During a long season, with hot competition, things were handled so smoothly by our officers and those in charge of the various duties that not a single incident occurred to mar the pleasure of the participants.

The question to be decided upon as to whether the league should or should not be split is a very important

one in connection with the continuation of the league and regardless of what the balloting discloses, the minority should pitch in and cooperate for the good of the league as a while. If it is decided to split the league, then let's all get behind the thing and make a success of it.

SOME VALUABLE SAFETY HINTS

By Edwin S. Moore

What does a driver do when his car starts to skid? When your back wheels slide crazily and your heart sinks—you are driving too fast for safety. But how can you tell when you are likely to skid? One way to find out is to try out your brakes on a slippery road while traveling at about 10 miles an hour. If your car tends to slide at this speed, be extremely careful at higher speeds.

Exactly what you do when your car is skidding depends on your driving experience. Here are some suggestions, however, that are well worth following:

1. Don't put your foot on the brake.
2. Don't throw out your clutch. It is better to stall your engine than to allow your car to waltz all over the road.
3. Take your foot off the gas.
4. To pull out of a skid, turn the steering wheel in the same direction that the rear of the car is sliding. You must be quick about this or the skid will be over and any damage likely to occur will be done.

Swerving suddenly or jamming on your brakes at high speed is likely to cause skidding even on dry pavements. A slight swerve or a sharp turn even at a reasonable speed on wet oil, or icy pavements, or roads covered with soggy leaves may result in a disastrous skid. Smooth, worn tires and unequal brake or air pressure are also frequently the causes of serious skids.

Poor visibility has been responsible for a terrific toll in loss of life and damage to property in traffic accidents. Particularly has this been true in recent years in collisions from motorists running into the rear of slow moving trucks.

While it is true that the law requires American motorists to drive on the right-hand side of the highway, it is also true that in England and in some of her colonial possessions the law decrees they must drive on the left side of the highway. Looking back into the pages of history we find that the English custom of driving to the left originated back in the days when lone horsemen rode about armed to the teeth and looking for trouble. Every stranger was a potential enemy and the rider would sidle over to the left in order to keep his sword or pistol arm next to the stranger.

Incidentally, this brings to mind the reason why cars have left and right-hand drives. Many will recall that all of the early American automobiles had right-hand drives; that is, the driver sat on the right. In recent years, however, the motor manufacturers in this country have all developed left-hand drive automobiles, although cars manufactured for export purposes have the right-hand drive installed.

This, too, goes back to early custom, for drivers of coaches and wagons sat on the right side in order to have the right arm free for wield-the whip. Since the driver had to sit on the right, he found it a lot easier to avoid approaching vehicles by driving to the left side of the roadway. This was particularly true of the early roads in England, which were narrow and winding and there was barely room enough for two vehicles to pass on even the finest roads in the kingdom. This doesn't however, explain how driving on the continent—that is, in France, Germany and Italy—gave rise to a different custom. In these countries the postilion system was used for both coaches and wagons, and the driver rode on the left wheel-horse. In view of the rider's position on the left wheel-horse, it was found advantageous for vehicles to pass on the right.

In America, drivers of the old Conestoga wagons rode the wheel-horse postilion style, and consequently fol-

(Continued on Page 19)

25% Saving to You on
AUTO INSURANCE

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

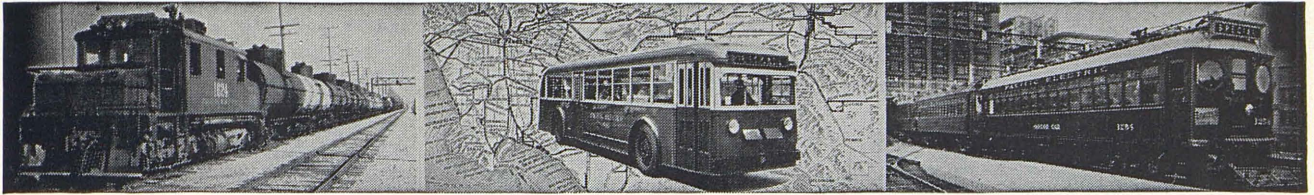
See P. A. DuBOSE of the
Wm. L. Thomas Agency

At P. E. Club
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448 S. Hill St.
TR. 3526



SAFETY NEWS

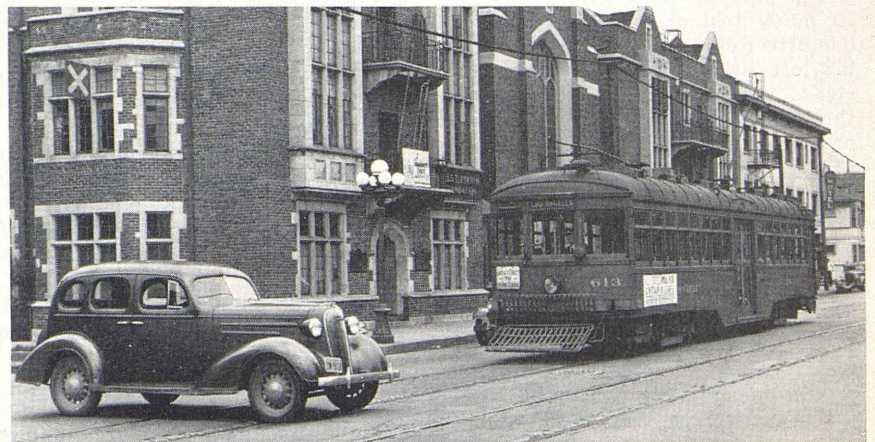


Motorman Observes Auto Stalled On Track INTERFERENCE WITH AUTOMOBILES STALLED ON TRACK

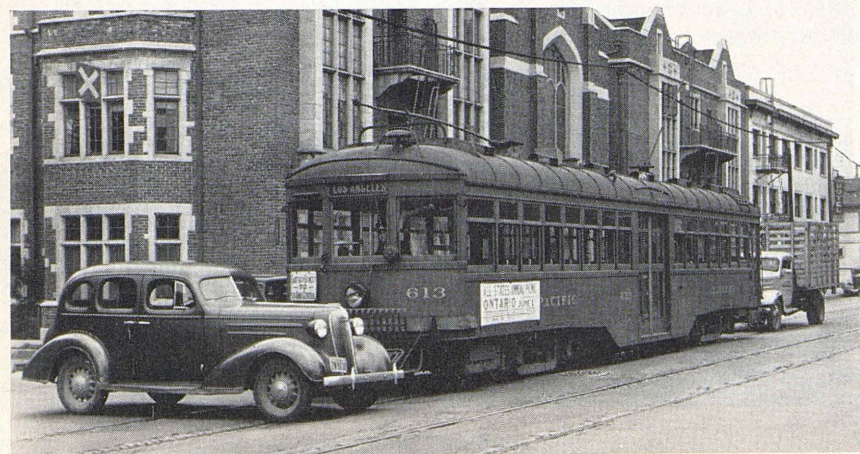
In making a recent survey of accidents, we have found several instances where automobiles were stalled or blocked on tracks and have been struck by trains even though motorman had ample time to stop the train prior to the collision, but evidently operated under the assumption that the automobile would pull off the track prior to the arrival of the train.

Such accidents as these are absolutely inexcusable and result in heavy claim penalties against the company.

Some of our motormen seem to be under the impression that if the wig-wag is working and whistle is blown



RIGHT—Motorman brings train immediately under control and is able to stop before collision.



WRONG—Motorman expecting Auto to pull off tracks failed to apply air in time to avoid collision.

