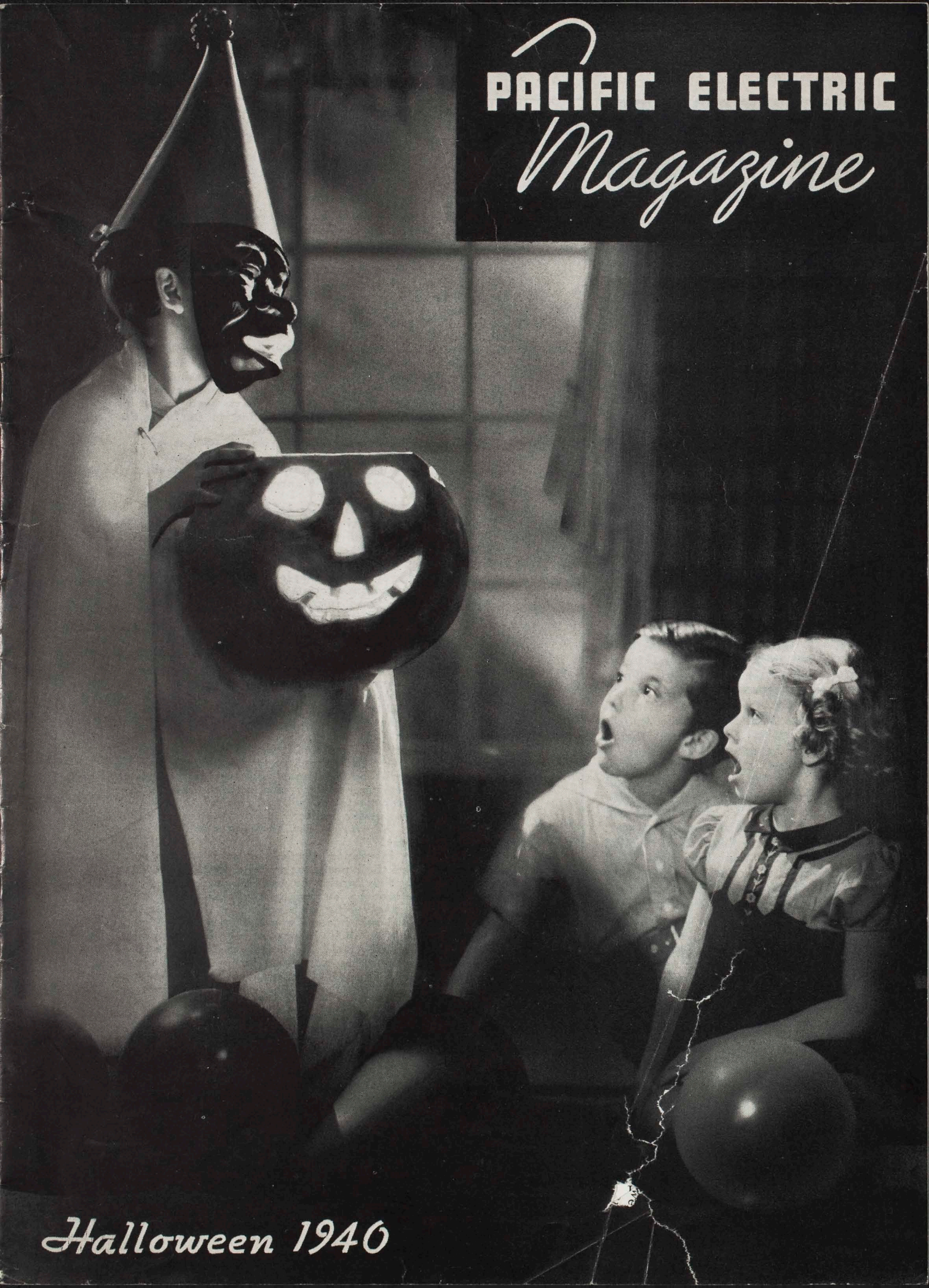


PACIFIC ELECTRIC
Magazine



Halloween 1940

PACIFIC ELECTRIC Magazine

Volume 21, No. 4 October 10, 1940

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

THE EDITOR had a very pleasant caller the other day; a lady who for a number of years has been a resident of a very fine and friendly city to the east of Los Angeles. A city that has always been more than friendly to this company and its interests and through its patronage has materially helped us in the transportation business to such an extent that we should endeavor to at least express our appreciation by addressing that city by its proper name; and it is in this regard that complaint is made—and rightly so. The name of that fine city, inhabited by fine people is **San Bernardino**. It is a beautiful name, derived from a great personage. It represents a city steeped in romance, replete with historical happenings, proud of its accomplishments and wholly deserving of being called San Bernardino, not San Bardino, nor San Barnardino; and, by all means NOT San Berdoo. Let's call it respectfully San BER-NAR-DI-NO, with the "I" in the next to the last syllable having the sound of "e". That is why the pleasant lady called on us the other day. She asked if all of us would not call her beloved city by its right name. We should, as a matter of courtesy at least, if not as a matter of displaying our knowledge of nomenclature; and, that word is one of the dollar variety. Some learned person may want to split up those syllables differently; but, the sound is the same, just the same.

HUNTINGTON LIBRARY CLOSED

Following the custom of many years, Huntington Library will be closed to the public during the month of October.

Nearly 175,000 visitors thronged the galleries and gardens of the Library and Art Gallery in the year ending October 1st.

During the period nearly 700 organized groups, of which half were from local colleges and schools, paid visits for particular objectives.

PACIFIC ELECTRIC RAILWAY POLICY RELATING TO MILITARY SERVICE

President O. A. Smith has issued the following bulletin outlining policy of the Company with relation to employees entering military service:

"TO OFFICERS AND EMPLOYEES:

The following policy will be observed by this Company with respect to employees who are ordered into the active military service of the United States under the provisions of the Joint Resolution of Congress relating to the National Guard and the Federal Reserve forces, approved August 27, 1940, and employees who are inducted as volunteers or by draft into the land or naval forces of the United States for training and service under the provisions of the Selective Training and Service Act of 1940, approved September 16, 1940:

Employees who, within forty days after being relieved from such active service or training and service, make application for reemployment and present certificates of having satisfactorily completed their periods of active service or training and service, and who have been found by physical examination to be still qualified to perform the duties of their former positions, will be—

(a) restored to such positions without loss of seniority or to positions of like seniority, status and pay, unless the circumstances have so changed as to make it impossible or unreasonable to do so; and

(b) considered as having been on furlough or leave of absence during their period of active service or training and service and be entitled to participate in insurance or other benefits offered by the Company pursuant to its established rules and practices relating to employees on furlough or leave of absence in effect at the time such employees were ordered into such active service or inducted into such training and service.

In addition to the foregoing, which conforms with the law, the following privileges will be extended:

1. Any such employees who upon being relieved from active service or training and service are unable, due to sickness or temporary disability, to resume their positions, and who within 40 days after being so relieved establish the fact of their disability to the satisfaction of their employing officer, will be entitled, upon recovery, to the privileges described in items (a) and (b).

2. The courtesy of free and reduced rate transportation extended to any such employee under the Company's pass regulations will be continued during his period of active service or training and service, except that no free or reduced rate transportation will be granted to any such employee for travel under military orders, or under other conditions where allowance for transportation is made by the Government.

3. The group insurance carried by such employees at the time they leave their positions may be continued during their period of active service or training and service not exceeding twelve months, subject to the right of termination of the insurance during such period in the event that the United States should become engaged in a state of war. The contribution for such insurance at the customary employe rates shall be paid by employes for periods of three months or more in advance, Form 9223—Request for Continuation of Group Life Insurance During Absence—to be prepared and handled in line with current instructions.

4. Absence from the Company's service during the period of active service or training and service of employees who are restored to their positions will not be treated, under the Company's pension rules, as having broken the continuity of their service, but they shall not receive credit toward a Company pension for any calendar month during such absence for account of which no compensation is payable to them by the Company."

O. A. SMITH

QUOTE BULLETIN

The above does not include anything regarding pensions under Railroad Retirement Act. At this time it is not known what action will be taken by the Federal Pension Board with reference to pensions under the Railroad Retirement Act, no information having been received from such Board.

New 'Streamliners' Now on Their Way

The First of 30 New Cars Due to Arrive About October 25th

Recent information received by the Management, indicates that complete delivery of the new "streamliners" ordered several months ago, will be made on or about December 1st.

The schedule of delivery as indicated by the latest report is that shipments will be made from the Pullman plant, where the complete assembly is being made, as follows:

Week of October 7.....	2
Week of October 14.....	4
Week of October 21.....	5
Week of October 28.....	5
Week of November 3.....	5
Week of November 11.....	5
Week of November 18.....	4

Transportation time necessary to bring the new equipment to Los Angeles will be about 10 days to 2 weeks after shipment from Pullman, Illinois.

Naturally, all of us are looking forward to the arrival of the new cars with a great deal of anticipation.

As has been previously announced these new cars are destined for base service on the Glendale Line, and for base service on the Hollywood-Vineyard-Venice-Santa Monica Line, with reconstructed 600-class cars to fill schedules during peak periods.

In the next issue of the Magazine, will appear pictures and description of the "Streamliners".

OUR COVER PICTURE

The youngsters, as well as many of the oldsters of the present generation; as well as for a good many generations past, have changed the manner of observance of Halloween from a reverential and awesome ritual to one of hilarious fun (and some of the pranks are far from funny). Instead of performing rites superstitiously supposed to ward off evil spirits, most of our present-day celebrators enact the roles of the devilish, dare-devil sprites themselves, putting in an evening of "tick-tacking", carrying off signs, gates, garbage cans or anything around neighboring premises not nailed down or red hot; soap-marking windows and committing other depredations to arouse the ire of the older generation—and at that—the present day youngsters are really not as destructive as those of two or three generations ago. Don't some of you oldsters remember when—but what's the use, SURE you remember.

Here is what the Encyclopaedia Britannica has to say on the subject: **HOLLOWEVEN** or Hallowe'en, the vigil of Hallowmas of ALL

Saints' Day. Though sometimes neglected in modern practice, the most essential part of Hallowe'en ritual seems to consist in the lighting by each household of a bonfire at night-fall. This points to the very ancient and widely diffused practice of kindling sacred fires at certain seasons of the year.

While the Germanic nations had their Osterfeuer and Johnisfeuer, the Celtic had their Beltane and Samhtheine, the former on the eve of November 1. Probably the winter as well as the summer festival was from the beginning regarded as a season at which the fairies were both unusually active and unusually propitious; but there is no evidence to show that the methods of divination at present usually resorted to, although of great antiquity, were originally regarded as limited in their efficacy to any one day.

BELTANE, A festival originally common to all the Celtic peoples, of which traces were to be found in Ireland and the Highlands of Scotland down to the beginning of the present century. The name is compounded of bel or beal, the Celtic god of light, and tin or teine, meaning fire. The principal Beltane celebration was held annually in the beginning (generally on the first day) of May, though the name is also applied to a similar festival which occurred in the beginning of November.

According to Cormac, archbishop of Cashel about the year 908, who furnishes the earliest notice of Beltane, it was customary to kindle, in very close proximity, two fires, between which both men and cattle were driven, under the belief that health was thereby promoted and disease warded off.

WHAT A CHANGED PICTURE?

Our long time friend, J. E. Carpenter, Editor to "California, a Magazine of the Pacific," is beginning to delve into the past; reminiscing as it were; which, according to an elderly adage is a sign that age is approaching, but in "Jimmie's" case only an indication of ripening. As evidence of the foregoing; and of interest to all of us who love the "Golden State" the following, relating to things as they were 90 years ago appears in his column of last issue, under the caption "California." "This being census year, this column has been doing a little snooping of its own.

"Snoop Number One, into the 1850 California census, gave us a vivid picture of a lopsided society, and a liberal education in forgotten occupations. In a total population of

77,631, there were 57,797 miners. Though deaths there were a-plenty, both in bed and with boots on, there were but two undertakers. There were 745 barkeepers and innkeepers, 457 blacksmiths and whitesmiths (tin or silver), 197 cordwainers (shoemakers), and 19 "drovers" (cattle). Shasta City, a typical mining community, had 27 men to every damsel.

"When the 1860 census came 'round, the population had nearly trebled, while the number of miners had grown by less than 50 per cent. That life was becoming more genteel, is attested by the fact that in that year 32 men admitted to being music teachers, and 44 to being dancing masters. There were 348 clergymen, as against only 36 ten years earlier. But there were still enough barkeepers and innkeepers to go around—2307.

Hardly hothouse flowers were the California ladies of 1870. The census of that year lists in this state 10 women draymen, hackmen, and teamsters."

THE HONOR ROLL

To the following employees of the Company who since the last issue of the Magazine have retired from active service, we extend most sincere best wishes for future happiness and comfort. They have performed their duties over many years with credit to themselves, and have done their part in the successful operation of this railway in the interest of the users of transportation.

