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**PACIFIC ELECTRIC**  
*Magazine*





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

MONROVIA'S WISTARIA FETE

The famous Wistaria fete is now on at Monrovia, and indications are that it will be a beautiful sight for some time to come. Because of the great amount of moisture this year, the flowers are unusually well developed and have received the admiring attention of a great many visitors up to this time.

The gardens were opened to visitors about the middle of March and the flowers may be viewed daily. A small admission charge is made for the benefit of a civic project.

THEIR 50TH ANNIVERSARY

With more than 200 of their friends calling upon them on Sunday, March 16th to extend congratulations and best wishes, Mr. and Mrs. George Barkley, of Huntington Park, celebrated their Golden Wedding Anniversary that day.

Among the many friends calling were a large number of present and former Pacific Electric employees, by whom they are held in great esteem, Mr. Barkley having been a member of the Engineering staff of this company for many years preceding his retirement several years ago.

100% SERVICE INCREASE

On March 20th a new schedule was placed in effect on the Huntington Park-Long Beach Motor Coach line that will represent a 100 per cent increase in the frequency of service.

Between Huntington Park and Long Beach the new time table provides a 30-minute frequency between 6 a.m. and 6:30 p.m. with hourly service thereafter until 11:30 p.m. Between Huntington Park and Compton (Greenleaf Drive) the frequency under the new schedule will be 15-minutes.

While the operating cost will be quite materially increased it is hoped that the increased frequency, together with a change of equipment will attract enough additional patronage to justify the increased expense.

Highlights of Santa Anita Races

Interesting Items Relative to the 1941 Season Just Closed

Notwithstanding the unprecedented rainy season that attended the Santa Anita Races held for 52 days preceding March 10th, the number of passengers handled by the Pacific Electric to the meet exceeded the number of 1940 by 13,254, which is saying a lot for the growth in popularity of the sport, if viewed by the comparison of this year with last. However, the attendance at the 1939 race meet, handled by our company, shows that in that year we handled 4986 more passengers than we did this year.

In the matter of Express handling of horse cars, the number handled this year was 64 cars inbound and 44 cars outbound, the difference being that many of the horses are being held here for the Hollywood Park Races this coming summer.

The leading stable in the purse winnings was that of Charles S. Howard, owner of Seabiscuit, Kayak II, Mioland, and Porter's Cap, who took down purses amounting to \$174,835. Mr. Howard's winnings for the past 7 years at Santa Anita being \$516,930. Beginning in 1934 with a winning of \$2,825 his succeeding winnings have been, by years, \$6,150, \$37,320, \$33,750, \$120,600, \$141,450 and \$174,835.

Eighty-one of the races run were captured by California bred horses. During the meet \$1,076,705 was distributed to horsemen during the 51 days.

The total gross pari mutuel handle for this year was \$33,244,317 for a daily average of \$707,325.89.

The direct 4 per cent tax that the State derived from the meet was \$1,388,403.20, and during the 7 years since the track opened, the State has received from Santa Anita alone the sum of \$8,383,199; while from the entire state since racing was legalized there has been turned in \$16,809,436.

Through "Charity Racing Days" there was realized \$279,000 this year.

TRANSPORTATION EMERGENCY COMMUNICATIONS NET

Any short wave radio listener with a slight knowledge of the Morse International Code and with any old receiver capable of tuning 3830 kilocycles will find the railroad hams going full blast, filling the ether with dots and dashes.

Each dot and dash is part of a message. Such message may be a friendly visit between a Yard Master in Oregon and a Switchman in Ari-

zona or a P. E. Motorman in the Western District and a Freight Handler in the South. Perhaps the message is routine railroad traffic, or even a communication from Private Jones at Fort McArthur to Uncle Ned in Peoria, Illinois.

It all adds up to one thing: The T.E.C.N. Gang are equipping themselves with the experience necessary to handle any type of emergency communications for the Railroads.

Many amateur radio operators working for the Pacific Electric or the Southern Pacific are not yet taking advantage of this activity, and there is always room for one more in the gang. Let's get going you hams. Put the old rig on 3830 and check in with the gang on Wednesday evenings. Other nights just get on the air and get acquainted.

If you have no other means of spotting your frequency there are still a few T.E.C.N. crystals available.

FRANK WILLIAM WARD

Frank William Ward, for the past 21 years an employe of the Electrical Department (Sub-Station Division), died at St. Vincent's Hospital on Saturday, March 15th after an illness of one week. His home was at Venice, where he had resided for 13 years.

Mr. Ward was born in Poplar Bluff, Missouri, and was a veteran of the World War. He leaves his widow, Mrs. Vera P. Ward, and one son, Park T. Ward, at home.

Funeral services were held at the "Chapel of the Dawn" in Santa Monica, Tuesday, March 19th, interment following at Woodlawn Cemetery.

Sincere sympathy is extended the bereaved on behalf of his many friends in the company.

ONE RETIRES THIS MONTH

From the Retirement Bureau comes the information that only one of our fellow employes was added to the Honor Roll during the month just past, that one being Milton F. Wygal, of the Transportation Department who has completed 23 years of service as a Motorman of our system.

Best wishes are extended to Mr. Wygal for many more pleasant years in which to enjoy his freedom from routine duties.

Teacher — (showing the class a copy of the picture of Washington crossing the Delaware): "Now, can any little boy or girl tell me the name of this picture?"

Small voice in the rear: "Sure! 'Sit down, you're rocking the boat!'"



Freight Traffic "Strutting Its Stuff"

Now Gone "High Hat" With Its "Streamlined" Offices In Room 517

The Freight Traffic Department moved last month from Room 624 to a regular high-hat suite, the entrance to which is Room 517; and are they "ritzy"? And, have you noticed Freight Traffic Manager Knoche's hat size since the big move was made?