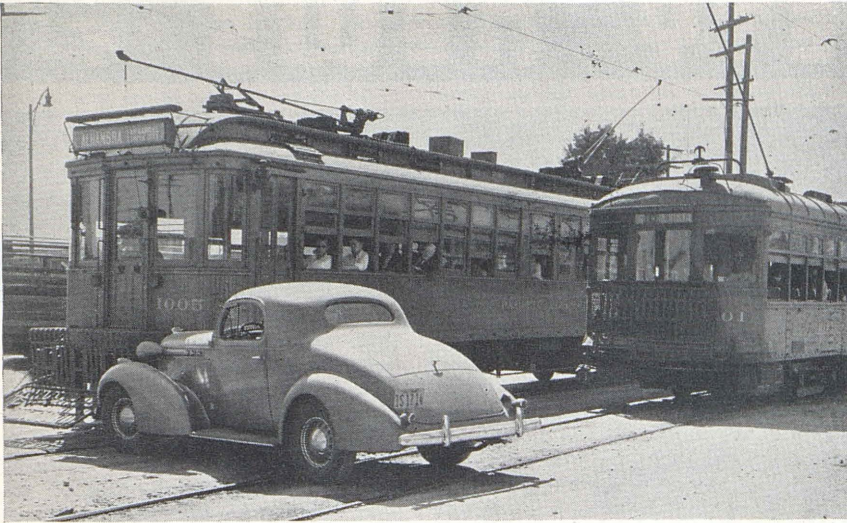
that responsibility for such collision rests with the motoring public. Such is not the case. In many types of suits, the Supreme Court of California has ruled that a train must approach and cross street crossings using the utmost diligence to prevent collision between train and automobile. When it is shown in court that motorman had ample time to stop after seeing the auto was on track, or going to go on the track, but did not stop his train before a collision, the court holds the motorman and company liable for the accident.

Motormen must be alert at all times and should a condition arise that an automobile is observed stand-

ing on the track or going to go on the track, motorman must immediately bring the train under control and continue that way until such time that it is safe to proceed without a collision.

The fact that our trains operate on rails does not give us the right of way on City Streets over automobiles. Motormen must use every precaution possible when operating on City Streets to avoid striking automobiles, especially from the rear, as the automobile travel legally has just as much right to be on the street as does the train.

We earnestly solicit your sincere co-operation so that the above class of accidents might be eliminated entirely.



WRONG WAY

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

SCISSORING AT CROSSINGS

In making a further study of accident reports of recent months we find another class of accident occurring that should be eliminated entirely. We refer to the case of two trains meeting at a grade crossing. In many instances we find automobile driver observes train coming from his left and as soon as that train clears the crossing he starts across the tracks without observing train on his right which is entering crossing at the time first train clears crossing.

If motormen of both trains are alert and are using every precaution, with such a situation arising, the first train will immediately reduce speed so that both trains may pass on crossing. Should motorman fail to do that then motorman on the train going in opposite direction should immediately bring his train under control so that there will be clear vision between any waiting automobiles and second approaching train.

In the event of accidents of this nature courts have held that motorman did not exercise every possible precaution to avoid accident unless speed of train is reduced and proper crossing whistle is sounded.

It is our desire that this class of accidents be entirely eliminated and we feel with proper co-operation from the motormen and with proper precaution being exercised that this might be accomplished.

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

Because of the number of tragic accidents at grade crossings, some

transportation companies have found it necessary to make and rigidly enforce rules forbidding two cars to meet and pass in an intersection.

In the picture which we might call "The Wrong Way", the automobile has approached the intersection at the time when the car on the track nearest was crossing and the driver failed to note or could not see the car in the opposite direction approaching the crossing.

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

When the motorman may be justified in feeling that the fault or blame

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

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

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

AN EVER INCREASING HAZARD

This is directed to men who know how to operate trains, street cars, and motor coaches. We do not question your skill in doing just that, nor your ability to keep it up for eight hours at a time.

We must realize that there is a constant increase in automobiles, trucks and the equipment of our own and other companies on our streets and highways.

In addition to your skill and ability, it takes nerve and alertness. There must be no foolish and unnecessary hurry, nor failure to see danger in time, nor miscalculation of your speed and power to stop.



RIGHT WAY

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

A large percentage of our loss is caused by collisions. Hazard of collision increases in proportion to increased density of traffic. We all know that the average driver will take a chance with our trains, cars and coaches which he or she would not take with an approaching automobile. We are powerless to stop that. Other cities have greater density of traffic and come have a creditable showing in reduction of accidents. Let's get safety minded.

EVERYDAY ASSUMPTION

A few years ago in an eastern city, a Board of Inquiry was called to determine what had caused a passenger train to plow into the rear of another passenger train; killing a score of passengers and injuring many more. The engineer of the ill-fated train was called to the stand, and with tear-filled eyes he told the Board that "Everyday Assumption" had caused the wreck.

He had been following this train day after day, week after week, month after month, perhaps for years. He had always watched the blocks and he had gotten to know just how fast he should run until he came to certain block just around a curve which he had always found clear. He had approached this block hundreds of times and never could he remember this block being red.

Perhaps the first day he shivered to think what might happen if this block should be red and his train not under control. But everyday service had banished this thought until he had gotten to where, as a routine matter he would glance at the block sometime before he passed it; assuming he would find it clear as it had always been. But on this fatal day something happened to the train ahead which forced it to stop just as the rear end passed this block. Before the flagman had a chance to protect the train, he rounded the curve at his usual speed with vigil relaxed, but when he glanced at the block it was redder than any block he had ever seen. He applied his brakes, stretched out the cab window, then closed his eyes to await the fatal crash.

The best safety device known is, "a careful man," but, the most careful man must always guard against Self Assumption. Our duties may require something today that is very dangerous unless it is handled in exactly the right manner. If we handle the job well; tomorrow, we will have more confidence in ourselves doing the same thing over again. Each succeeding day the hazard to us, will grow smaller; while on the other hand, it is becoming larger. It is growing smaller to us because we are paying less attention to it, but if we

are not careful the time will come when we will have so much confidence in ourselves till we arrive at the place where we can see no hazard. But at this stage the hazard has become its most dangerous.

In the case of this railroad, it had spent thousands of dollars installing and maintaining safety devices for the very purpose of getting away from "self assumption." With these safety devices came sane and tried rules governing their operation. To obey these rules, one must disregard self assumption.

The man with years of experience who has reached the point that rules are made for the other fellow, is a man who is looking for, and likely to find trouble. Someday he will find himself ensnared by a simple rule that he never dreamed would overtake him. In the case of this engineer; he understood what his rule book said about following other trains, but it was meant for the other fellow. Had someone told him that someday, his violation of that simple rule would result in disaster, he would have laughed at them.

Safety, and obedience to the rules are of the first importance! They are made for the protection of our lives and jobs as well as the lives of others. Let's obey them and live!

There is only one way to railroad and that is: "THE SAFE WAY."

SAFETY COMMITTEE

- P. E. StillerGlendale
- C. AndrewsSubway Terminal
- J. W. FitzpatrickWest Hollywd
- B. M. GilliamL. A. Street
- I. IversonOcean Park
- H. C. ReevesMotor Transit
- R. HunsleySan Bernardino

- F. J. OrivaLong Beach
- F. H. WhiteMacy
- M. BaldwinPadena
- E. VacherButte Street Gentlemen:

You have been selected to serve as members of the Trainmen's Safety Advisory Committee for the month of June, 1940.

The next regular meeting of the Train men's Safety Advisory Committee will be held Friday, June 28, 1940, commencing at 10:00 A. M., in the Pacific Electric Club Rooms, Los Angeles. Arrangements will be made with your terminal foreman to withhold you from your regular assignment o nthat date to enable you to attend the meeting.

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 of interest to you and of educational value.

During the month and prior to the date of conference, we are hopeful that you will give some thought and study to our accident problems on the district where you are employed, with a view of submitting any suggestions or subjects for discussion of a constructive nature and in the interests of advancing our efforts to prevent avoidable accidents. Please have your suggestions in writing, each suggestion on a separate sheet of paper, so that after they are discussed they may be handed to the Chairman for further study and handling.

Your fullest cooperation in this matter will be greatly appreciated.