William E. Burrow, Mechanical Department, 22 years service.

James B. Boswell, Assistant General Foreman, Mechanical Department, 32 years.

Harry O. Laird, Engineering Department, 17 years.

Moses D. Flint, Transportation Department, 22 years.

Henry J. Sprenger, Mechanical Department, 18 years.

HENRY KRAFT HONORED

New officers of the East Side Chamber of Commerce were recently elected, and among those named was Henry Kraft as Vice-President of the organization, whose purpose is "to promote the welfare, unity and civic betterment of the East Side of Los Angeles."

Henry has long been active in civic affairs of his community, and his selection as an officer of the organization is just recognition of his untiring efforts.

Tom: "Do you know anything about flirting?"

Dick: "I thought I did, but the girl I tried my system on married me."

POPULAR MAN IN INGLEWOOD

Newspaper Pays Tribute to Retired P. E. Employee

The Inglewood Citizen in its issue of September 19th, pays a very pleasant tribute to one of the most courteous and efficient trainmen this company ever had; a Conductor who numbered his friends by the number of passengers on his train. Commenting on our retired fellow employe, the Citizen says:

"Quite one of the beloved figures about town is Sylvester B. Dent, who will be 78 years young on Tuesday, September 24. When his health allows, Mr. Dent strolls uptown from his home at 206 South La Brea Avenue, to greet and talk with his many friends. One will find him, invariably, at his "standout" at the Owl Drug store, Market and Queen streets. Always considerate of others, he brings each morning, as a greeting, a flower to the young ladies at the store.

"Mr. Dent is a retired conductor of the Pacific Electric company. He came to Los Angeles in 1900 and in 1901 took a position with the Pacific Electric company. He was retired on February 10, 1930, after 29 years of faithful service. He came to Inglewood 27 years ago.

"After his marriage in 1888, he took up his residence at Colorado Springs. Two years later, with his wife, he came to California. Mrs. Dent was taken in death November 4, 1924.

"As a passenger conductor with the Pacific Electric he traveled to the various beach towns. He has seen this area grow from flat desert lands and ranches to the present thickly populated communities. He has seen Beverly Hills grow from a lima bean patch to its present outstanding city. On his coming to Los Angeles the outskirts of the city was the present Fourth street, and Inglewood was just a small hamlet.

"On Sunday a pre-birthday dinner will be given in his honor by his daughter, Mrs. George Malloy. This will indeed be a jolly family gathering."

The Magazine, on behalf of Mr. Dent's host of friends in the Pacific Electric Family, extend most hearty congratulations and best wishes on his 78th birthday. May he live to see many more returns of the day.

Her Husband

Lady (at party: "Where's that pretty girl who was passing out cocktails a while ago?"

Hostess: "Oh, are you looking for a drink, lady?"

Lady: "No, I'm looking for my husband!"

RAILROAD RETIREMENT
Railroad Retirement Pension
Not Taxable By State

The Pension Department is in receipt of a copy of ruling by the Franchise Tax Commissioner of the State of California to the effect that Annuities paid by the Federal Government under provisions of the Railroad Retirement Act of 1937 are not taxable under the income tax laws of the State of California.

This ruling is called to the attention of retired employes for the reason that it is a reversal of a former ruling by the Franchise Tax Commissioner.

M. S. WADE,

DANIEL S. MURRAY

Funeral services for Daniel S. Murray, veteran employe of the Pacific Electric Railway, who died Monday, Sept. 9th, at Torrance Memorial hospital, were held on Sept. 12th, at Stone and Myers' chapel. Rev. Frank D. Mechling, pastor of the Lutheran church, officiated and interment followed at Inglewood Park cemetery.

Mr. Murray was 64 years of age. He was born at Hartford, Conn., and came to California 38 years ago. He lived at 1514 Amapola street and was a member of Torrance Masonic Lodge No. 447. Mr. Murray was a stationary engineer with the Pacific Electric. He is survived by his widow, Mrs. Sarah C. Murray; a daughter, Mrs. Ruth C. McCarrell, of Rolling Hills; three grandchildren, Marjorie, Shirley and Roy McCarrell, and two brothers, John H. and Joseph A. Murray.

Sincere condolence is extended the bereaved family.

COMMENDATIONS

From our patrons during the past month have come five very fine letters of commendation for courteous, helpful services rendered by members of the Transportation Department. All of them have tendered assistance to their passengers over and above what a strict interpretation of their regular duties would require, and for that reason their actions are all the more appreciated.

The following are commended:

H. C. Hunten, Conductor, Western District.

H. F. Wholf, Conductor, Southern District.

P. L. Perry, Conductor, Western District.

M. Bruns, Conductor, Western District.

A. J. Charland, Conductor, Western District.

JOSEPH E. WOODERSON

Employee of Many Years Passes
Suddenly While at Work

Because of lack of information, the untimely demise of one of our oldest, most highly regarded, as well as most loyal and faithful employes was unmentioned in the Magazines of recent issue; a circumstance most regretted by the Editor, who long had known Joseph E. Wooderson and had benefitted by his wise and kindly advice and help many times during the formative years of the Pacific Electric Club.

Joseph E. Wooderson was born near Lathrop, Davis County, Missouri on May 18, 1879. His boyhood was passed on a farm in that community. He came West about the turn of the century, and prior to his service with the Pacific Electric Railway he worked a short time for the Santa Fe. Then with the Hook Traction Company as Motorman for a year, Los Angeles Railway as Car Repairman another year, and the Edison Electric Company during the construction of the Fourth Street Substation. He also worked for the Los Angeles Pacific R.R. during the building of the Vineyard Steam Plant.

Joe entered the service of the Pacific Electric Railway on December 17th, 1903, his first assignment was to the Echo Mountain Substation where the operator also acted as car repair man for the narrow gauge Mt. Lowe cars. Other assignments to Girard St., Howard Summit and other substations followed. About 1905 he was assigned to the Central Station—at that time the principal source of power for the Pacific Electric Railway. Joe worked there until going to Vineyard about twenty years ago.

On August 2nd, 1940 Joe drove to work at Vineyard, took the 7 a.m. OKs, and appeared to be in his usual good spirits. Shortly after 8 a.m. two signal maintainers discovered that Joe had suffered a fatal heart attack while walking in the back yard of the substation.

Funeral services were held at the W. A. Brown Chapel on August 5th, followed by interment at Inglewood. He is survived by Mrs. Wooderson and three sisters, to whom most sincere condolence is extended.

The Sunday motorists had picked the farmer's fruit, his flowers and their car was laden with plunder. Pointing to an unexplored highway the driver inquired of the farmer: "Shall I take this road back to the city?"

"You might as well," replied the farmer, "you've got almost everything else."

The Pacific Electric Camera Club
Organization is Effected and
New Club Activity Begun

A new and very interesting activity for members of the Pacific Electric "Family" came into being at the Club on the evening of September 26th with the organization of The Pacific Electric Camera Club, promotion of which was mentioned in the last issue of the Magazine, there being present at the initial meeting fourteen persons interested in the formation of the Club.

In opening the proceedings, Temporary Chairman, Earl Moyer, stated the purpose as follows:

"It has been said that as an avocation, photography has no superior. There is such a widespread interest today in this subject, as a hobby, that the formation of camera clubs and the interest in photography have increased by leaps and bounds the last few years.

"It is the intention of the proposed club to take up photography from all angles, beginning with the why and wherefore of picture making and carrying on to the most fascinating and delightful work of color photography and motion picture technique.

"It is proposed to hold monthly contests in the club among the members, and it is also the intention to have lectures from time to time on the various phases of photography, which will be illustrated with slides and, in some cases, motion pictures.

"We have already been offered, by the several manufacturers of photographic supplies, their assistance in making our meetings interesting. And it should be remembered that the larger our attendance at these meetings, the better our entertainment will be and the better class of instructions and lectures will be available. In other words, we cannot ask these people to send their representatives and equipment here to talk to 10 or 12 people.

"A camera club can foster photographic exhibitions, contests, exchange of prints and hold or sponsor photographic courses and demonstrations, and special lectures, all of which, together with the exchange of ideas and discussions among the members, make the club a most enjoyable activity and a valuable asset in helping to interest more people in photography, as well as to advance the amateur who is already interested in it and deserves some help.

"We are fortunate that we do not have to worry about a place to hold our meetings. We are also fortunate that we have the backing of several of those in our official staff, and I am sure we deeply appreciate their help.

"Some of the main ideas to be advanced for the camera club are: (1) To increase the individual's knowledge of photography and his photographic technique, (2) to promote fellowship and exchange of ideas, (3) to foster exhibitions, contests and exchange of prints, (4) to hold lectures, demonstrations and photographic courses, (5) to interest more of our people in photography as a hobby and (6) to promote the advancement of photography as a science and art.

"It must be remembered also that to successfully maintain any organization, the proper rules and regulations governing the group should be drawn up, the necessary officers elected and a regular routine of business established in order that the club may function properly and smoothly, and that the meetings may not only be interesting but a help to the members as well.

"I have tried to give you in a brief way some of the ideas which should be borne in mind in connection with a club of this kind and I should like

to impress it upon you that the success of any club or organization depends, not alone on its officers but to a great extent on its members and on the interest they take in the club and its work."

Officers of the Camera Club for the ensuing year are:

President E. C. Moyer
Vice-President R. L. McMichael
Sec.-Treas. F. G. Wakefield

Temporarily, the meeting nights of the Club will be the second and fourth Thursdays of each month at 7:30 p.m. in the Pacific Electric Club. As soon as the Club has been in operative condition for the needs to be known, reconsideration will be had on the subject of times of meetings, and fixed dates arrived at.

At the next regular meeting a speaker has been arranged for who will present us with available information on the subject of photography.

A most cordial invitation is extended to employes of the Pacific Electric and members of their families to attend meetings of the Club.

Membership applications are now available, and may be obtained by applying to the Secretary.



THE PASADENA GARAGE "GANG" SOON TO DISBAND
Left to Right—Standing, Donald L. Davison, Heber Blankenbiller, Earl Ogden, Stanley E. Carleton, Jeremiah W. Landrigan, Palmer H. Butts, Joseph A. Dumoulin.
Kneeling, left to right—Eugent P. Cramer, Howard R. Mayne, Cyrus A. Madill, David G. Flores.

OFFICIAL
DENTAL DEPARTMENT

Pacific Electric Railway & Motor Transit Company

Convenient term payments by pay roll deductions

Owned and operated by
DR. BEN A. PATTONMARTHA NEAL, D.H.
DENTAL HYGIENIST

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TUcker 7272



EMERGENCY UNIFORMS IN THE 'PHONE ROOM
 Even newspaper bonnets can't detract from the attractiveness of our Telephone Operators; but, folks, we must protect our permanents. There will be no more "wrong numbers" after the "sound-proofing" is finished.

ROD AND GUN CLUB
 By Artie Skelton

At our September 11th regular monthly meeting, several official faces were missing. This probably was caused by the abundance of good hunting and fishing now in full swing. So far the registration cards have been coming in slow and it looks like another year when many valuable prizes will be left on the shelf, unclaimed because someone didn't think the trophy big enough to claim a prize. This has been the cry every year since yours truly has been serving as your correspondent. Then next year it is the same old fight on to prevent the Budget Committee from cutting down on the prize lists. You fellows who don't bother to register your fish and game sure furnish them with a good argument. It is your dollar that pays for these prizes and it is up to you to hunt and fish, then register the results, so you might reap some of the benefits of your contribution.

A. D. Forbes says he doesn't mind playing deer hound for Cecil Kirby on their hunting trips, but does strenuously object to being hissed into game refuges. Makes him feel like the Voice of Bugle Ann.

My good friend "Mackerel Bill" Houtekamer, says he acquired that name by accident. That wasn't what he was fishing for and he only caught one. I'll have to caution my informant on that. The high moral of this column must be maintained. Another legitimate squawk

comes from John R. Leslie, Motorman No. 2517, of the Western Division. We got his name wrong. We had it "Lube" when it should have been "Leslie". I believe that mistake was made on my part for which I offer my apologies to Mr. Leslie. He being the good sportsman I know he is, I am sure he will accept them. Mr. Leslie was kind enough to furnish us with a photo of himself carrying his buck into camp, but unfortunately the photo was too light to reproduce well. Sorry we couldn't use the same.

D. A. Terry motored to Frazier Mountain and bagged a big three point buck on opening day.

Mr. Mankins registered two deer heads at the September meeting. J. B. Rogers registered one well ripe and rank coyote scalp. I think in the future the Club will not be so particular about receiving the evidence of Mr. Rogers' kill. Personally I am willing to accept his honesty, or better still, fine him for committing a nuisance.

There were only seven fish registration cards turned in at the meeting and four registrations by the Associate Members. And this is supposed to be the best part of the fishing season. What's the trouble fellows?

Don't forget to attend your regular monthly meeting. There is an election of officers for next year coming up soon. There should be a lot of good fellowship shown around the Club from now on.

*Coupon Books:
 Convenient,
 Economical . . .*

Pacific Electric Restaurant and News Service coupon books are proving popular with employes who have taken advantage of the convenience and saving which they afford. This fact is established by the number of "repeaters" who, like Oliver Twist, have asked for more.

Coupon books contain \$3.30 in coupons of 5c denomination and are sold to employes for \$3.00. They may either be purchased for cash, or will be delivered to employes on presentation of Deduction Order approved by employee's immediate superior.

In addition to their convenience for use in payment of meals, coupons are accepted at Pacific Electric news stands where such items as cigarettes, cigars, candy, magazines, etc. may be purchased. Concessions operated by the company where coupons are accepted are located in 6th & Main and Subway Terminals, and stations at Long Beach and Pasadena.

Coupon books may be purchased at following locations:

PACIFIC ELECTRIC RESTAURANT

6th & Main Streets Station

PACIFIC ELECTRIC RESTAURANT

Subway Terminal

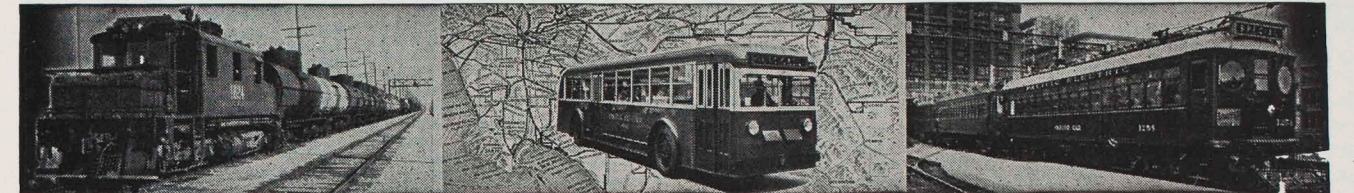
PACIFIC ELECTRIC SODA FOUNTAIN

Long Beach Station

PACIFIC ELECTRIC NEWS STAND

Pasadena Station

SAFETY NEWS



SAFETY ADVISORY COMMITTEE

The next meeting of the Trainmen's Safety Advisory Committee will be held Friday, October 25, 1940, in the Pacific Electric Club Rooms, Los Angeles, California, commencing at 10:00 A.M.

The following members are selected to serve on this Committee for the month of October.

- J. A. Severance, San Bernardino
- E. DeGarmo, Macy Street
- C. E. Robitson, Pasadena
- J. A. McCarty, Butte Street Yard
- V. Wahl, Los Angeles
- J. Gibson, Long Beach
- L. McDaniel, Glendale
- A. C. Tanner, Subway
- L. E. Titus, West Hollywood
- T. E. Boswell, Ocean Park
- A. Laughlin, Motor Transit Dist.

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

Any employee having any suggestion will assist your Committee if you write each suggestion on a separate piece of paper and hand it to your Committeeman.

DOOR ACCIDENTS

During the month of September, two door accidents over the entire system. One of them was charged to defective mechanical condition of the equipment, the other one was the fault of the conductor, and following is the statement.

"I remember closing the door at Vine Street, and then seeing an old lady reaching for the pole between the two doors, as if to get in the rear one. I opened the doors again, and she snapped at me "What do you mean"?, I said I didn't mean anything but hadn't seen her. She wasn't in the door nor did she rap on the door."

This lady was 84 years old, and it is very difficult to classify the accident as unavoidable.

USE OF THE WHISTLE, WHERE ITS USE IS NOT RESTRICTED, IN HIGH SPEED TERRITORY

Was motorman sounding the whistle? This all-important question usually begins at the time of the accident and ends only after the case has been disposed of by the courts. Those of us who have been involved in such cases well know the important part it plays in the realm of law.

It seems that regardless of who is to blame in an accident, that the sympathy usually goes on the side of the ones who get the worst of it, especially if they are injured and the injured can often produce witnesses (?) who see only their side of it.

In the case of a crossing accident, we can expect someone to take sides with the automobile driver, whether they saw the accident or not. Even the very worst type of driver; the kind who rather than have his right of way disputed, would leave his victims dying in the street and let this same driver dispute the right of way with a train and be badly injured or killed, there will often be someone who will go to the extent of swearing to something that they know nothing about in order to see him compensated for his damages.

The plaintiff who is determined if

possible, to collect damages at any cost, will try to exonerate himself and place all the blame upon the railroad. He must prove some form of negligence on THE PART OF THE RAILROAD, AND THE CHARGE IS USUALLY MADE THAT: THE WHISTLE WAS NOT SOUNDED, AND THE WIG-WAG WAS NOT IN OPERATION.

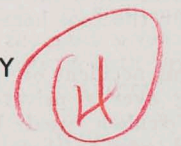
It is very important in addition to securing all the witnesses possible who actually saw the accident, to also secure as many as possible who did not actually see the accident. They may not know how the accident happened, but they are very likely to know whether or not the whistle was sounded, and the wig-wag in operation, at points where wig-wags are maintained, as well as many other questions which may come up regarding the situation immediately prior to the accident.

In securing witnesses to an accident, both on the train and off, we need not expect to find witnesses who are in sympathy with us. All we can ask of a witness is to tell what they see, hear and actually know about. When we carry out our rules at grade crossings, we can always find witnesses who for the sake of truth, are willing to testify to this effect.

Human minds, unlike mechanical

Are Your Wages Guaranteed?

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WM. L. THOMAS, AGENCY 408 Pershing Square Building

See Agents at Terminals

J. J. HULL, Southern-Northern J. R. DOUGHER, Western

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

devices, are subject to become lax in the daily routine of doing things over and over again. The mind, subject to be attracted to other things, may divert if we should for a second let go the constant thought of safety at all times while working where any potential hazard exists. We are not expected to be superhuman, nor to place ourselves in a constant strain, but to make a success of our jobs we must train our minds to keep ahead of the train as well as along with it. There must be a constant guard against mishaps from the time the trolley is placed on the wire until the train is safely in the yard after the day's work is done. We have no way of knowing what might happen each time we approach a crossing. The best protection for ourselves, the company, and the public is to never fail to sound proper warning of our approach at all points where such warning is not restricted.

The standard whistle warning should be given for all road crossings regardless of how wide open or how little traveled they may be. It may seem useless in some cases but the sounding of the whistle at the crossing before, may serve to warn some motorist in the vicinity who is approaching our tracks further ahead. We never know but what the warning of the whistle at one crossing is preventing a disaster at the next crossing.

Submitted by
J. B. Thompson,
Northern District Motorman

FOOT BOARDS, FREIGHT LOCOMOTIVES, AND STEPS ON BOX MOTORS

Trainmen must not ride on footboards of electric or steam locomotives, or on the corners of box motors on City Streets, or across highways.

Several months ago, a freight trainman sustained serious injury on account of locomotive running into a truck, when the trainman was riding on the foot board of the locomotive.

This accident occurred while operating over a private crossing, that was seldom used by auto traffic, which goes to show how unsafe it is for trainmen to ride on footboards when crossing streets at any point.

Trainmen have been caught between trucks and the front corner of box motors, when riding on the front corner step while making switching movements on, or across city streets.

Each one should benefit through the unfortunate experience of others in this respect, and not place themselves in this hazardous position when performing their duties.

ACCIDENTS IN FREIGHT SERVICE

Hand Injured

Brakeman injured left hand when opening knuckle on freight motor while in motion.

This should have been done before the motor started, or by pulling up on the pin lifter handle, or by stopping motor short of the coupling and adjusting same before making the coupling.

30 Boxes of Fruit Knocked Down in Car and Damaged

Crew was shoving in on track to couple onto car, conductor was making the coupling, brakeman was between conductor and motor passing signals. After having shoved some distance the brakeman thought the motorman could see the conductor's signals and therefore stopped relaying the signals to the motorman. As the facts in the case show, the motorman could not see the conductor who was making the coupling, but was watching the brakeman for signals.

This accident clearly shows the necessity for careful and proper signals being given by all concerned.

Brakeman Slipped and Fell Between Cars

Recently while crew switching in yard coupled motor onto 19 cars one brakeman had gone on ahead to let the brakes off. After the motor had been coupled on the brakeman was not in sight. The conductor and brakeman then went back and looked for him and found him lying between the 3rd and 4th cars unconscious with his hips across the rail.

The case indicates the care that should be exercised at all times when a crew is working to know that each member of the crew is in his proper position at all times and when not in sight in day time (or lantern visible at night, it is cause for investigation. No movement should be made until it is ascertained that all members of crew are out of danger.

This also brings out very forcefully that when switching at night time and the crew lanterns go out of sight of the motorman, the movement should be stopped at once until the motorman again receives the proper signal to proceed.

While it is not known just how this accident occurred, however, it brings up the question of the proper use of brake clubs.

If there is any one sure way of eventually getting injured it is in pulling on the brake club instead of pushing on it. Any trainman who sees any other trainman pulling on his brake club should immediately call attention to it, and conductors when breaking in student brakemen should without fail instruct them in



USUALLY BRINGS 'EM BACK
Paul Turri, Welding Foreman, brings home the Venison—a 7-Point Buck, from near Westwood, in Lassen County.

its proper use, and all conductors should immediately stop the improper use of brake clubs at any and all times.

Coupling Failed to Make And Cars Ran Over Bumper

A crew attempting to make coupling onto 2 cars with the motor and 21 cars and the two cars being coupled into had no brakes set on them and as usual the coupling did not make causing the cars to roll on down the track and being derailed by dirt on the rails, and had there been no dirt on rails to derail the cars they would likely have gone over the bumper.

To say that hand brake should have been set on these cars before coupling onto them is only stating what everyone already knows should have been done; the only question is why was it not done.

Shoving Cars Without Taking the Slack

A crew was shoving a cut of 10 cars onto a track and coupled onto several other cars and then continued shoving the entire cut. Two or 3 cars on the far end of the cars coupled onto did not stop when the rest of them did but continued on down and over the bumper.

To state that the slack should have been stretched on the cars coupled onto before shoving them would only be stating what everyone knows; the only question is why was it not done.

Playing Safe

A friend tells of a man who astonished the want ad clerk of his newspaper recently by placing an ad offering \$50 reward for the return of his wife's pet cat.

"Isn't that a high reward for a cat?" asked the ad taker.

"Not in this case," said the man, "I drowned the cat."

PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

Thursday, October 10:
P. E. Women's Club Afternoon Meeting & Program—1:00 p.m.
Pacific Electric Camera Club Meeting—7:30 p.m.

Saturday, October 12:
P. E. Agents' Association Monthly Meeting—7:30 p.m.

Monday, October 14:
Automotive Transportation Engineering Class—7:30 p.m.

Tuesday, October 15:
Automotive Transportation Engineering Class—7:30 p.m.

Wednesday, October 16:
P. E. Masonic Club Monthly Meeting—7:30 p.m.

Thursday, October 17:
P. E. Women's Club Afternoon Card party—1:00 p.m.

FRIDAY, OCTOBER 18:
REGULAR MONTHLY DANCE HELD IN SPACIOUS CLUB BALLROOM. These monthly functions are for the pleasure of members, their families and friends. Make up a Departmental Group or Evening Party. Free dancing from 8:30 to 11:30 p.m.

Monday, October 21:
Automotive Transportation Engineering Class—7:30 p.m.

Tuesday, October 22:
Automotive Transportation Engineering Class—7:30 p.m.
P. E. American Legion Post No. 321 Regular Semi-monthly Meeting—8:00 p.m.
American Legion Auxiliary Unit No. 321 Semi-monthly Meeting—8:00 p.m.

Thursday, October 24:
P. E. Women's Club Afternoon Meeting & Program—1:00 p.m.
Pacific Electric Camera Club Semi-monthly Meeting—7:00 p.m.

Monday, October 28:
Automotive Transportation Engineering Class—7:30 p.m.

Tuesday, November 29:
Automotive Transportation Engineering Class—7:30 p.m.

Monday, November 4:
Automotive Transportation Engineering Class—7:30 p.m.

Tuesday, November 5:
Automotive Transportation Engineering Class—7:30 p.m.

Thursday, November 7:
P. E. Women's Club Afternoon Card Party—1:00 p.m.

Saturday, November 9:
P. E. Agents' Association Monthly Meeting—7:30 p.m.

Wednesday & Thursday, November 13 & 14:
P. E. Women's Club Annual Bazaar in the Club Ballroom. Doors open all day. Proceeds to be used to bring cheer to the unfortunate of the Pacific Electric Family.

AMERICAN LEGION NEWS By L. F. Prince

Well another month has rolled by in which many things have happened in connection with Legion work, and it is very pleasing to know that the attendance of Post 321 is increasing and that the members are taking more interest in the activities than ever before.