Yours very truly,
G. F. Squires,
General Superintendent.

\$50.00

\$50.00

1. Our complete Funeral Service including cloth-covered casket, for only \$50.00.
2. Our complete Funeral Service including one of our Deluxed caskets, for only \$100.00.
3. Our complete Service including a metal casket, for only \$200.00.
4. We quote low prices on cemetery space and cremation services.
5. A call places you under no obligation.

PRospect 5590

PRospect 5501

GRAHAM & ISBELL

FUNERAL DIRECTORS
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(Established 1922)

\$50.00

\$50.00

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

- Saturday, June 8:**
P. E. Agents' Association Regular Monthly Meeting—7:30 p.m.
- Monday, June 10:**
Automotive Transportation Class — 7:30 p.m.
- Tuesday, June 11:**
Motor Coach Maintenance Class — 7:30 p.m.
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.
- Wednesday, June 12:**
P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m. Refreshments.
- Monday, June 17:**
Automotive Transportation Class — 7:30 p.m.
- Tuesday, June 18:**
Motor Coach Maintenance Class — 7:00 p.m.
- Wednesday, June 19:**
P. E. Masonic Club 6:30 p.m. Dinner followed by Regular Meeting.
- Thursday, June 20:**
P. E. Women's Club Afternoon Card Party—1:00 p.m. Prizes to winners.
- Tuesday, June 25:**
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, June 28:**
American Legion Auxiliary Unit No. 321 Regular Monthly Night Card Party—8:00 p.m. Bridge, Pinochle, Bunco and 500. Admission 25 cents. Prizes to winners. Refreshments.
- Thursday, July 4:**
Legal Holiday, Club Rooms closed all day.
- Tuesday, July 9:**
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.
- Wednesday, July 10:**
P. E. Rod & Gun Club Regular Monthly Meeting—7:30 p.m.

PACIFIC ELECTRIC CAMP By H. E. DeNyse, Manager

Have you made your reservations for that vacation at the Camp? Everything points to a busy season in the mountains and our own Camp in particular, so after you are through reading the fancy catch phrases about other vacation spots in the folders you have acquired, just forget the whole thing. Call up the Club and make your reservation for a week or two at the Camp. We have just about everything up there that you read about in the folders anyway, so why take a long tiresome trip to get to something you can reach in a two hours drive from home. And there is a whale of a difference in the cost.

For scenic beauty you can't beat Lake Arrowhead, Big Bear and new Lake Gregory. You can walk to Lake Arrowhead from the Camp in just a few minutes and you can drive to Lake Gregory in 15 minutes and Big Bear in less than an hour.

At Lake Gregory everything is free and easy—picnic where you like, fish anywhere from the shore, and have a downright good time.

The \$1.00 entrance fee to the Village at Lake Arrowhead has been discontinued but you pay a parking fee of 25 cents per car.

Beginning the last week in June

and continuing through the Labor Day holiday we will again serve those streamlined meals in our cafe, at streamlined prices. Breakfast 35 cents, lunch 40 cents and dinner 50 cents, and there will be no advance in price for those delicious fried chicken dinners each Thursday evening. Ask the man who ate one.

We are planning on having our orchestra for dance music this year and will have the usual Wednesday wiener bakes. The sight seeing trips, the home talent shows, and all the things that go to make our Camp different.

Our store will be well stocked with everything you will need in the way of groceries, milk, butter, eggs, etc., at just about the same prices you pay at home, so it is not necessary for you to bother about taking a supply with you. The store is maintained for your convenience and it needs your patronage.

A word to those who would like to spend a quiet, restful weekend, or longer, in the mountains before the mad vacation rush is on. June is a most delightful month in the mountains. The warm sunny days and the crisp night air will give you a new lease on life. The Camp is maintained for your comfort and pleasure, and you are really missing something if you do not take advantage of what it has to offer at prices any of our employes can afford to pay.

Error was made in last month's issue of the Magazine with regard to guests in separate quarters. The rate for guest cabin (2 persons, 1 double bed is \$3.00 per day, \$12.00 per week. Otherwise all rates were correct as quoted.

MASONIC CLUB By Ed Hasenyager

"We ought not to look back unless it is to derive useful lessons from past errors and for the purpose of profiting by dear-bought experience."
—George Washington.

Wednesday, June 19—7:30 p.m.

That is the date of our next regular meeting and don't forget you who have a birthday in either May or June are invited to the dinner at 6:30 preceding the meeting, as guests of the Club.

The May 11 Dinner Party a complete success. One hundred and sixty-

PLEASE NOTE

Regular Monthly Club Dances have been discontinued for the summer season.

The next regular dance will be held in September. Date of which will be announced in ample time.

four guests were present and enjoyed a delicious roast turkey dinner during which several delightful song numbers were rendered by Mr. James Judson; musical readings by Marie Chandler Lindsey and last but by no means least, Miss Joy Williams entertained with several delightful tap dance numbers. When this entertainment was concluded a six piece orchestra under the leadership of Bud Sweeney, furnished a variety of dance music second to none. Many expressed their delight in saying it was the best dance music furnished at any of our parties.

Special

On Sunday, June 23, 7:30 p. m. the Railway Masonic Clubs are sponsoring a St. John's Day Observance at Trinity Episcopal Church, 650 N. Berendo, two blocks west of Vermont, just off Melrose Ave. The Union Pacific, Southern Pacific, Santa Fe, Los Angeles Railway and the Pacific Electric Railway Masonic clubs are participating.

Another Special!

Tuesday, June 25th, our Club is invited to visit South Park Lodge No. 443 at 5904 South Broadway and assist in conferring the Master's Degree on a fellow employe. Brother J. M. Geopfert, District Foreman in the Overhead Lines Department is Master at South Park and promises us an interesting evening.

Hospital News

The following brothers were reported ill, either at home or at St. Vincent's Hospital during the past month. We hope they will have a complete and rapid recovery. Visiting hours are from 1:30 p.m. to 3:30 p.m.; 7:30 p.m. to 8:00 p.m.

J. M. Geopfert, District Foreman Line Department; C. F. Richards, Leader, Sub Station Maint. Western District; R. M. Cobb, General Foreman Line Department.

REPORT OF VITAL STATISTICS—MAY 1940

Death Claims		Group		Mortuary
Name	Occupation	Died	Insurance	
David Earls	Car Repairer	5-13-40	Yes	Yes
Employes' Wives' Death Benefit Fund				
Name	Died	Wife of	Department	
Margaret Ann Benson	5-6-40	William B. Benson	Treasury	

P. E. ROD & GUN CLUB NEWS

By Arlie Skelton

Just as a reminder, the fishing season is nearing the half way mark and very few registration cards have been turned in.

We have been reading in our local newspapers of a contest being carried on to determine "Who's the Biggest Liar". Of course featuring the tall fish stories, as all good fishermen are supposed to be good liars. If I were one of the judges for the above mentioned contest I would cast my ballot for the persons responsible for the reports on fishing conditions up and down the coast. I've been chasing these rainbows for the past three years and haven't had a decent day's fishing yet. Have come to one conclusion, and that is, patronize the place that does not do a lot of tall advertising, and you will usually find they are getting the fish as well as the cash customers and do not need to advertise.

It is very discouraging to get up in the middle of the night, drive from 25 to 100 miles, spent a lot of money to go fishing then have to go to a fish market to get a mess of fish on your way home. I guess I just can't pick the right days.

Our genial fishing Captain, Scott Braley will chaperone the junior members of our Club on a chartered boat fishing party, Friday, July 5th. They will fish Catalina waters and Scott would be very glad to have some of the boys' dads go along to lend a hand in case the party gets rough. This to be followed by a chowder party at Los Patos Camp on Sunday, July 7th. Scott says there will be plenty of chowder for all and would like to have all who can come down that day, be there.

Some time in August there will be a Father and Sons' Day Outing. For reservations to the above mentioned events see Mr. Manley, Mr. Braley or Mr. Doner.