The Card party held in the P. E. Club Rooms on Friday, September 27th, was attended by about 36 and everyone had a grand time. Of course after it got late, there were a few who had a hard time keeping awake, and had it not been for those downward pointing thumbs of lucky Mrs. Fackler, yours truly might have won at least the booby prize.

On behalf of the entire Post, I wish to thank Mr. O. A. Smith, the President of the Pacific Electric Railway and a true friend to every member of this Post, for his favorable answer

to our latest request in connection with a new type of program in Legion work which this Post hopes to put into action in the very near future, and believe you me that we are hoping this new program will be a great asset to this Post and the Pacific Electric Railway as well. Listen for the news that will come later.

Next meeting will be on Tuesday evening, October 8th, 1940. So come all you Legionnaires and learn something about the Post.

AMERICAN LEGION AUXILIARY By Alice D. Newman

Tuesday Night, September 3rd, the members of the Auxiliary and Post had a surprise house warming on two of its members, Mr. and Mrs. Orville F. Fackler in their new home at 2549 Missouri Ave., South Gate. They were presented with a picture their lovely new home. It may be that the "surprise" was not put over so well; however, the house warming and the evening spent was quite a success. Here's to much luck and happiness to Bessie and Orville always.

The Pacific Electric Railway Auxiliary held its first picnic at Fern Dell, Griffith Park Sunday, September 8th with an attendance of thirty including Auxiliary members, their families and guests. After everyone had eaten all they wanted, and perhaps more than they should such as, (fried chicken, potato salad, scalloped potatoes, green salad, fresh fruit, apple pie, cake, cookies etc.) the rest of the afternoon was spent in playing games and looking over the beautiful park. Just want to tell you members who did not get there you really missed a grand picnic!

Lillian Lyons, Membership Chairman, has inaugurated a new competitive membership drive in order to create more interest in obtaining new members for the Unit. One is eligible to belong to our Unit if she is the wife, mother, daughter or sister of a Veteran belonging to The Pacific Electric Railway Post of The American Legion, we cordially invite you to attend our meetings held the second and fourth Tuesdays of each month. Let's get behind this drive and make our Unit an outstanding one in the District.

Our card parties are held on the Fourth Friday of each month at 8:00 p.m. in the Club Room of the Pacific Electric Building Room 299. Come and bring your friends. Refreshments are served, and prizes are awarded to high scores for bridge, pinochle and bunco. Remember the date—the fourth Friday of each month. Admission twenty-five cents.

We are glad to welcome our Juniors to the first meeting of each month. They have already started making gifts to be presented to Saw-

telle and Children's Hospitals at Christmas time. This is a worthy cause and we are proud to have our girls participating in this program.

"How can the American Legion Auxiliary give more effective aid to the American Legion in service to America?"

This was the big question before the Auxiliary's twentieth national convention when it convened in Boston, September 23, according to Myra Bell Clemons, President of the Pacific Electric Railway Unit of the Auxiliary.

Outlining the policy and program which the Auxiliary's 500,000 members will follow during the coming year was the principle purpose of the convention, explained Mrs. Clemons. Present conditions will bring emphasis to the consideration of Americanism and national defense activities.

"Americanism has been a major activity of the Auxiliary for years," Anna Tucker said. "Today's threat to democracy has proven the value of our efforts to strengthen democracy in America through education for citizenship. We believe that it is the duty of every American to train to be a good citizen and we are working to help bring such training to young Americans. I expect to see our activities in this field intensified during the coming year."

More than a half-million members had enrolled in the American Legion Auxiliary when membership books were closed for the 1940 national convention, Lillian Lyons, membership chairman of the Pacific Electric Railway Unit has announced. A total of 500,723 paid-up members was reported to national headquarters, an increase of 22,508 over the total at convention time last year.

"It is the first time in history that the Auxiliary has reached the half-million mark," said Lillian. "We had 500,000 members as our goal for many years and have been approaching it gradually, gaining an average of approximately 20,000 members each year for the past seven years. This sound, steady growth promises to continue into the future."

Commenting on the new membership record, Mrs. William Corwith, National President said:

"I attribute the growth in membership to the growing awareness on the part of American women to the need for organized patriotic effort. The American Legion Auxiliary offers an opportunity to women of America, for the service we render is not only to the disabled men of the World War and their dependents but reaches out to encompass the vital and all-important problems of today—national defense and Americanism."

WOMEN'S CLUB NEWS NOTES

By Mrs. Lloyd E. Murphy

Our club year was officially opened with our Presidents' Party on September 1th.

Patriotism was the theme of the decorations. American flags, and floral arrangements of red, white and blue flowers, with streamers of red and blue on tables.

After the pledge to the flag, Mrs. Wm. Shoup introduced our guests of honor Mr. Geibel, Mr. Thurburn and Mr. Vickery, who gave us short talks and offered their support and best wishes for the coming year.

We wish to thank the American Legion, Masonic Club and P. E. Club for the beautiful flags which they let us use for the day and wish them to know the Women's Club is always ready to cooperate with them in any way we can.

Mrs. Thelma Leaton, accompanied by her daughter Miss Thelma Leaton, gave us three vocal selections and led the club in singing "God Bless America". Mrs. R. A. Hannah's school of Dancing, from Alhambra entertained us with songs and dancing by a group of juvenile entertainers which was enjoyed by all.

President Mrs. Crunk announced that the card parties, held on first and third Thursdays of month would have other games for those not playing Bridge or 500, if there were enough ladies to warrant it.

So come to the card parties and bring a friend or fill a table.

She also read a list of her chairmen as follows:

- Program Chairman.....Mrs. Wm. Shoup
Parliamentarian.....
..... Mrs. Arthur Woodbridge
WelfareMrs. J. B. Green
Ways and Means.....
.....Mrs. C. O. Leatherman
Membership, Mrs. H. J. Schwertfeger
HistorianMrs. R. C. Langston
HospitalMrs. Joseph Adams
Sick MembersMrs. A. C. Smith
HospitalityMrs. Frank Miller
MusicMrs. Lon Bishop
CardsMrs. R. A. Rambo
RecreationMrs. Frank Hart
House HostessMrs. J. L. Columbus
DecorationsMrs. Ed D. Rand
PressMrs. Lloyd E. Murphy

Among other guests introduced were Mrs. Chester M. Smith, Past President of Los Angeles Travel Club, who also is Platform chairman of Los Angeles District of Federated Clubs; Mrs. Mae Oceil, Past President and Mrs. Howard Wiseman of the Travel Club.

Mrs. Crunk called the meeting to order on September 28th and the pledge to the flag was led by Mrs. Curle.

Mrs. Blanche Boggs, Art and Craft teacher, spoke about having a class in our club, showing samples of the

work. Anyone interested in the work please let Mrs. Crunk know if they wish to join the class.

The rest of the afternoon we heard vacation tales from our members of how they spent the summer.

Our Mystery Pals for the past year were then revealed and names drawn for the coming year.

Mrs. Adams gave her hospital report, and while others had a vacation she has been on the job making 124 hospital calls this summer. We owe her a big "thank you" for her faithful work.

Bazaar dates are November 13th and 14th. Don't forget. Also our next meeting October 10th. Be sure and be there.

PACIFIC ELECTRIC MASONIC CLUB

By Ed Hassenyager

Our Flag

There's no coward stripe upon it, And no shame is written on it, All the blood that's in its crimson

Is the blood of manhood true; There's no base and brutal glory Woven sadly in its story, It's a bright flag, a right flag.

And the flag for me and you.

It's the flag without a fetter, It's the flag of manhood better; It has never done a mean thing,

Never waved above a brute; Greed and hate it never shielded, Unto wrong it never yielded It's a fine flag, a divine flag,

That in reverence we salute.

It's the flag of all the glory That is written in man's story; It's the emblem of his freedom

And the hope of men oppressed; It asks no disgraceful duty, Never stains with shame its beauty, It's a pure flag, and a sure flag, It is our flag and the best.

—Author unknown

Regular meeting Wednesday, October 16, 7:30 p.m.

The entertainment committee is busy making arrangements for our Eighteenth Annual Reunion and Dinner, to be held on November 9. They promise a super abundance of good food, a show of professional talent and are not overlooking the need of a good speaker.

Put that date down as one not to be lightly interfered with and I'm sure you will be glad you did.

Brothers Newton D. High, J. M. Geopfert (Master of South Park), Hugh Moor and Ed Hasenyager, spent the week of October 6th attending the Grand Lodge meeting at San Francisco.

Hospital Notes:

Brother W. A. McCammond of the

Redondo Beach Resort is reported confined to the St. Vincents Hospital. Don't forget your visits mean a lot to these sick and aids greatly in their recovery.

In Memoriam

Brother Harry G. Brown, member of Garvanza Lodge, passed away on September 18th after a long and painful illness.

We extend our sincere sympathy to the bereaved family and friends.

BOWLING NOTES

By Don Houston

At the annual meeting of the Pacific Electric Club Bowling League the following officers were elected:

- L. H. Lutes, President
J. Birmingham, Vice President
D. F. Houston, Vice President
C. G. Gonzalez, Secy.-Treasurer
Ted Cuccia, Manager

The League this year will be composed of two Divisions, The Westside, bowling at the new Arcade Alleys, and composed of 12 teams and the Eastside, bowling at the Whittier-Atlantic which league is composed of ten teams.

At the conclusion of the season, there will be a play off, the first teams in each league opposing each other, the second teams meeting in another playoff, etc.

On the Eastside bowling night will be Thursday of each week while the maples will fly in the Westside division on Friday of each week.

Visitors are welcome and a great amount of interest is being manifested in the coming competition. Two ladies' teams on the Westside and one on the Eastside lend interest.

Following is a list of the teams and Captains:

- Eastside
TransportationH. E. Norton
Motor TransitR. R. Wilson
B & BB. F. Manley
Freight ServiceL. H. Lutes
NorthH. C. Hampton
OutlawsM. M. Lutes
P. E. Club.....Ted Cuccia
L. A. Freight.....A. L. Robertson
OverheadR. M. Cobb
Washington StreetWm. Baxter
Westside
ClaimA. Brahm
Freight TrafficL. E. Swanson
WesternersD. F. Houston
AmazonsBessie Chobotsky
Hill StreetErnie Pont
Passenger TrafficR. Christiansen
GlendaleTed Wolfe
Wilshire LinesF. Epp
Signal Dept.E. Eaton
Electrical Dept.K. Coats
Kay PeesF. Houston
Virgil DivisionE. L. Welch

After a long lay off everyone is raring to go and such slickers as Jack Birmingham, Roy Swanson, John Kinney, "Aces" Perry, Papa

N E X T

P. E. CLUB DANCE FRIDAY, OCTOBER 18

Monthly Dances held in the spacious club ballroom on the third Friday of each month are for the pleasure of members, their families and friends.

Departmental Groups are invited to enjoy an evening of dancing from 8:30 to 11:30 p.m.

Music by a popular Seven Piece Dance Orchestra.

Blackburn, Jack Cross, Les Lutes, Ted Cuccia, Roy Wilson and a hundred others have been keeping in the pink by working out on various lanes during the off season.

Swanson and Perry were in a league in Glendale but the rumor is they were traded to Okmulgee in the Corn Belt league a month ago, where they burned up the sticks with such scores as 112-141-101.

Visitors are welcome and a successful season is looked forward to.

His Chances

One Negro was worrying about the chance of his being drafted for the army. The other consoled him. "There's two things that can happen, boy. You is either drafted or you ain't drafted. If you ain't you can forget it, if you is, you still got two chances. You may be sent to the front and you may not. If you go to the front, you still got two chances, you may get shot, and you may not. If you get shot, you still has two chances. You may die and you may not! And even if you die, you still has two chances."

No Worry

Mrs. Jones: "Why, Bridget, the electric heater in the hall has been on all day long!"

Bridget: "Don't worry about that, ma'am: I borrowed it from the people next door."

His Exit

The party was dreadfully dull, and the guests were sitting round, looking and feeling very bored. The hostess, in an attempt to infuse a little pep into the proceedings, said brightly: "Well, what shall we do next? Does anyone know a really good game we can play?"

"Well," a normally gay young man suggested, "I know a decent guessing game. How do we play? Well, first of all I go out—and everyone spends the rest of the evening trying to guess where I've gone."

DEPARTMENTAL NOTES

ACCOUNTING DEPARTMENT

By N. E. Cates

FLASH! Young man endeavoring to evade conscription gets caught. Its not news now but there's still some mystery about it. On Monday, September 23rd, just before closing time for the marriage license bureau, a serious young bridegroom-to-be, accompanied by his very pretty bride-to-be sauntered up to the counter to face a tired clerk who looked at them with one eye, the other being focused on the clock, and "So you want to get married" the clerk says. The bridegroom-to-be gripped the counter hard. "Well?" said the clerk. "We do" says the bride-to-be. "What's your name?" looking at the bridegroom to be. "Keelin, Wm. E." says the bridegroom-to-be, his voice now located. "And yours?" looking at the bride-to-be. "Richards, Maureen J." replied the pretty bride-to-be. "There you are, that will be two dollars, please" ended the clerk. "Oh!" says Keelin, "That's cheap, I must tell Chrystal about this".

Can't report on the marriage date, I know of no one who knows except Bill himself, and he won't tell. His seniority with us dates from April 18, 1918. A very nice young man, attends to business, his motto is "Early to bed".

FLASH—Bill Keelin was married Saturday morning, October 5th.

Thanks to one person in the office, last month's column was converted, with a snap of the tongue, by this same person, from a very drab affair into one with spice. The rest of us had to read the column twice to find out what it was all about and then found it difficult to work up any interest. However, if the shoe fits, wear it.

The other evening Geo. Watson was fortunate enough to contact Little America over amateur radio—he talked with two different gentlemen, "Dr. Simmes" and "Walt". The contacts lasted for nearly half an hour. They are having mild weather down there—only 35 degrees below.

Recently in the presence of friends and relatives and a large Pasadena congregation, the infant son of Mr. and Mrs. Thomas Malcolm Trolinger was christened David Emmanuel Trolinger.

Mrs. Thos. M. Trolinger is the former Barbara Eggeman, daughter of Fred B. Eggeman, who has been connected with the Central Timekeeping Bureau for 35 years.

Mr. Trolinger is the son of T. C. Trolinger, substation operator at San Bernardino, who has been in the service of the company for 30 years.

Baby Trolinger was born at San Bernardino and traces his ancestry to John Adams, the second President of the U.S. His grandmother, Mrs. T. C. Trolinger, is Regent of the San Bernardino Chapter of the D.A.R.

Robt. E. Labbe, in the line of business, traveled to Huntington Beach, then to San Francisco and return, a trip of four days duration. He informs us that the trains were on time and that the bridges are still there.

Eddie Uecker has returned from the harbor, having worn out his fishing pole.

Vacations:

Hessel Van Der Zee—Toured the fair at San Francisco.

Dave Alexander—Fishing.

Mr. Eggeman—Also toured the fair at San Francisco.

Anna Beseman—Drove to San Mateo, San Francisco and fair, and P. E. Camp.

Miss M. Z. Bell—On vacation at this time.

Laura Drake—Taking two weeks leave along with her vacation. Visiting her parents in Chicago.

Hogee says "I am getting so patriotic that I don't even read the fifth column in the newspapers".

Happy Birthday to you:

- W. C. SchollOct. 3
Wm. "Gufus" Sherlock
(Retired)Oct. 4
W. H. AlexanderOct. 7
J. J. StaddonOct. 8
Robt. HousemanOct. 11
J. G. BrowneOct. 14
Jessie KremerOct. 15
H. C. KuckOct. 21
Frank HardestyOct. 22
C. H. EnglishOct. 22
Al HannaOct. 23
Tom GentryOct. 26
Harold HuestisOct. 29
J. H. HubbardOct. 31
J. C. SaundersOct. 31
Glenn StancerOct. 31

Sam Taylor now joins the ranks of the successful deer hunters. Sam bagged his meat and horns just two hours after the opening of the season on September 16th, just above Rabbit Meadow, which is located between Sequoia and General Grant National Parks. One shot did the trick, and then a long trek back to camp.

Tom Gentry and I also went deer hunting again—and missed a beauty. Mono Creek country was our hunting ground.

MOTOR TRANSIT NOTES

By M. J. Creamer

BREEZING ALONG: Ernie Wheeler taking advantage of opportunity to chissle in on dessert. Waitress lifted pan to counter to make room for a full one and Ernie grabbed the spoon and cleaned the pan, to everyone's amazement! Was really gloating over the fact, but ruined a nice clean shirt. You know, that berry cobbler can do just that! "Jeff" Jeffery calling Geo. Shively "OLD MAN" and getting away with it . . . but be that as it may, George is still worried over his lawn which isn't popping up like it should. Geo. Jehl and wife planning a trip to Carlsbad Caverns, N.M., this month — will drive. For awhile rumors were afloat that it would be in a brand new Dodge—but George says it's a lie! Mrs. Jehl just recently returned from San Francisco after seeing the fair and taking in the sights. Howard Strong back from S.F., Reno and points thereabouts . . . and a swell trip! Ray Haynes and Tony Fabun back too from Newport. J. N. Johnson, Agent (Ontario) took time out to go down to pick some of his coconuts at his retreat at Vista. (Joe Hernandez relieved during his absence) Tuckers we understand went down to get some visiting done. Yep—that was Mrs. Tucker breezing thru the depot recently in a mad dash to view the Fall fashions—and she does keep up with them! C. L. Heflin (Redlands) got back in fine fettle after his sojourn down south. Visited Memphis, Noo Oleeans, Yaz-zoo, and many other points of interest in the Mississippi region. Had a dandy trip and the biggest thrill—was driving the folks new Buick 80 M.P.H. without having the Frau "crown" him. Says the roads are very good and they all go lickety split! Jack Petitt back—but didn't divulge his doings. Brought back the new Mercury, but while his boy from the Navy was visiting him, he only got momentary glimpses of it! Operator Swan—down San Diego way for a week vacation, visiting his friend (retired Naval officer). Fishing? Yashure—off the Mexican Coast in a private "Yawt" with Yacht cap and all the trimmings too! "Pat" Patterson (San Bdo) off for a month's vacation—a good rest and time for fishing . . . and he says that he needs it. Paul Wilson took over—and some say that Paul has the pin-ball fever so bad they are thinking of giving him the "cure". Spent 5 hours one Sunday (day off) recently watching the little balls bounce around . . . says he likes to see the lights turn off and on! Andy Torbet back in

harness too from his enjoyable vacation!

The grapevine has it, that Bob Gibson (Whittier) is planning to take a week off to have his nose fixed up—some guy gave him a sock on the snozzola—he says it was account playing basketball—but was it? Gary Evans, still the shy newly-married man, just bought himself a new home—plenty nice, according to his neighbor, Mr. Bowers, who sells the S.P. tickets. On Gary's birthday recently, the folks invited him over to Arcadia (his poppy's home) and they did some of that copy-cat stuff n'stuff and presented him with a shiny new Racer bike . . . to use in going back and forth to work. Gary showed up at the Whittier depot later all "het" up and "puffing" like a steam engine! Yep, even 3 gear shift on this model! Lawrence Allen with a "bike" and one too for the Minnie Mouse Allen . . . he rides his to work and parks it in baggage room. Joe Hernandez says he has one of those two-ton contraptions and he would like to play him a little race from Berdo to L.A. to see if this marriage bizness has taken out of him what it usually does! Maybe a bicycle club would be an idea! Could interest Slim Seifried possibly but don't know about Walt Rorick—he probably wouldn't want to give up the "bot" he bought. Swanson is willing to join as he CLAIMS to be a veteran cyclist since way back—when they used to have rope tires instead of rubber. "Pop" Reynolds eager to join IF somebody buys him the bicycle—or perhaps he meant tricycle! Joe Hernandez says he is expecting his "twin" boys from the

factory (Detroit) and IF the TWO arrive, is going to name one of them "Martino" after yours truly . . . tush tush (Why ruin a whole lifetime?) Careful Joe—such rash promises "If a boy—not cigars this time but bottles of rare spirits (maybe you meant the camphor kind) Anyway, congratulations will soon be in order again. "But—if it's a girl, says he, will name her after Guy Rhinard on account of shiny RED hair!" The San Bdo derelict, Maximilan H. Hess, still spreading it around. Last week he had a bus calling contest with Early Byrd and WON! The prize was a trip to Early's cabin up in the mountains. Early says he lost because Hess contains a lot more wind . . . maybe so, or doncha think?

MUTTON! BUTTON! Who wants a button? One of the gang, who claims to be Brigham Young has hit upon a novel idea of display . . . or dismay. Anyway, we'll leave politics out of it. If a Willkie man comes up he can turn up his left lapel and well—the right lapel — makes him NEUTRAL! What's this—or whose rattling whose chain? Heard that some drivers were to be subpoenaed in a divorce case..but then I wouldn't know! Some of the gang are moaning about the Railway Retirement back assessments that hit the 70 and 80 bucks worth. Harry Dostal takes honors for being a qualified nurse and kindergarten teacher!

Aha! Freeman Morgan—caught up with you that time. Freeman was busily engaged (with one eye) when a young colored lady came out to board bus and he tripped lightly behind her heels (Mighty nice—maybe he was thinking) Markham gave a

\$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.

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whistle for Freeman. The young damsel turned around and Freeman?? Well he probably had gone down Capistrano way with the swallows . . . at least he gave a perfect portrayal of the "little man who WASN'T there." Oper. Barnum owes a coke to me and to somebody else . . . he forgot who—so there's your chance gang! Bob Cruson . . . and did you see those boots? Paid around \$17.00 for them some years ago—and are they different? Pointed like pins and the toes turn up like those of elves! Ivan Erhardt, Asst. Chief Clerk and "Wake" Wakefield are established in Room 221 . . . which makes in one "big" family. "Wake" who took care of the minutes for the recently formed P. E. Camera Club, says they are just getting started and they'd welcome interest from the boys on the M.T. District.

Ed. Zirekel (L. A. Express Office) really getting the works. While waiting for his street car, a truck driven by a Jap "mowed" him down, sending him to the emergency hospital. We hope his recovery is rapid. Alpha Seagraves just out of the hospital! Della Snell, our congenial waitress at drug store counter taking time out to have tonsils jerked! Condolences were extended by the boys in the passing of Walt Rorick's mother last month. Cremation was at Forest Lawn.

Next month, anniversary congratulations will be in order to Alpha Seagraves (on leave) and her hubby, Walter D. Seagraves. Officer Seagraves has over 18 years to his credit on the L. A. Police Force and was transferred from the L. A. Harbor Div. to L. A. Traffic last Feb. He has been with us on his Fifth St. Assignment for many weeks now and is well liked by all the boys—and we have every reason to believe that this same feeling is mutual. Wonder if Alpha ever got the little red wagon that was promised her?

DOWN SANTA ANA WAY: Jack Burgess, who finds pleasure and relaxation in training, riding and caring for two fine horses has acquired a neat little Ford Eight pick-up truck together with a dandy horse trailer. He now can go out into wide-open spaces and ride in real frontier style. Incidentally Burgess and Kennedy are doing some real team work inasmuch as Burgess keeps horses and the Kennedys raise flowers—or do you get the point? Newt Potter, relief agent, working the circuit of Whittier, L.A., and Santa Ana, back from a real vacation in the Great Northwest. Popular Joe Hernandez has been working Newt's route. He might be a little too modest and quiet to be a good preacher of the gospel or such . . . but he fits right into a ticket office without any fuss

or bother and knows just exactly WHY he is there and what to do about it. (Agents clip this paragraph for future reference.) The Dick Butlers returned from a complete exploration of the apple and redwood country having touched Seattle and points beyond. Both enjoyed the excursion to the utmost and doubtlessly both were greatly benefited by the change of scenery and routine, this we know and believe by visual evidence but when it comes to Dick's snake story, we politely BALK. He tells the one about seeing a cock-eyed rattle snake that became frightened and ran to hide. Seeing two rat holes at once he tried to run into both and was torn in two from head to tail—this part we believe but when he continues the story by saying that the snake was so overcome by grief that she tied herself into a double slip knot around her own throat—crawled both ways at once and STRANGLED to death right there and then — THEN we have our doubts!

Ham Hammond was laid up temporarily with an attack of the flu—his recovery was rapid and complete and he is now again on the old stride—the old saw bones; a cranky old fossil we suspect, is going to fix him up so he can't take a bite out of a big red apple nor eat corn off the cob—if you catch the drift. Charlie Rhinard of the Laguna Beach operation is busier than one-armed man catching eels. He is all dithered up with the Crown Stages re-union plans, getting reservations, making arrangements etc., but he'll be back to normal again after (we hope). Charlie is using full censorship but the story will break soon.

Since his family has returned from a splendid vacation tour of Iowa, North Dakota and other places in the East, Benny Kimball has been strutting around like a drum major in a minstrel band—the cause is his boy. Benny says since he has gotten acquainted with him again, he suddenly discovered that he was almost a man! (and a good one too. Benny—this goes for all you kids.) The boys down in this end keep John Bailey about as happy as a naked baby crawling through a nettle patch . . . well, this much can be said, they might not all agree with John politically but they all agree that he is a darn good sport not to break down or blow up in the face of all the razz-berrying.

A late passer-by might easily have thought Al Henson to be a modern Jimmie Valentine should they have seen him jimmying a locker open. His wife left a note saying that she had locked up his auto keys in a locker—but it happened to be in Sam Carr's and as it was about one A.M.

and four miles home, Al had to do the necessary (nope no damage). There are a few things we dare not mention—such as what became of Johnny Hill's piccolo or whatever the thing-a-ma-jig was that he tweeted on; or Sam Carr's honest to gosh bargains on alarm clocks! Ralph Shaw likes to be called "Pete" about as well as Miles Hunt does to be called "Silent."