Just heard the good news. One of our former members who has left the service of the company had the good fortune to win a new Chevrolet at a local theatre recently. The lucky recipient being none other than Earl Hickson, former Signalman. Mr. Hickson has not forgotten his many friends here, and drops in for a visit whenever it is convenient to do so.

A. M. Cross has been securing some very good pictures which he has shown on alternate meeting nights. The next picture will be shown at the July meeting. Members are invited to bring their families to these events.

This being our twenty-fifth anniversary year we are hoping all members will show a little more interest in the Club than they have been accustomed to doing in the past.

PACIFIC ELECTRIC WOMEN'S CLUB NEWS

By Mrs. W. A. Hasty

April is always looked forward to with much interest by the Club, so this year April 19th was the day chosen to visit the Huntington Library, and with a special car so generously furnished us by the company, about 46 ladies enjoyed the restful beauty of the flowers and grounds, in the Tea Room, we were greeted by a gracious hostess and a number of us enjoyed a lovely lunch and rested a while before finishing our tour of the grounds.

Mrs. Frank Miller, our recreation chairman, has lead us on so many lovely trips and they have been such fun.

May 10th was our election day and on the program we had as a speaker, Mr. Thomas Harrison who spoke on "The Modern Trend of Public Recreation," and told of more and better supervised recreation, for any who care to take advantage of it.

One number of the program failed to appear. Mrs. Miller read an interesting word picture on the building of the Empire State Building, and the enormous amount of material that went into that great building.

Returning to the business of the afternoon, the President, Mrs. F. M. Hart, called for reports from the following chairmen: Mrs. R. R. Crunk, Program; Mrs. A. C. Smith, Ways and Means; Mrs. J. B. Green, Welfare; and Mrs. Joseph Adams, Hospital, who reported 426 calls from last June to the 23rd of May this year. Mrs. Daisy Burke, membership, reported 17 new members and an average attendance at each meeting of 60 members. Mrs. W. A. Hasty, press chairman, reported, also Mrs. Martha Rand reported on flowers and decorations.

May 16th the Los Angeles ladies entertained the outside clubs at a lovely luncheon and party, the tables were lovely in all of the spring flowers. A special table was laid for Mrs. Hart and the Presidents from the San Bernardino, Torrance, Riverside and Pomona clubs. A lovely time was had by all and in the afternoon cards and games were enjoyed.

May 23rd was the last Club meeting before the summer vacation. Mrs. Hart called us together at one o'clock and with the pledge of allegiance and the singing of the Club song, the business of the afternoon was taken up. Mrs. Andrews, Treasurer, and Mrs. Miller, Secretary, gave final reports. Mrs. June Rambo, card party hostess, reported very much success had been made in building up the attendance at the card parties, and Mrs. Rambo wishes to announce the parties will be held all summer, with a prize for the lady

bringing in the most visitors during the year. Lovely prizes are awarded at all parties. Those wishing to learn to play will be instructed if they care to come and join our party.

Then came the long awaited for event of the year. We were very disappointed that Mr. Smith could not be with us because of business, to see the hearty enthusiasm with which the ladies of the Club received his most generous gift to us, but as he could not be with us we were happy he chose Mr. Vickrey to take his place. At the appointed time, Mrs. Crunk was sent to the office to escort Mr. Vickrey to the Club room. She took with her a trusty musket (in case of a hold-up on the way) after delivering Mr. Smith's message to us, the Membership Chairman Mrs. Burke read the names of the ladies eligible for the prize and Mr. Vickrey presented it to her with a few words of fatherly advice. As the last prize was given out a hearty round of applause went up in thanks for Mr. Smith, and we also wish to thank Mr. Vickrey for, not only pinch-hitting for Mr. Smith, but for the many kindnesses and support Mr. Vickrey has always given to our Women's Club.

While thanks are in order, may I also express the thanks of the ladies to Mr. Marler and the company for their kindness in furnishing transportation for the Women's Club when it is needed for our trips. If it were not for that we would have had to abandon many of the grand picnics and trips we have enjoyed.

The appreciation and thanks of the Club also go to Mr. Holmes. He is always willing and ready to lend a helping hand when he can and the jokes and pranks he plays on the Club are just one of the many little things that help to put a little enjoyment in our club life.

Back to the last meeting. It was time now for the installation of the new officers. This part of the program was in charge of Mrs. D. Barnard. The officers were called to the front and as the duties of office was read to each officer she was given a flower in the color harmonizing with her duties in office, this blending the flower colors symbolized the blending of harmony among the leaders of our Club for the coming year.

It was lovely and as the installation was finished each placed her flower in a large white bowl and blended their colors as an artist blends a painting. When we were all duly installed and each handed her copy of the revised By-Laws, each was given a lovely corsage of sweet peas. A happy social time was spent at daintily decorated tables and lovely refreshments were served

to us by Mrs. H. Johnson and her committee of Mrs. Langston, Murphy, Piriard, Chaplin and Leatherman.

During the course of the afternoon the L. D. S. chorus favored us with several selections and Mrs. Jane Miller sang and whistled several lovely selections. She was accompanied by Mrs. Genevieve Seily.

Mrs. Hart was presented with her Past President's pin and other lovely gifts and cards.

The new officers, Board and chairmen are:

PresidentMrs. R. R. Crunk
Vice-PresidentMrs. Daisy Burke
Recording Secy....Mrs. Carl Gramling
TreasurerMrs. E. J. Hasenyager
Corresp. Secy.....Mrs. W. A. Hasty

Directors

Mrs. F. M. Hart, Mrs. Wm. Fisher, Mrs. J. Adams, Mrs. Katherine Moore, and Mrs. Ruth Leatherman.

Chairmen

Ways and Means,

Mrs. R. Leatherman.

Membership, Mrs. R. Schwertzfeger.
Hospital, Mrs. J. Adams.

Recreation, Mrs. F. M. Hart.

House Hostess, Mrs. Columbus.

Music, Mrs. W. A. Bishop.

Cards, Mrs. June Rambo.

Decorations, Mrs. E. D. Rand.

Welfare, Mrs. J. B. Green.

Press, Mrs. Wm. Sharp.

OUR CHILDREN

A child playing near, or crossing a street should instantly be regarded as a danger signal and should be acted upon as such.

A child acts on impulse—acts first and thinks afterward. A child does the unexpected. When playing, their minds are all on the play and they do not see or hear approaching danger.

If it should be your child, how would you operate?

Statistics show 200,000 children were killed or injured last year, not all of course caused by public utility equipment, but the hazard is there for train, street car, or motor coach, and calls for careful thought on the part of all of us.

A series of tests on reaction of operators to impending danger shows that one second elapses from the time seen until a move is made by hand or foot to stop. During that fatal second, your car moves 30 feet at 20 miles per hour, 45 feet at 30 miles per hour, and 60 feet at 40 miles per hour, and at the latter speed it takes 150 feet to stop.

Only by your strict attention to the road ahead can you avoid the enduring blight of having killed or injured an innocent child.

DEPARTMENTAL NEWS NOTES

PURCHASING DEPT. NOTES

By Ray Cragin

Ruth Bushard was seen one evening last week sitting in the first row of the first balcony of the first performance of the Opera H.M.S. Pinafore. The result was a big sale of cotton at the local Drug Store in her neighborhood. She claims to be the Nightingale of Beverly Hills, the neighbors claim she is a good cotton saleslady.

Bill Nicolay and wife are vacationing in the Northwest. When the young man left he was headed for Portland and talked of a side trip to Reno, but just to see the sights. Seattle is the young man's home town and we will bet he dashes over to see the old folks. These two young people celebrated first wedding anniversary last week. In Calif. Bill the first is the Prune anniversary.

Barbara and Muriel Fenimore have just returned from a trip to the old family home of their Dad in Indiana. The young ladies report "A very pleasant time" and the Dad reports "It takes money for young ladies to travel".