It was always said that Bill Kennedy's hide was thicker and tougher than a bride's hot cakes but he got mad enough to eat a dollar's worth of same the other day. He was in L.A. breezing along in his ancient jalopy when a traffic officer whistled him down and said, "Say, chum (excuse me I never could pronounce my "P's") don't you know you can't operate a riveting hammer on the city streets without a license?" Without changing expression, he wheeled into a garage and said "there she is boys—I hope you are all good Christians with a lot of conscience!" When he went back, they said "Yep, we sure are, we've just eliminated exactly \$47.50 worth of assorted noises, but we didn't have the heart to get 'em all as we figured that the old boat ain't worth over fifty at most." (That brought down the curtain)

When the nights get long and dark we plan to sneak into the Fullerton area and get first hand data on the life and habits of a number of distinguished citizens such as Hank Faulkner, Otto Gardner, E. B. Dunson, Baby Leroy Larson, Pete Malinckrodt and a mysterious stranger who does business under the name of Bill Tribble. Have struggled to keep our insurance up to date since the last expose of Hank . . . he's pretty big you know!

LOOK ALIKES: Hank and Wendell, Mac and Benito; WORK ALIKES: Max and Brigham; DO ALIKES: Marvin and the Great Profile; TALK ALIKES: Newt and Zasu; WRITE ALIKES: Pop and Hirohota.

SOUTH FREIGHT DISTRICT

By J. E. Neville

This month we have to back track again. Items and unfortunate news which were omitted through lack of space in September Magazine.

Our sympathies and condolences are conveyed to H. L. Conklin, mtrm., in the great loss of his dear wife Alice M. Conklin. Funeral services were held in Iowa.

Departed from our portals F. D. Haig, 68 years of age, who died on July 10th, 1940. He endeared himself to all who knew him. We humbly bow to the will of his maker in the knowledge that all earthly tasks assigned to him were well done. Fun-

eral service were held in Escondido and attended by many friends. Beautiful floral pieces were a fine demonstration of the high regard in which he was held. We extend our sincere sympathy to the bereaved family.

We have recently received the sad news of the death of a dearest one, in our lives, our "Mother". The sympathies and condolences of all the South Freight workers to Chas. Newman, yardmaster of Butte St. Yard, in this great loss of his dear old Mother who died last week. Interment was in Indiana. South Freight extends its heartfelt sympathy to the family in their bereavement.

H. P. Polson, cond., is at home recuperating from his recent illness and operation. We hope he will have an early recovery and be back among us soon.

Mtrm. L. A. Coles' mother has fully recovered from illness; but we were sorry to hear that Lee's sister while enroute form the middlewest had a very serious accident in Texas. Had a head on collision and Lee's new Chevy was partly demolished. Sis who was driving and was accompanied by four friends all returning to California escaped any injuries; but Oh Chevy.

Only information on H. P. Erlener, brkm., who was recently injured in Butte St. yard is, that he is doing fine. We wish him a full recovery soon.

Condr. H. Blunt has fully recovered from his recent attack of flu and cold and is back on the job.

We are informed of a new snake in San Gabriel. Diamond-Back rattlers, no less, we are told. But we understand the Boss of the house, Mrs. LeRoy Downs did not care for such a farm and now poor Roy is wondering WHAT NEXT? The diamond-back was killed in Roy's yard and supposed to be two years old. S-o-o-o we are glad to live in Los Angeles neighborhood.

L. B. Kirkland and family recently returned from their auto trip to Bisbee, Ariz., visiting relatives and enjoyed a very pleasant trip.

As predicted, C. A. MacCarthy and wife have gone on a pleasure auto trip. As soon as young Mack returned from his Yellowstone trip, "Pop" was gone—Where? a mystery.

A. S. McNab and family motored to San Francisco, enjoyed a few days at Treasure Island taking in the sights of the Fair. Had a very lovely time. Letting you in on a little secret, Mrs. McNab had the best of it by telephoning to her sister way down east from the fair grounds at no cost and claims it is the best telephone company in California.—Some Call—

Two mysteries—Chas. Stanley and

family also E. R. Myers and family on trip somewhere, but will try to solve these two mysteries for the next issue.

Charles Hooper and Family recently returned from a northern trip. Visiting the fair and relatives. Had a splendid voyage.

John Warmley and family back on the job after a grand auto trip to Oregon. Taking in the sights of the Columbia River and Crater Lake. Returning by San Francisco visiting the Fair which was much enjoyed. All in all the trip was a great success.

Now for some good news. "The Pacific Electric Camera Club" First installation of officers and members was taken in Sept. 26th. A grand thing for all you auto travelers with your cameras. A place to enlarge and print your own films and prints as many as your heart desires. For full information see yours truly, J. E. Neville.



THE ROSEMEAD FIRE DEPT.
Left to Right—Asst. Chief Lloyd Castanine; Capt. Frank Little; Fireman Delmar Haws; Chief Thos. C. Holyoke; Fireman Eddie Brandt; Fireman Milton Hartley.

After fighting fires with the weed burner will give you some lowdown on a good fire fighter which has been among us for many years. Introducing Thomas C. Holyoke, who tells his own story:

The Rosemead Fire Department originated about the latter part of the year 1938. It was formed and headed by an acting Chief until April 23rd, 1939 at which time I took it over as Chief. At the time I took it over the apparatus consisted of an old 1923 Pierce Arrow chassis with a truck body on it. We also had 400 feet of 2 1/2 inch hose which was not of very much service to us except in the business district where there are two hydrants.

The department consisted of ten men at that time and I have since built it up to twenty members, as follows: Chief, Asst. Chief two Captains and sixteen volunteers. None of us at the present time get any compensation for our work but hope to in the very near future.

The truck we have now is a Ford Seagrave. That is a Ford Chassis and the balance is all Seagrave equipment. It was made in Columbus, Ohio, by the Seagrave Co. It has a three hundred gallon tank of water on it, also a five hundred gallon pump. We carry 800 feet of 2 1/2 inch hose and 300 feet of 1 1/2 inch hose. We also carry two booster lines of 1 inch hose on two reels with 200 feet on each reel. Ninety five per cent of our fires are put out with the latter set up. Every member of the department works. About half work in Los Angeles and the others work in and around Rosemead. There are always at least seven men available during the day. Five can handle most any fire so you see we are always ready to handle most any situation

that may arise. Our average turn out at a fire at night is eighteen men.

The truck was purchased through donations of the people of Rosemead. It cost \$5400.00. It was bought on a five year contract and the payments are \$862.000 annually. On October 17, 18 and 19 we are putting on what is known as the Rosemead Fall Festival and hope through the Festival to raise enough money to make the present payment and the next one also. We also hope to be able to make enough to buy some more equipment for the truck such as salcage blankets and some more hose.

Each man bought their own uniform which at present consists of a cap and blue shirt. We ourselves pay to belong to the department, our dues are fifty cents a month. We took enough out of the treasury last month to supply each man with a pair of rubber boots. We have our drills every other Monday night, the next one being September 30th. Every other Monday night from then on. I would be pleased to have any one come out on those nights and see what progress we have made during the past year. We have answered 99 calls since last October 12th, which was the date we put our new truck in service. We have had several large fires and numerous small ones also several false alarms. The property involved at the calls we have made has amounted to \$300.00. The losses have been kept down to \$25,000.00. We had a fourteen weeks training course given to us by an asst. chief of the Alhambra Fire Department. We are now taking a course in first aid.

It is truthfully wonderful the interest that the members of this department have shown in their work. They turn out nearly 100 per cent at all drills and meetings. They have done a lot of good work at fires and have been highly complimented on several occasions. On several other occasions after we have put out a fire the owner of the property has made us a very liberal donation. We had a large fire at the Arden Farms Dairy one morning at four o'clock and for the work we did there they made us a Fifty Dollar donation which showed that our work was very much appreciated. We saved a great deal of property at that fire which destroyed a large cook house.

We are just getting along fine and if any of you can we would be glad to see you at our Festival October 17, 18 and 19. The Festival will be held at the corner of Mission and Encinitas. That is one block north of Valley Blvd., and one block East of Rosemead Blvd. There will be a big parade on Saturday, the 19th of October.

ENGINEERING DEPARTMENT

By Victor P. Labbe

Our sincere sympathy to the family of Jack Williams who passed away Saturday, August 31st.

Advance fall showings of what young girls will wear this fall will be displayed by two very popular stenographers in the Engineering department.

Our old friend Leon W. Perry, who retired to Yreka with good intentions of fishing, resting and a life of ease is again back in Alhambra. Well Leon, no place like this part of California after all.

Howard "Piere" Bancroft is taking a beauty course so he can doll up all the Bonders and Welders.

The many friends of Arthur H. Hildebrandt were shocked to hear of his sudden passing away at the National Military Home, Sept. 23.

Three firsts; 2 seconds, and 3 thirds—prizes for dahlias at the L. A. County Fair, 1940. Anyone interested in the growing of dahlias would do well to see Mr. Coats.

Noble Millie, Roland Carrington, and Rudolph Widmann always have tickets to football games and will be pleased to accept invitations from any charming young stenographers.

Mrs. Fred Linne is doing the annual house painting while Fred listens to the radio under the apricot tree.

Gus Guercio—vacationing in Vancouver, B. C.

Jessie Eaton on vacation up north and stopped over to see the Fair.

Adele Dole will reward the finder of her diamond setting with a dozen Willkie buttons.

Clara Doll vacation Laguna Beach. Thanks to H. H. Copenhaver for the juicy pears.

Welcome to the Engineering department, Glenn R. Stancer, our new timekeeper, the man with the curly hair.

H. Miller wishes some help to figure out his football score each week.

FREIGHT TRAFFIC

By J. E. Blackburn

Vacations for most of the boys in this office are nothing more than a pleasant memory now although there are a few who still haven't gone yet. Some of the more recent vacationers include: F. F. Willey who had the misfortune to be confined to a sick bed during most of his vacation—anyway he got a good rest which might be a consoling factor; Lon Norrbom who traveled east with his family to visit relatives in Chicago, Lon and Son Lincoln even going as far as Niagara Falls; Jack Birmingham who took the opportunity to move, after completion of which his three daughters were escorted to San Diego for their first train ride, Jack and Mary also taking a short motor trip to San Francisco to view the 1940 Fair, etc.; George Meyers who spent an enjoyable period at the Pacific Electric Camp with his family; and Ralph Perry who motored to San Francisco and points north, visiting relatives and taking in points of interest.

Biggest occasion of the past month—for your correspondent—was the arrival of a baby daughter, our first child, on September 8th. Both Mrs. B. and Linda are doing very nicely with the competent assistance and guidance of the baby's paternal grandmother, a former Pacific Electric employe herself, Mrs. E. C. (Mary Blackburn) Thomas.

Friday, October 4th, will usher in another winter bowling season for the Pacific Electric Bowling League. The league is split up in two sections this year with the Western Division,

comprising 12 teams, bowling at the new alleys in the Spring Arcade Building near 6th and Broadway. One of those teams of course will be the aggregation of Swanson, Birmingham, Billhardt, Perry and the writer, and captained by the inimitable Swanson, who copped a high series prize for the summer at the Glendale Bowling Academy with 610, we hope to give a good account of ourselves this year.

Incidentally, in speaking of the summer season, the Pacific Electric team formerly mentioned in this column finished in a two-way tie for first place with the Glendale News-Press team.

John Stockberger has given up bowling for golf (which he will probably give up soon for knitting) and is desirous of selling his bowling shoes to the highest bidder. If you know of anyone who wears size 9 1/2 or 10 who wants a good pair of bowling shoes, tell him to get in touch with John in Room 624 for further details.

LONG BEACH

C. H. Spence

Eddie (Cantor) Giffin surprised all the boys the other day when he enlisted in anti-aircraft division of the National Guard. He will be stationed at Ventura and says he likes it fine. Good luck Eddie.

"Famous last words," "Have you been bumped? Have you got a run?" If not why not? During the recent change in Long Beach and San Pedro McCulley said every time the phone rang somebody was either bumped or sick. We don't blame you Mac for taking a vacation.

H. C. Kemp on the Long Beach and Huntington Park line says he didn't know how many people could get into one coach. Ask Kemp how many he had on old 355.

Charlie Large is on a vacation back in Nebraska. He is driving a new Buick home for his brother.

O. R. Newhouse is building a new home on Locust avenue, next door to Walter Cooper. Looks kind of funny, two hack drivers living next door to each other.

Walter Mooney has just returned from a vacation in the east. Walter says things look fine in the east. Even those new pullman coaches.

Gus Swanson is back in Long Beach Beach after being on Newport-Balboa line since June 9th. He was bumped by Al Sisk.

A sweet young thing was asked on a radio "quiz," "What is a weasel," and she promptly replied, "A weasel is a little man."

WEST HOLLYWOOD

By G. R. Stevens

O. L. McKee, retired asst. trainmaster, is in Boston, for the National Convention of the American Legion after visiting New Orleans, where McKee contacted many of his "old buddies" from the Louisiana Volunteers of the Spanish American War Days. O. L. McKee is a charter member of Hollywood Post No. 43 of the American Legion. Enroute up from the south, he stopped to visit Washington, D.C. Traveled on



from there to New York City to attend the World's Fair. After the convention McKee plans to move on to Cincinnati, and see some of the World's big series ball games. He is stopping just now at 25 Lavior Place, Covington, Kentucky, and would like to hear from any of the boys.

Congratulations and best wishes go to D. C. Noggle, motorman of West Hollywood, and wife who will celebrate their silver wedding anniversary on October 12th of this year. The happy couple have made elaborate plans to celebrate twenty-five years of wedded bliss by taking a rail trip back east.

Mrs. L. E. Titus is soon to arrive home from an extended visit with her sister in Wisconsin. Motorman Titus of West Hollywood and daughter, Maxine, have been keeping the home fires burning during her absence.

Motorman Dawson of West Hollywood departed September first to meet and return home with his wife who spent the summer vacationing

with their son, Lewis Brooks, formerly a conductor on the cars.

Mr. Long, in our transportation Dept. 6th and Main, has taken a leave of absence and is now enjoying an extended trip all through the east and south. Making the rail trip, he plans to visit Chicago, and then go down south to New Orleans.

Conductor O. E. Nordberg of West Hollywood has taken ten days leave for a fishing trip to Huntington Lake in the high Sierras. He and his party of friends report a record catch of 167 golden trout.

Motorman S. S. Fonner and wife are away again on a thirty days rail trip to Waverly, Kansas, where they will visit Fonner's mother and sister. They plan to return by way of Portland, Oregon, where they will visit Mrs. Fonner's folks.

Conductor Capps is planning a nice vacation sometime in September.

The boys at West Hollywood are glad to see Earl Banta out of the hospital, and back on the job again. Earl is minus his appendix.

Motorman Converse and wife are planning a vacation trip back east this fall.

Motorman K. W. Cattell's little six year old son, Charles, is in the hospital having a bit of plastic surgery done. Good luck to the little fellow.

Mr. Charles Hill, Chief clerk, spent an enjoyable seven days at Santa Catalina Island.

Mr. A. W. Day is back from a vacation of two weeks spent at Yellowstone National Park and reports having had a swell time.

Freight trolleyman G. F. Brumagin has taken three weeks off for a motor trip to the northern part of the state where he plans to do some fishing.

The trainmen are again settled after the September 11th general shake-up. Jim Douglass and A. W. Day supervised the shake-up which was held at West Hollywood terminal trainmen's room.

FREIGHT STATION AND YARD OFFICE

By Joe S. Beckett

Methinks I must have a "partner in crime" in this column, as on reading my last month's scribbles in print I found two or three final paragraphs that didn't come from my pen. Guess a certain motor car company ought to pay my friend (whoever it may be) and myself a generous advertising dividend, what say?

Mr. Orr received a painfully but not seriously burned hand a few days ago in lighting his pipe. Seems a packet of safety matches became a very unsafe "roman candle" suddenly, with disastrous results. Luckily it wasn't the bowling hand, so that

roundhouse curve will be right in the "pocket" as usual the night of October 3rd.

Office puzzle No. 1: Why does Ray Kraft, Expense Clerk, who lives in Compton, wear out the roads to Pasadena nightly after work?

Arnold Winquist says there are some dern good tunes on a music machine near his home, so will the fellows who are generous contributors of slugs to the candy machine in the warehouse kindly divvy up!

Jack Walsh, Transfer Clerk, made a holiday journey to Bishop, Bridgeport, Twin Lakes, and other points in the High Sierras. Reports the fishing only mediocre. Jack's description of some of the "dag-nab" roads in that vicinity is a masterpiece worthy of Oliver Wendell Holmes.

Assistant Freight Trainmaster C. W. Coutts experienced a tonsilectomy last week. Says the whole affair was much harder on the stomach than on the throat, as grub just didn't want to pass that certain point.

C. F. Whitehead, Check Clerk, spent a recent few days around and in Oakland. Matt Finney said something about Whitehead being on a "sheep counting" expedition, but the connection is lost. Please advise.

While attending the San Gabriel Fiesta, some ruffian broke a window or two in that nice new Chrysler belonging to Johnny Olson, Bill Clerk. Must raise them rough and tough in that district. Johnny and wife luckily escaped uninjured.

WANTED: Twenty-seven straight nights of perfect bowling by the L.A. Freight team during the coming season!

Jack Boehme, Mail Messenger, says those new buses on the West District are just too comfortable, in fact, he does his best sleeping riding to and from work.

Mr. F. B. Spencer, Assistant Agent, started his vacation by travelling to San Francisco via choo-choo to get a last glimpse of the Fair before it closes. Returned to Arrowhead for a few days rest, and then wound up with a day at our own county fair at Pomona. Reports the exhibits quite interesting, and says he paused only slightly to take a gander at the gee-ges, bangtails, or whatever you call those animals that extract money by running in a circle.

Irene Cunha reports a birthday this week, celebrated by a big dinner, great big birthday cake, n' everything. Many happy returns of the day, Irene.

Dorothy Collins, steno, is spending her vacation motoring throughout California. Last word was received from Big Sur Lodge on the San Simeon Highway, so guess we'll just have to wait for her return to get the rest of the story.

Ray Krafft (who says the company should inaugurate a Compton-Pasadena fast express) plans on spending his vacation and possibly some extra time traveling around via train, touching at New York City and other eastern points. Should be a mighty interesting trip.

Juan L. Martinez, Check Clerk, had the misfortune to collide with a big nail several days ago, doing considerable damage to his foot. Johnny is taking a few days off and allowing it to thoroughly heal, in order to prevent any further difficulties with it. Hurry back, Johnny.

W. A. Buck, Chief Car Clerk, just returned from his vacation, spent camping out and roughing it in the King's River country. Says the only fish he caught were the little ones, all the big ones got away to be snagged by someone else. Better luck next time.

Things to remember: The flatter the plate the fewer the soup.

SUBWAY TERMINAL NOTES

By W. F. Servranckx

We are happy to present you, with a picture of Stephen E. Sale, 10 month old son of Motorman and Mrs. E. D. Sale, a genuine future president, a handsome little chap, who can talk and walk and stand on his head, do some handspings and what not. Just a chip off the old block,



and yet we heard some of those smart alecks say that E. D. is getting, well, shall we say, a few gray hairs. Well, pay close attention to the accompanying photo you boys for that guy is the pride and joy of the Sale household.

And then there is that great politician H. L. Taylor, who will tackle anyone, debate any question, world events, where the war is going to end, even tells us when the depression will be over, and that he has discov-

ered that famous corner where prosperity is hiding out.

We understand that E. Tipton is some fishing boat builder. Some of the boys tell me that these boats are quite lucky, whenever they rent one fish always bite. Place your order early boys, and avoid the rush.

"Baldy" De Moss, that famous wild game hunter, says he will drive a bus or else change his party affiliation. Atta boy, R. L., we always knew you were a Democrat.

L. P. Bright, Hill Street griever, has it all figured out, but we all have to agree with J. R. Groom, what?

John Eastwood received sad news from home of the passing of his mother last month. Our deepest sympathy to John and his family.

Jack Fraley was painfully but not seriously injured recently, and now has plenty of time to visit his members of the "Clip Club" of which he is president, and is looking for new members. You might contact J. W. Booth.

Ray Hightower is back on the Glendale Line again. Driving a bus in Redondo is OK says our well-known Romeo, but try as he may, he still is looking for that place where R. L. DeMoss discovered that famous hair growing tonic.

Ed Cernin says that tonic is the "bunk". Claims he has tried it ever since he broke in on the Redondo Line and has sprouted 1 curly hair since.

We are informed that that well-known "Don Juan" Paul Greschke is about to join the benedicts and will increase his insurance policy.

Trainmaster A. W. Day has been seen going around with a magnifying glass trying to find out just what those spots are on some uniforms and is trying to decide, whether they are just eggs or gravy. Let us all clean up, and have our uniforms spic and span, boys and fool him.

George and Mrs. Nash and their growing son just returned from an extended trip to the South. George reports having a good time. Glad to see you back.

K. R. and Mrs. Peddler and family just returned from a nice trip to Australia, and Kenneth reported seeing all the kangaroos and to prove it brought along a pair of shoes. Glad to see you back, Noah.

Henry Gerlach is leaving on his annual hunting trip, to Michigan. How about inviting us to a real venison dinner Henry. We understand you are quite some cook!

Yours truly and Mrs. S. were treated with a surprise visit from far off Glandale, namely by Mr. and Mrs. James Taggart, and Mr. and Mrs. H. Gaskill, a very nice time was had by all except Jimmy who had to get up early the next A.M. and we were in-

formed that Jim who is a famous singer, was singing that famous war song "Oh, How I Hate To Get Up In the Morning."

Axel Malmberg and his Mrs. just returned from a nice trip to Detroit where our famous Swedish tenor purchased a shiny new Plymouth.

TORRANCE SHOPS NEWS

By Carleton B. Bell

HONOR ROLL—Six pound 13 oz. baby boy born to Mr. and Mrs. Earl Brucker August 27th, named immediately Robert Earl Brucker—honoring his father and Uncle Roy of the Blacksmith Shop. This event was especially gratifying to the Brucker family as little Robert Earl is the first grandson of papa Earl's parents—and there are a total of five brothers but this is the first grandson. A great celebration was given to honor the event.

The Ralph Mohr family is celebrating the arrival of a wonderful granddaughter August 16, born to their son and his wife. The son, Gordon Mohr, formerly worked here in the good old days of 1929. Grandfather Ralph is naturally very proud but also a bit modest. I had noticed his chest protruding farther than usual but did not guess the reason and his modesty kept him from mentioning the source of his pride. I had to learn the facts through underground channels. Like Walter Winchell and Bill Henry, I too must have my under cover operatives.

Mr. and Mrs. Charles Dyer celebrated their 45th wedding anniversary September 24th, (or was it the 25th? Chas. does not seem to be quite sure.) They had a big dinner at home with a company of close friends.

Congratulations from the WHOLE FAMILY to these folks.

Mrs. Emma Horton seems to have returned safely and still fancy free from her big trip through the East. There were interesting stories circulating about a big diamond and a big red headed gentleman but I failed to get confirmation of any of the stories from Mrs. Horton. I do believe some of them however and do not expect her to take more than one more trip.

Thomas Rossenfield, retired janitor, visited his many friends in the Shop recently. He came especially to visit his old chief, George Wheaton, before George himself retired. Rosie was accompanied by his official chauffeur and guardian since childhood, F. W. Westheimer. Now aren't those two names to conjure with—you'd never think it to look at them either.

Don Sargeant again breaks into print—this time with a great big desire to form a pistol team. He has

the authority from the Club to do this and has great plans for saving money on equipment and all kinds of competition as soon as he can get going. Better see Don, Painter, if you are well of age and can shoot a pistol.

Jack Watson and his tooting followers throughout the Shops sure did look fine parading and tooting their instruments in the great Torrance Factory Frolic parade. Too bad these fellows' talents cannot oftener be used. It always looked to me like real work but they seem to like it never the less.

I made a bad mistake last month about H. R. Clark's trip to Frisco with his newly overhauled DeSoto. The overhaul job did not exactly suit Harry so he traded it in on a brand new DeSoto and drove that to Frisco. No wonder Harry looked hurt as he read the Magazine.

Congratulations to our old friend Bill Tingler on his recent very much worth while promotion. Bill is now Night Foreman at West Hollywood. Bill worked with the Wire Gang and Control Shop for quite a number of years and has many well wishing friends here.

Bill Prediger, Blacksmith Shop, has always been a booster for Santa Monica, at least so far as lip service goes. Recently, however, when he was in need of a new pair of pants he asked his old pal Edgar White to buy him a pair of pants in Torrance. We just cannot figure Bill out for after Edgar went to the trouble to get him a fine pair of Torrance pants he would not wear them till the rest of the gang that rides with Bill told him he could not ride any more unless he wore the new pants—he gave in and wore 'em.

That much publicised ball game between the Has-Beens and the Comers was sure a dinger. An all merciful Providence must have been on the side of the Has-Beens for the weather was cool and none of the regulars were overcome by the heat. The score was only six to nothing in favor of the Comers. Most noticeable in the performance of the Has-Beens was that they ran as though dragging a ten ton truck and even though they managed to get down to pick up a ball they all had trouble getting up again into throwing position. You Comers should have seen Sammy and Harry Pierce back in 1902 when they were in their prime—you wouldn't have laughed then. The outstanding plays and players among the Comers were so many that I cannot mention them here but I'll bet they make a fine record for themselves in the League which they have now joined. Cooperation of the Stores Dept. in furnishing stretcher service is hereby

acknowledged and appreciation expressed.