Dorothea Beranek says a collar packed with Ice is the newest thing this spring, designed by Dr. Goldstein. For a few days last month "Dot" did not care to sing and it was all caused by said Dr. holding a verdict over her totsnils, and she had to miss the bowling banquet too.

The Following News is from Torrance

The vacation season is on in full force at the Torrance Store. The boys seem to think it is nice to go early. Fred Hopkins is away and left with the report that he was going to paint his house with the help of Ray Coleman his Marine friend, and then he was going back and see the rest of the Fair he missed last year.

Frank Winterburg one of the first to go has returned and reported taking in the Fair and spending a few days at San Diego. Frank sticks pretty close to the coast line when he goes.

Royce Robertson and wife and all the children, made tracks across the good old U.S.A. on their vacation. They visited Louisville, Kentucky, Indianapolis, Indiana, and stopped to check up on the stock yards at Council Bluffs on the way home.

Now that "Deacon" Burt Ardway is master of the Iron & Casting section he has ideas. It is reported that he is going to open up an iron mine in the Torrance Mountains and manu-

facture his own iron and castings. A loyal citizen I would say.

Ed Hoyt, Harold Kirk and Bob Cain now smoke pipes. These young people want to impress upon the world they are now men. They just about had the folks convinced when it was noticed they were smoking coffee.

As to Walter Watchall putting my picture in the Magazine last time Walter must have been reading my mail, and thumbed back along way in the Cragin album to find that picture. Why don't you publish a picture of yourself, Walter?

FREIGHT TRAFFIC NOTES

By J. E. Blackburn

There is an old railroad story about an agent trying to maintain an "On Hand—Unclaimed" shipment of rabbits until voluminous correspondence could be exchanged with the Auditor's office, the Traffic Department, Claim Department, etc., concerning disposition to be made of the animals which reproduced so rapidly he had to move out and turn the station over to them. That story might have become more than a myth had it not been for the quick and efficient action of Frank Connors of our Freight Claim Department in rounding up and disposing of a shipment of armadillos which broke loose in the Glendale freight station during the early part of May.

The John Stockbergers have finally reached the conclusion that Rosemead is entirely too far out in the country for city folks and will move, during the first week in June, back to South Alhambra where they have secured a larger house more suitable to their present needs.

Ralph Perry and Roy Swanson spent another week-end with Fred Bixenstein in his mountain retreat. Insurance Broker Tony Loveys accompanied them this time to make a foursome of the party. Rabbits were hunted and small success was claimed by Ralph who bagged a poor defenseless cottontail while Roy hoed a weed in Fred's yard for exercise. The boys seemed to have also enjoyed themselves in various other activities including cherry picking, cards, etc.

The bowling season for the Pacific Electric League came to an end on the 17th of May with the Freight Traffic Department team staging a whirlwind finish to nose the Northern Division team out of second place by taking a clean sweep of three

points, thereby establishing themselves in no better than undisputed sixth place with 52 wins and 50 losses. That position happens to be just about at the half way mark since eleven places were established in the number of points won. The Freight Traffic Department team, however, serves notice that with one exception, notably the substitution of Ralph Perry for John Stockberger who has decided to discontinue bowling, it will be back next year with the purpose, of course, of winning first place in the League. Captaincy of the team by rotation will probably pass to George Billhardt.

WEST HOLLYWOOD

By G. R. Stevens

Charley Neighbors, motorman out of West Hollywood, has retired recently after a long and colorful career of railroading. He has seen forty-two years of service as a railroad man. Charley came to the Pacific Electric away back in 1907. Prior to that he worked five years in Hot Springs, Arkansas, and street-carred seven years in Memphis, Tenn. Charley Neighbors until recently worked on the Santa Monica Blvd. Line. His retirement took effect last month and he will be missed by the boys. Long years of service merit the well wishes of all the trainmen out West Hollywood way, and we hope these same "well wishes" will follow him around wherever he goes.

We hear that Motorman C. Berg of West Hollywood is planning a trip



back to his home town of Sedalia, Mo., and plans to do some fishing, also that Conductor Truman Baker may go along. If he goes will he

please bring us back a big catfish like the one in the picture, for we hear he is going way down in the heart of the Ozark Mountains on the big "Muddy" and may do some real fishing.

Cashier W. A. Gibbons played a small part during the filming of a picture on Hollywood Blvd.

A baby girl was born to Mr. and Mrs. W. E. Carpenter on May 13, 1940, named Carol Ann. Mr. and Mrs. Carpenter are the children of Mr. and Mrs. J. W. Clay of Hill Street. Congratulations to the happy family.

Assistant Trainmaster Eaton was off sick a week and Mr. Jarvis worked in his place.

Chas. Mullins, Agent at West Hollywood, is back from his vacation.

Motorman L. J. DeWitt of Hill Street finds raising roses an interesting hobby. He has over six hundred varieties of roses in his garden.

We are sorry to report that Leopold Charland passed away May 16, at the age of 88. He was a French-Canadian born in Canada and leaves nine children. Conductor H. A. Charland of West Hollywood is his son.

Bill Taylor, little son of Mr. and Mrs. F. H. Taylor passed away recently. West Hollywood trainmen extend condolences and sympathy to the family.

MACY STREET TERMINAL

By Chet Collins

The second we lamped that smile on Charlie's face we knew something important had happened—he'd become a grandfather! Congratulations to Mrs. Walter Pabst who is the proud mother of the baby girl born May 20, and we wish them lots of happiness. Charlie claims that the second day the little mite thumbed her nose at him. Well, we don't blame her much.

That Macy and El Monte indoor ball club is having a lot of fun and is getting better every day. Their first game was played at El Monte High School grounds, May 13, with a Japanese team. With the score 17-2 against them at the beginning of the last inning sleepy Peterson and Jimmie Krueger pulled a Blitzkrieg and finished with a final score of 17-14. The second game against a pickup team was also lost, but their third game played May 28, at El Monte against the Rosemead Chamber of Commerce was won 44-17.

W. C. Richardson left May 24 for the South where his father is ill. His journey will take him through New Orleans, and then to Lynchburg, Virginia. Later he will go to Washington, D. C. and then to Chicago and

home. He will spend about 3 weeks on his trip.

The last word about V. A. Light is that he is a mighty sick man. We all extend our deepest sympathy to Mrs. Light who has been constantly with him, and hope that he rallies in good shape.

A. D. Terfinger spent from May 30 to June 3 at Lake Henshaw, where he relaxed and enjoyed the real comforts of life.

J. H. Ickes is the luckiest among us so far, judge for yourself: Riding the inbound Sierra Vista car home from work, he states that he pulled a note out of his pocket before leaving his seat, and then left the car at El Sereno. On his arrival home he missed a ten dollar bill he had had in his pocket and later went back to El Sereno and caught the same crew on their return trip—with the same car. Looking down on the ledge of the car where he was seated, he found his \$10 bill. Oh! you lucky man.

H. H. Schiffler went down to Mexico for four days late in May, making use of his new trailer, according to his passengers.

A fish story about a fish. H. J. Beck states that on his recent fishing trip somebody beat him to it and caught all the fish—or are they smarter than he thought?

I heard a story about a negro lady who recently boarded a car at El Molino. It seems she told the conductor that she was sure glad that car had come along. There was a man there who kept acting mighty strange — jumping up and leaving whenever the train came along. She sure was getting mighty nervous. We'll have to get a special investigator out to investigate the strange conduct of any person making our patrons nervous at night.

Mr. and Mrs. W. A. Theede recently returned from their vacation trip to St. Louis, where they visited many old friends of theirs and of H. C. Haddocks. They returned through San Francisco, where they visited Mrs. Theede's friends and also took in the Fair. They found the Sierra Nevada Mountains very beautiful on the trip back.

LOS ANGELES CITY TICKET OFFICES

By James J. Adams

This is the time of the year when the paramount issue on everyone's mind is VACATIONS. While planning to get the most out of ours, we might also consider the many visitors who come to Southern California to spend their vacations. So let's all have a good time, and help the other fellow, too.

Catherine Rohwer, accompanied by Bess and Lou Bundy made a trip to

Catalina Island—Did nothing but eat—watch your figures, girls! The following week was spent as San Francisco, seeing the Fair, which is a good reducer.

Edna Tilley plans to spend her two weeks vacation fishing in the High Sierras (and the next fifty weeks telling fish stories). Bring us back a nice mess of trout, Edna, and we'll take it all back.

Lawrence Antista, Jr., brought this picture back from the Missouri farm where he spent his vacation. He



says this proves that he can milk a cow with one hand. So what? We have been running our typewriter that way for years.

A glorious week end at Yosemite National Park was enjoyed by the members of the Southern California Passenger Association on May 25th and 26th. The party included Mr. and Mrs. Henry Eggert and their daughter Bonnie, Mr. and Mrs. Norman T. Sewall and their daughter, Norma, Mr. and Mrs. Harry Dietsch and their daughter June and Mr. and Mrs. Mandel Brasler.

The information clerks of the Main Street and Subway Terminal Stations were taken on a tour of the new Redondo Beach Motor Coach Lines. They report that the new coaches are "tops" in comfort and performance.

A grand time was had by all who attended the dance sponsored by the Brotherhood of Railway Clerks at the Biltmore Hotel on May 11th. Dave Martin and Pete Roller had the time of their lives—you guessed it—THEY SOLD TICKETS. How's that for a Postman's Holiday? The highlight of the evening came when a prospective Jitterbug stepped up to buy his ticket and was blandly

asked "One way or a round trip?" Darn near knocked the poor guy's hat off!

Harold Fuqua is in the market for a good heavy logging chain. Some dirty "so-and-so" stole his new garbage can and he is playing safety first from now on.

A welcome visitor last week was Burwood Plant who wanted to be remembered to his many friends. Despite his long illness he always has a cheerful outlook on life and has the best wishes of all of us for a complete recovery.

ACCOUNTING DEPARTMENT

By N. E. Cates

Due to Tom Gentry bidding in a job in Passenger Traffic, we are pleased to welcome a new member to our "Happy Family"—Edward Gelderloos, who has the job vacated by Frank Carr, who has the job vacated by Fred Middleton, who has the job vacated by Ed Campbell, who is now busily engaged performing the duties of the job vacated by Tom Gentry, of whom I believe we told you about earlier in this discourse. For further information, please write your Congressman.

Vacations are developing. Those seeking rest from the regular routine, are as follows:

George Perry, for one week, home painting his house. George, is it true that painters have a craving for beer?

A day or so at a time is all that Gladys Sondag feels like she can take at one time, for fear that our new bookkeeping machine might wander off the straight and narrow path of a perfect balance at the end of the month.

And it seems like Dale Hyde is taking his vacation the same way, but for what reason we do not know.

Mrs. Dale had a week at home.

Al Beaumont for one week dreamed of Hawaii while painting his house (red).

Ual Drake visited Grand Canyon, Bryce Canyon, Zion Park and Boulder Dam.

Alice Karayan went to New York.

Robert E. Labbe toured Southern California in his new Buick—Beg pardon! It's a Ford! Tsk! Tsk!

George Chrystal, looking over Canada.

Three of the happy family at this writing are off on sick leave but expected back pronto:

Gilbert Lamm

Ruf Handy

Ida Reis.

To those celebrating birthdays in the month of June, greetings from the rest of us are extended:

"Oh Johnnie" Thatcher..... 2nd

Duncan Poundstone11th

J. J. Hoaglund16th

Anna Beseman23rd

Clarence Webber26th

Three sore shoulders and baffled expressions were all that L. B. McNelly, Louis Tighe and myself could show after trapshooting Sunday morning, May 26th. Targets were flying all over Mint Canyon and it was amazing how they could dodge our lead. Each admitted to the other that he had a grand time and solemnly resolved that the next time we go up there to shoot we will knock them down even if we have to catch them first.

Invitation is extended to anyone who would like to join us. Oh, yes! We intend to go again and again.

Mabel "Cavy" Cavender now back to work minus her tonsils—Claims she lost 7 pounds—largest tonsils on record claims the doctor.

A big lunch and a little lunch rest side by side on a chair between the desks of Arthur Manhart and Winfield Weeks. At noontime Arthur grabs the little lunch and who do you think takes care of the big lunch? Charles English? George Perry? No! Winfield Weeks.

CONDUCTORS' ACCOUNTS BUREAU

By Marion Snowden

Winchie at the Keyhole

This COULD have happened in our department, but honesty compels our admitting that the following choice bit was taken from a recent newspaper: "I dropped into an office where they've been changing things around continually. There was a sign at the entrance:

"Alterations, as Usual, During Business. If You Can't Find Your Office Ask the Information Clerk."

And just to prove that it could have happened here, the Traveling Auditors have traveled out on us, bag and baggage. Now the old machine room is a mere shadow of its former bustling self. The silence is almost oppressive, except for the two listing machines, the two check machines, and the two typewriters. (No wonder they moved out!)

For the first time in history we have the whole Brown family with us (all no kin): Mr. W. L. Brown, Mrs. Dovie Brown, and Miss Lois Brown. M-m-m. Ain't that sumpn?

It seems that all is not gold that glitters. No siree! So, if you should catch a glimpse of a glimmer on the floor, it may be a little diamond out of Florence Davis' wedding ring. Finder please contact the owner in Room 265.

That insulting remark we made about Alpha Seagrave's cooking brought forth a beautiful half-pint

sized cocoanut cream pie. If THAT isn't heaping coals of fire on an unworthy head!

Esther Quast got up to get herself and Ethel Chandler a glass of water, and said, "Ethel, here's where you get a break." Ethel got the break, which we all heard—in a million pieces.

Mildred Edwards spent her vacation in Chicago where it snowed a record snowstorm, while Sunny California staged a 9-year record heat wave of 88. Well, well! And Mildred likes warm weather.

Marie Thomsen leave-of-absenced in Omaha, where she forgot all about the worries of checking, BO register sheets, bossing, etc.

Dorothy Randolph hiked up Mt. Lowe one Sunday recently, and is growing stiffer and stiffer. She may yet have to eat her meals off the mantel. Oh, but Dorothy, think how far ahead of the other members of the Beef Trust you will be.

Our thanks to James J. Adams for offering the services of one Frank Kapitan in re watch repairing. From what we have seen, our rival clock fixer-upper has gone in for bigger and better things also, as witness that elegant looking antique clock-barometer-thermometer he had over at the Subway. In the presence of such greatness, who are we to be offering the remains of wrist-watches for patching up? Anyway, the alarm clock we are now wearing on our wrist is doing very well, thank you.

Esther Quast (again) and Lois Brown (also again) were invited to a surprise birthday dinner party on Ann Shofer and found the unsuspecting honoree in an embarrassing state of dishabille—cleaning her shoes.

Speaking of birthdays, we've decided that it might be more remunerative to go Noble Cates one better and advertise our department's birthdays a month in advance. Any of you gals who are interested, please turn in the dates, and we'll press-agent you to a fare-ye-well!

And now with becoming modesty, we acknowledge the receipt of an orchidaceous bouquet handed to us recently by Guy D. Dosch, editor of the Monthly Bulletin of a group to which he belongs, as well as a P. E. employe of 20 years service. In other words, he liked our column and said so, or words to that effect. And we hope Clayt is busily biting his nails. Having said our say, we'll now duck back out of sight.