HUNTERS — "Anaheim" Konrad Offinger went on his usual deer hunt up in the mountains East from Fresno and, also as usual, got the legal limit of deer. He brought home nothing but goat meat however. Martin Munson also went deer hunting and brought home a real trophy, a fine 145 lb. three point buck.

Johnnie Julian went fishing off the barge at Santa Monica and made a remarkable catch—a husky octopus tightly wadded into a big jam jar. Mr. Octopus seemed so tight inside the jar that it seemed impossible for him to get out but when he got tired of the warm sun he climbed out easily. Johnnie's only other catch were two little mackerel. Mrs. Julian, however, caught the biggest fish caught on the barge that day, a 10-lb. halibut, and won the jackpot for the day. Almost hate to mention that George Goff was also with the Julians but his catch also consisted of two dinky mackerel.

TRAVELERS — Tony Zahradnik, all over So. Calif. in his new Plymouth sedan. Louis Bayer and daughter Mary Louise to Avalon. Dale Merritt clear to Honolulu to take a good job with Uncle Sam. Bill Solon and wife to Frisco to renew acquaintances with cousins whom they had not seen since childhood, picniced at Redwood City. Jack Davis, elect. welder, and wife, to Portland on the train to visit with their son there. O. E. Leatherman and wife to Toledo, Ohio to attend a family reunion, returning via Minnesota and Washington. Pewee Leatherman and wife to Banning again for another load of peaches if he can feel sure he will not break down and spill the peaches all over the highway like he did last time. Bill Taylor, wife and daughter Ruth to Sequoia National Park over Labor Day. Lacy King back to the old home in Arkansas to visit his mother, will take a month to it which should enable him to see all the uncles he and Bob Burns have scattered thru those hills. Walter V. Benson (Abalone), to Beaumont to visit with old time P. E. employee Tiney Montgomery who now has a hundred acre orchard of cherries and almonds there.

There is a little competition this month for the biggest liar title. George Wheaton surely qualifies for the specialty line by bragging about what he is going to do besides fishing after he retires. Johnnie Martin claims the all-around title, will argue with you about anything you care to bring up and claims he has just made a deep study of the subject, especially motorcycles, automobiles, and electricity. He has gained the nickname of Steinmetz for his great fund

of questionable information re electricity.

Glad to see Millman Gilliam back again after the second trip to the hospital with his injured hand. We all hope he can make it stick this time—he has had enough of hospitals for a while.

Bill Peet, Painter Foreman, claimed to have no news whatever but because he insisted on keeping his hand over his mouth we could not help seeing that Bill was expecting—a new set of teeth. Bill does not seem to have lost much weight from his prolonged soup diet.

Victor Mahan, carpenter, has just bought a new home near Torrance. That means more and better sleep for Vic and family.

The big news in the Upholstery Dept. is first—Albert Winkler's new leg. He claims it will work wonders for him and that he is going to learn to dance soon. (I don't know but what he could qualify for the biggest liar title on that one.) Second—the fine new seat that Al designed and built from one of the old 950 class seats. If the man near the top that knows all about what a comfortable seat should be like agrees with me Al and his gang will get to rebuild all the old 950 class seats. They are good to look at.

Esther Duncan is doing her best to promote a lawn fete at her home. Has invited a number of the old men who work near her job to come up some time and bring their picks and shovels, she'll furnish the hard ground, seed, and barrel of cold beer. So far there has been no sale. After looking over the gang she has been working on I told her she should approach some of the husky young men among the Commers ball club.

Levon Garnik's friends? (report that he is in bad with his wife some paydays because his checks are not considerably larger than they are. They claim that the trouble is that "Von" sometimes lets Iva Beckache (or something like that) work in his place and that is the cause of the shortage.

Jake Grosskopf is building a brand new house on his acre in Lomita to suitably house his large and rapidly growing family. It's pretty hard, when you call on Jake at home, to tell which are Jake's kids and which are the neighbors—they're all there and having a fine time with big hearted, good natured Jake.

Guess Walter Neilsen thinks he is still young and ought to train for the N. Y. Giants like his son Hoss. He gets up in time every morning to take a cold plunge in the cows' watering trough and run the one and a half miles to 190th St. and Western Ave. Watch your blood pressure, Walter.

At "long last" Pop Wheaton is to retire—it will be a fait accompli by the time you see this. Pop has been counting forward to Sept. 27th, 1940, for several years and at last it arrived. He has been with the Company since away back in 1911, on the old L.A. P. where he had charge of the electro plating shop, which in the old days was quite a Department, before they substituted lacquer paints for nickel and chrome in so many places. George Wheaton probably has more real friends than any man that has worked in the Shops since I have been around them and they welcomed the chance to chip in and get him the farewell present he wanted most. They bought him a Remington 30.30 deer rifle with his favorite "trombone" action. Then when the widow of a former dear friend heard of his retirement she added to his joy by sending to the Wheaton home a fine buffing lathe, complete with high speed motor and all attachments, which his good friend Billy Eischen used before his death. Now George (or Pop) can hunt when he wishes or play at his lifetime trade. What could be more complete. Harry Pierce and wife are to drive to Tonah, Nevada, taking Mr. and Mrs. Wheaton with them. They, the Wheatons, will stay there to take care of their grandson and his dogs while their daughter Olive, whom we all remember as the jolly nurse in Dr. Lancaster's office, attends the Nevada Legislature with her husband, for approximately two months.

Dirk Mol recently bought a new home near Western and 83rd street, formerly the home of Vincent McGinnis. Mac is building himself a new house.

Richard S. Taylor and his wife are now the proud parents of a brand new 7 lb. baby boy, born Sept. 12th, their first child. Name, Robert Jones Taylor, and doing fine.

CONDUCTORS' ACCOUNTS BUREAU

By Marion Snowden

Remember this: "All the return for work well done is not in the pay envelope."

Winchie at the Keyhole

What's all this??? Here's a chance for our super-snoopers to get out the old telescopes, butterfly nets, and magnifying glasses, and identify the creators of the following classic expressions:

"You're telling me!" "Not really!" "Well, you know in an office like this—" "Gr-r-r!" "How mi doin'?" "Ye gods!" "He might be the one." "Now—, you're not taking the right attitude." "Are you going to jump tonight?" "You can't fool me; I'm

too ignorant." "Thinks I, 'no, that isn't right." "Hey!" "Oh, nuts!" "It's going to be a long hard winter." "What, honey?" "What do you know?" "Nothing that you can print." "I don't get it." "What have you in the can today? Guess we'll have to get a new candy girl." "Lawsy, lawsy!" "Just what's the cause of that?" "It's all in your mind." —Well, well, and so it goes. And guess who said 'em.

A reminder—that by the time this appears on P.E. desks, Leap Year will have only 83 more days. Which reminds us that the tender gleam in Bill Keelin's eye has led to the M.L. B.—Marriage License Bureau to you un-initiates who have never stuck your necks out for the halter. Anyway, congratulations, Bill—and may you and Maureen live happily ever after.

Dorothy Randolph had a birthday not so long ago, so Agnes Heckman invited her to a birthday breakfast. By the time the great morning arrived, Aggie had forgotten the invitation, and ate at home. Imagine her embarrassment when she reached town and had to eat another breakfast to save her "face"! Bet she felt like a stuffed you-know-what afterwards.

At last! Woman has reached the place where man thinks she should have been all along. Since the trouble with a troublesome wisdom tooth, Martha Smith's jaw has locked so as to permit opening only about a half inch. The silence in her neck of the woods is almost oppressive.

Here's one that reminds us of that old Southern rhyme:

"Possum up de 'simmon tree,

Raccoon on de groun',

Possum said to raccoon,

'Trow one dem 'simmons down'."

Dorothy Randolph opened her door one morning to find a possum on the front porch gazing solemnly at her. By the time she had rushed back with her trusty six-shooter, (Roy), the possum had disappeared.

Esther Quast's sister, Alpha Seagraves, has just safely come out of the hospital sans her appendix. We are glad to know that she is OK now.

The suggestion has come in that the Company install a weighing machine scale in our office as a means of increasing revenue. It should prove quite a picker-upper of stray pennies—judging from the close scrutiny kept on the weight of our many dieters.

We hear that Nina Robertson expects to celebrate her birthday on Hallowe'en. We refer her to that old poem, "The goblins 'll get you ef you don't watch out."

After much casual conversation and prying, Esther Craig finally discovered that her shy young daughter

had won the swimming club prize at Balboa. Such reticence in this day and age is remarkable.

W. L. Brown recently announced the birth of a little granddaughter, and is he a proud grandpa!

Just what were Dorothy Pearson and Florence Davis doing on a Hollywood car the other Saturday afternoon, when they don't live anywhere near Hollywood?

The T. L. Hinkles started something when they moved into their new home. Now Grace and Lyle Vail have done the same thing — their lovely new home being at Pacific Palisades. Who's next?

Lola Ellis was called to San Francisco by the passing of her mother-in-law. Our sympathy is extended to her and to her husband.

Imagine Florence Davis's surprise when she reads this item. Due to a sudden and severe nosebleed, she was rushed to the Receiving Hospital. Now that it's all over, one wonders what the other fellow could have looked like.

Guest ranches hold the spotlight this time, and some folks certainly do love excitement on their vacations. To wit: Margaret Hines went on a belated honeymoon (so it is alleged) to Oregon Caves, Crater Lake, and a dude ranch—and thereby hangs a tale. She went horseback riding and emerged from a blackberry bush all tattered and torn. Well—even the former Prince of Wales was known to have gone horseback riding.

Esther Ross spent her vacation at the Y Lightning Ranch in Arizona—made renowned by our own Esther Quast, intrepid cowgirl. The two Esthers now have much in common.

Ann Shofer spent her first week ill at home, but recovered sufficiently to accompany her doctor niece to a quiet guest ranch near Santa Barbara. At least we imagine it was quiet, as she came back all in one piece.

Not so Odessa Carter, who, with Dorothy Littlefield, vacationed on a ranch in Arizona, where she enjoyed (?) the only run-away on record in this office. Dorothy had to spend several days of her visit picking thorns from various parts of Odessa's anatomy. They both report that the cowboys and moonlight were wonderful. And the cows. Ts, Ts, Ts.

Here it is, folks—the latest move in the office. After consolidations of certain groups, we find that many of us have acquired grandstand seats near the windows, and others have emerged from the shuffle with new titles, and some with increases in salary, for which latter we are truly grateful. To those of us who didn't get an increase, just read again that little reminder at the head of this column. So now so long, folks.

LOS ANGELES CITY TICKET OFFICES

By James J. Adams

"You're in the Army now, You're not behind a plow", sings Lawrence Antista, Jr., who enlisted in the National Guard last week. He expects to leave for training camp sometime next month. Atta boy Lawrence, we're all for you.

A trip to Detroit to purchase a new De Soto sedan, such are the plans of Henry Eggert, City Ticket Agent. The return trip will include stopovers at Denver, Colorado Springs, Salt Lake City and other points of interest.

We asked Sibyl Mather where she was going on her vacation, but she replied, with a twinkle in her eye, "Wait till I get back and I'll tell you all about it." Incidentally, we know all about it, but will refrain from saying so till we hear her story.

Pete Roller has just returned from a trip to New York and Washington, D.C. Biggest thrill was the view from the Empire State Building. He also enjoyed the World's Fair and the many interesting sights at the Capitol.

Mrs. Matt Courval, wife of the Police Officer at Main St. Station, recently underwent a major operation at the Queen of Angels Hospital. We are glad to hear that she is well on the road to recovery.

Laury Murray has been relieving Lyle K. Annis at the Long Beach Ticket Office, who also went to Detroit to get a new car. His choice was a Plymouth.

This "Preparedness Idea" seems to be spreading. Grace Anstead left on her vacation burdened with two suit cases, a large one, almost as big as a trunk and a small overnight bag. We asked if she was going on a long trip, and she replied, "I'm just going to the Fair but I'm taking my old shoes along to be comfortable." Ah! So that explains the excess baggage.

Talking Sense

Two old maids were in an insane asylum for years, always knitting and knitting.

"Gee," sighed Mayme one day, "I wish some tall, handsome man would wind his arms around me and squeeze me until I gasp."

"Now you're talking sense," from Jayne. "You'll be out of here in a few days."

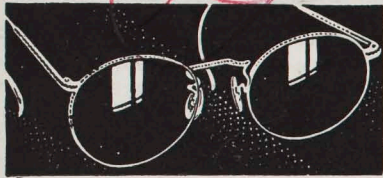
Big Difference

Bruno: "What is the difference between vision and sight?"

Dave: "Remember those two girls we had out last night?"

Bruno: "Yes."

Dave: "Well, the one I was with was a vision, but the one you was with was a sight."



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