MOTOR TRANSIT NOTES

By M. J. Creamer

Again this year Union Pacific Stages is sponsoring trips to Boulder Dam, inviting all transportation agents to be their guests on a two-



"Yep, there's fish—plenty of 'em in Lake Mead. Some of the gang on Boulder Dam trip, preparing for cruise on Lake Mead."

day all expense tour. Two enjoyable trips have been made this past month (21-22) and (27-28). Jim Tucker, C. W. Queale (Agt. Anaheim), Mr. Ray (El Monte), Gary Evans (Whittier), and John Puffer (Riverside) were along on the first trip. Guy Rhinard, Newt Potter; Max Hess and Carl Williams (San Bdo), Elden Rae (Riverside), Bob Gibson (Whittier) and H. H. Howard, Agent El Monte were included on second trip (a repeat trip for Puffer, Hess and Williams). A gala time was had by all. "Red" Walling and "Don" Miller of U.P. saw to it that everyone enjoyed the trip. Over-night stop was made at the Boulder City Hotel, a night tour of the Dam, thence a trip to Las Vegas to wind up the first night. Second morning was devoted to a 3 hour cruise on Lake Mead. Union Pacific deserves much praise for making these trips possible — most educational and afford agents the opportunity to actually ride in their modern air-conditioned equipment and to know just what they have to sell.

Ernie Schultz, El Monte, is really building up a movie library of scenes snapped at Boulder Dam and area. As guest of one of the Psgr. Agents for U.P., he recently made a special 200 mile cruise on beautiful Lake Mead — into the vast depths and gorges of Grand Canyon of the Colorado. He took over 200 feet of colored film on this trip and intends to combine the scenes with films taken last year. Ernie was on hand too, grinding shots of the "Pioneer Day Parade" in El Monte.

Mrs. Grace Minch, Agent, Norwalk, was busily engaged in baking a pie in rear of her agency when a customer walked in and a lucky day for

her it was—as that customer probably saved her life. Turning her attention toward customer, the hot water heater in the kitchen exploded. Serious burns or perhaps a worse fate may have been hers. Sympathies were extended in the passing of Tommy Daiker's sister last month after a brief illness. Geo. Jehl's wife has been on the sick side of the ledger and we hope her recovery is rapid. Geo. likes to eat—she loves to cook (tempting dishes too)—and so here's hoping!

Alpha Sands (Seagraves) position as Statistical clerk was abolished and taken over by regular channels of Conductor Car Accounts Bureau. She is on leave of absence and vacationing at present. Mr. Knoff and clerk, Paul McDonald recently transferred from Supt office to Mechanical Department. "Wake" Wakefield is planning vacation — last two weeks in June! Ivan Erhardt, our good friend says "no news". Well, it's a long time no see—why not put on your ol' togs and go slumming some day and say hello to the gang?

Operators report the cash fares and road-side pick ups are on the increase. Patrons look forward to riding in our new Whites and many praiseworthy comments have been bestowed—most gratifying to hear and we know that they mean it. Some have remarked "I'll leave the chariot at home now that you've got some nice equipment!" We hope they do. More business — more jobs — more equipment!

Riverside loses three good mechanics and three real friends with the removal of the Riverside garage to San Berdo. M.T. buses are being serviced at the Los Angeles shop. Paul Porter is in charge of the night-

owl shift. Shorty Hall and Harry Cotter now in L.A. and Walt Randig is in Pasadena. As a result there is much commuting back and forth on their part.

More Blah! Owen Whitaker building an addition to his home in El Monte. Joe Hernandez moving to Alhambra from Pomona, within sugar-borrowing distance from the Jack Butlers. Herb McCollum and his young daughter frequent visitors in depot. Lem Sommerville returned to work after absence and illness. Bravo! John Smith stops at Denton's everyday at precisely 11:50 A. M. for "java" and waitress has it ready for him! Ira Junkins in a very energetic mood (almost frightens us) busy polishing brass. C. D. McCollum planning a frame up on one of the clerks, "Beautiful" is the name—simply must have straws with his cokes. Bud Dufour foaming—lost his changer but after much foot pedaling, located it at drugstore safe and sound. Bill Kennedy in L.A. to attend Agent's meeting. C. E. Barnum hopes to have a nice crop of berries, Boysens and Kosmo Blacks. . . quite the farmer at heart. . . it's on borrowed acreage but what's the diff? Adolph Zmoos' brother is back on the farm in Iowa helping his Dad handle the crops. Adolph cornered and captured a live rat. Of course he knew nothing about the incident—he only packed it in a box. The finale is still a mystery but we have some good ideas! Jim Tucker remarking about his hair that wouldn't stay combed. . . "it's just like this—I have a double crown" (Aha, so that's what married life does to ye!) Tuck got gypped by accompanying his young son to purchase Mother's Day gift. . . he had to foot the bill for the diff—and son is mowing the lawn (the W.P.A. way) to pay back the obligation. Why was Jack Denton trying to interest one of the clerks in an alarm clock. . . could his have been out of whack? Honest John (Brown) acquired a new name of "Feather Foot Brown". Reasons—we understand being his light touch on the gas throttle. Some months back he witnessed a bad accident on the run and news leaked through that he came into Los Angeles almost free-wheeling. Foot scarcely touched the gas throttle. "Soapy" Casteel very jittery! "Please don't print that picture of me and (blank). I have a better one!" Well, Soapy, it was a swell picture. "How to make love in 1 easy lesson would have been the caption" but I'll spare you, only promise never again, huh? Catching a glimpse of Walt Rorick's home in Glendale. . . really an oasis, mammoth grounds, gardens, etc., night illumination for badminton. His hobbies center around his home and the many improvements



Max Hess, Carl Williams (San Bdo) on boat trip. That's Bill Kennedy (Santa Ana) with the cigar!"

he is constantly planning. Babe Larson reading his fortune presented to him with chow mein order. "Our generosity should not exceed our ability" . . . was corrected by Fred D'Arcy to read "Our Talk . . ." Bill Rorick (Walt's son) will have to pine the summer months away as his best g.f. returns to her home in Manila for the summer vacation. With 3 weeks travel each way and only 3 weeks in Manila—it will be time for school again. Romance in the Fall! Such Curiosity! "Charlie" (our tireman) poked his head into doorway of one of the numerous B-gal joints down in "Lost Man's Canyon" (Fifth St.) and was dragged in by a mighty arm—but not for long! Out in a jiff—much exasperated! How come Max Hess didn't make good his boasts—while in Las Vegas? Potter says he'll still take vanilla. Dick Koke, the head pilot and chief operator of Hemet Bus Line just can't make up his mind. . . is headed for a two-weeks vacation East. May have things figured out when he returns. The hot sun and these long evenings with narry a thing to do—doncha-know! Harold Millington had the same trouble of this nature but solved the problem by moving and leaving no forwarding address. L. Irby planning a 3-day fishing trip—should be a whopper. Many wonder what it is that Guy Rhinard has that the rest of us don't possess. . . the word "glamour" has been suggested by a few. . . maybe Esther or Bonnie can find a better word! "Micky" the little lass at Denton's lunch counter is headed for Buenos Aires in South America for a visit with her aunt. . . plans to train East stopping off in Chicago to see her best b.f. . . then wave "farewell" for 6 months. . .

an ideal vacation! Ed Brandt returned from his vacation trip to Omaha where he visited his father and 3 sisters who he has not seen in 19 years. A joyful reunion. Surprised we are. . . to learn of Richard Allen's marriage in the near future. . . and congratulations will soon be in order.

Tut! Tut! (Dear Marion: Why not try writing a volume and let "Uncle Tom" boil it down. . . with all the DIGS—that ol' spade of yours should be right sharp! (Since writing this rigmarole—pals I have none—friends but few—so MORE power to you with a host of adjectives!)

TORRANCE SHOP NEWS

By Carleton B. Bell

HONOR ROLL this month is rather short, folks must be saving up for next month.

NEW FATHER—Ed Yale, Carpenter: his wife presented him with a fine new daughter on May 6th, weight 6 lb., 6 oz., name Beverly Olinda Yale. The Yale family already had two fine girls so when No. 3 came along they named her so that the initials spelled B.O.Y. and gave up the idea of getting any nearer to a rough-neck boy.

NEW GRANDFATHER — Eddie Albachten, Leader in the Winding Shop for lo, these many years. Now has a fine new grandson, presented to the proud grandparents by their son and his wife.

Congratulations to these proud and happy folks.

As I write this Tony Zamperini and his good wife are celebrating their 26th wedding anniversary. Tony worked till noon because, he said, the rest of the celebrants slept till almost noon anyway. Tony's daughter Sylvia is the guiding genius of the celebration and they first go to the Los Angeles Coliseum to see their famous miler son Louis win, if possible, his favorite mile race in the Pacific Coast Conference Collegiate track meet being held there this date. Then to a big dinner at a place at yet undisclosed, and then to the best show in town, and then home. Tony is not as young as he used to be and insists on being in bed shortly after midnight, and recommends the practice to other younger folks that don't want to grow old too rapidly.

Clair Leatherman and wife also celebrated their 27th wedding anniversary on May 9th, by having a party of fourteen of the family and relations to a dinner party at Clifton's Cafeteria. Mr. Leatherman was quite busy and naturally modest so I was unable to elicit further information regarding the celebration.

Welder Ed Meredith was married

May 29th to Miss Enid Kline of Highland Park. The ceremony was performed at the Lutheran Church in Highland Park. After the wedding the happy couple motored to Palm Springs and the next day continued their trip down into Imperial and over the mountains to San Diego, returning to Los Angeles in time to return to work the next Monday. The congratulations and best wishes of the whole family are yours, Mr. and Mrs. Meredith.

Jack McEwing and wife are on an extended trip throughout the East, just at present being at the home of Jack's sister in Jackson, Michigan.

George Anderson, former runner up for the golf championship of the Blacksmith Shop, has recently transferred to the Jerry Gang to escape the prying eyes of a certain Blacksmith who was trying to get next to some of his pet strokes which he liked to practice at every possible opportunity. George is a great exponent of swinging right in "The groove".

Tom Gain, Carpenter, has been off some time with Scarlet fever and will probably be for some time yet. Will be glad to get back no doubt and his fellow workmen will be glad to see him—I have that latter right from the gang.

Walter Kwiatkoski had the misfortune to lose his wallet last payday with all his pay in it. The wallet was found by Ernest Hassenflow too late to return it to Walter but the owner's name and address was in it and Ernest got out the family car as soon as he arrived home and hunted up the owner, returning his wallet and contents to him. Mr. Hassenflow deserves much commendation for his sympathetic consideration, honesty, and prompt action to relieve a fellow workman's anxiety.

Earnest Hassenflow also reports much work being accomplished by him selling tickets for the prospective S. P. Queen of Clerks. Says he has sold over 100 tickets so far and that's a lot of tickets, no matter what kind or who for. If you have not gotten yours yet better see Earnest or he will be around to see you.

Tom Moore, Carpenter Shop Foreman, is just now beginning to appreciate the finer things of life. Is devoting his spare time now-a-days to building an old time picket fence around his place, painted white, and enclosing a beautiful garden full of old fashioned flowers.

George Wheaton is the very worst kind of an old bachelor—Mrs. Wheaton left him two weeks ago for a few weeks stay with her daughter in Berkeley and thoughtfully left Pop a nice big cake all perfectly done, in the oven. Pop overslept the first morning alone—no one to wake

him as usual—and hurriedly started the oven to make a bit of toast and remembered the cake therein only after it was burned to a crisp. Don't suppose he will confess to his better half when he goes north May 29th to return with his wife after the week end.

Almost missed out on another claimant for the prized title of BIGGEST LIAR in the shop. Title goes this time to Charley Slover who has managed to keep out of print heretofore. His friends pushed him in this time. Charley claims he was an awful liar when quite a boy and went to the family Doctor about it. Doc concocted two especially obnoxious pills and told him to take one—he did—and spoke the truth immediately after. Still carries the other pill with him in case he ever has a relapse.

Walter Watchall evidently did not know me and my family very well or he would not have made such gross errors in the personal word picture he put in last month's Magazine. I really have three children instead of the two he credited me with and it is fortunate none of the three can tell which one was left out because each is so proud of having me for their Father that they might be mighty sore if they knew it was him, or her. THREE, two married and one away at college. Also my hobby is training goldfish to jump through hoops and not taming wildcats. Nevertheless, Walter, many thanks. The whole family at last got a laugh at my expense.

And THE FLAG still waves in the breeze over the office—may it EVER be so.

GEMS FROM THINKERS

Steinmetz, the electrical wizard, defined a highbrow as "any person educated beyond his intelligence."

You probably wouldn't worry about what people think of you, if you would know how seldom they do!

—(Cabinet Builder)

The bigger a man's head gets, the easier it is to fill his shoes.

—(Cilco News)

A long face and a broad mind are rarely found under the same hat.

—(Cilco News)

Some people are like French bread—little dough but lots of crust.

—(Wall Street Journal)

The need of a good job for every man is no greater than the need of a good man for every job.

—(Cilco News)

DRIVING A MOTOR CAR SAFELY

(Continued from Page 8)

lowed the customs enforced in France, Germany, and Italy and drove their wagons to the right.

The modern trend in highway development is to build divided highways. That is, highways where traffic moving in opposite directions will have definite barriers separating the opposing lines of traffic. In other words, instead of having one highway carrying cars in both directions, we will have in effect two separate highways, each to be used exclusively for cars traveling in one direction.

The care and judgment that is necessary in overtaking and passing cars seems to be little understood by the average driver and one of the most serious forms of traffic accidents which we find occurring daily on our highways is the head-on collision. These are not limited to two-lane highways but perhaps occur with even greater frequency upon our wide four-lane highways. Wherever and whenever you meet or pass other vehicles be sure to give them ample clearance.

California Safety News.

VACATION Season is now in full swing. A few weeks from now you will see them coming back with peeled noses, raw backs and other indications that they have just had a WONDERFUL time.

Many a man thinks he has an open mind when it is merely vacant.

—(Cilco News)

You can never get ahead of anyone as long as you are trying to get even with him.

—(Retail Merchants' Bulletin)

No man yet ever had a policy of selling at cut prices without meeting his own cut price later on. Think that over.

—(Gordon C. Hall)

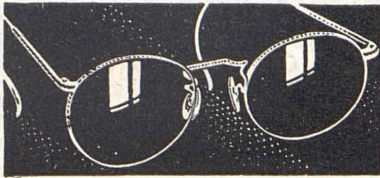
Probably the biggest difficulty with mankind at the present time is that our knowledge has increased faster than our wisdom.—(Dean Frank C. Whitmore, Penna. State College.)

Some people think they are progressive when they wear last year's suit, drive a this year's car, and live on next year's salary.

—(Biddeford, Me., Journal)

We call things scientific when we don't understand them very well. After we have found out something about them, they cease to be scientific.

—(Charles F. Kettering)



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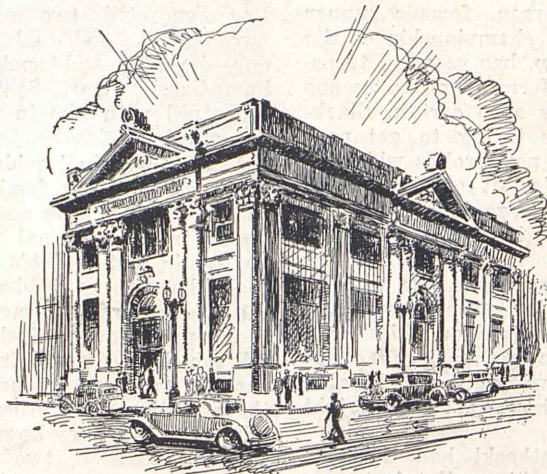
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