As predicted last month, the departmental move was prompted by the enforced enlargement of the Law Department, but in the move the freight boys certainly profited in the way of more commodious, better arranged, lighter and airier quarters, to say nothing of the gain made in interior finish of the rooms and the very attractive private offices of the chiefs of staff.

In the new arrangements the various departmental activities are seg-

regated as to classes of work, and the routine of matters passing through the department simplified in a manner that will effect a great saving of time and an increase of efficiency.

Closely adjacent to the general office a well arranged file and tariff room has been provided, wherein all the records of the department are available for use without the previous necessity of visiting a number of separated depositaries when in need of information or records.

Facilities are also much improved for the reception of patrons having need to call at the department.

The force is very proud of their new business home, and are to be congratulated upon its acquisition.

NEW INDUSTRIAL PLANT

Some time since, approximately 300 acres of land was acquired by Howard Hughes, internationally

known sportsman and aviator, near Mesmer station on the Inglewood line.

Shortly after his securing this site, it was rumored that Mr. Hughes contemplated the establishment of an aviation experimental laboratory in which to develop certain phases of airplane construction; however, later advices are that he will soon engage in active production of a specific type of plane. So far as known, Mr. Hughes has not disclosed just what his program will be.

During the last decade Mr. Hughes has contributed much to the aircraft industry, both of his time and means, being very active in what has been known as "the flying laboratory" of the aircraft industry, financed primarily, if not completely by himself, in which tests were made in actual flying of many hundreds of airplane parts and accessories, as well as experimental work in wing designs, fusilage changes, power plants, etc., from all of which the industry in general has profited.



Construction of the initial part of the plant at Mesmer was begun some time ago, but because of inclement weather conditions has been delayed; however, since good weather has arrived, forces of our Engineering Department have been busy laying out private spurs from the Inglewood line into and upon the property, so that construction steel now on cars at Los Angeles may be moved to the plant site.

Traffic handling to and from the plant has been arranged for by Freight Traffic Manager Knoche and Industrial Agent Layne, and it is anticipated that the Pacific Electric will later enjoy considerable traffic in connection with the Hughes Aircraft Company activities.

Our officials are quite happy because of the location of this industry on our lines.

#### WILLIAM G. SHERLOCK

Employees of the general offices and many other friends both within and without the Pacific Electric family mourn the passing on March 26, 1941 of William G. Sherlock, retired Cashier, Treasury Department.

Born in Cincinnati, Ohio, October 4, 1862, Mr. Sherlock had an interesting and colorful career. He was proprietor of a hardware store in



Salesmen and Secretaries in New Freight Traffic Department

## More Changes, Adjustments Proposed

### Further Expansions in Prospect in the Rehabilitation Plan

Applications were filed recently with the Railroad Commission of California, by both the Pacific Electric and by the Los Angeles Motor Coach Company, which, if granted, will mean beneficial changes in lines of the Western District.

The application of the Los Angeles Motor Coach Company contemplates the abandonment of the Brentwood service of that company, which since July 1st, 1940 has been operated as an extension and alternate route of the Wilshire Boulevard Line.

The recent application of the Pacific Electric contemplates taking over the abandoned service by the establishment of an alternate route and extension of the present Los Angeles-Beverly Hills-Santa Monica Motor Coach Line from the intersection of Santa Monica Boulevard and Federal Avenue, West Los Angeles, via Federal Avenue, San Vicente Boulevard and Ocean Boulevard to Santa Monica Boulevard, Santa Monica.

#### Los Angeles-Venice via Hollywood Line:

On May 14, 1940 the Railroad Commission granted permission to discontinue the operation of rail

passenger service on that portion of the Los Angeles-Venice via Hollywood Line between Beverly Hills and Santa Monica. The service has, however, been continued since that time in order to make further study of the situation. At the time of making that decision, the Commission denied our request to establish a motor coach service between Hollywood and Venice.

Since that time conditions have changed materially and it is thought that it is now in public interest as well as in the interest of the company to again bring the matter before the commission, therefore application has been made to establish Motor Coach service commencing at the intersection of Hollywood Boulevard and Vine Street, Hollywood, via Hollywood Boulevard, Fairfax Avenue, Santa Monica Boulevard, Canon Drive and private right of way to Beverly Hills Station, thence by private driveway, Beverly Drive, Santa Monica Boulevard, Ocean Avenue, Pico Boulevard, and Main Street to Pier Avenue (Ocean Park) Santa Monica, returning by the reverse of this route.

It is also proposed that concurrently with the establishment of the Hollywood-Venice Coach Line to discontinue the operation of rail passenger service on that portion of the



Dodge City, Kansas, in the roaring days of that cow town when Bat Masterson and Wyatt Earp were a part of the passing parade.

About 1891 he went with the old Sonora Railway of Mexico as Auditor with headquarters in Guaymas, coming to the Los Angeles-Pacific Company in 1910 and with the Pacific Electric Railway Company at the consolidation in 1911.

Death was caused by a heart ailment. He is survived by four married daughters and seven grandchildren, to whom most sincere sympathy is extended in their bereavement.

Los Angeles-Venice via Hollywood Line west of Fairfax Avenue, and to consolidate and operate that portion of the same east of Fairfax Avenue with and as a part of the present Hollywood Boulevard local rail service, and it is also proposed to modify the operation of the Hollywood Boulevard local rail service to the extent of establishing Fairfax Avenue as the westerly terminus of all trips, except that inbound morning and outbound evening rush hour trips would be operated from and to West Hollywood car house.

As before stated the discontinuance of rail passenger service on the Los Angeles-Venice-Hollywood Line between Beverly Hills and Venice was authorized May 14, 1940, and the company now seeks the additional authority for the discontinuance of rail passenger operation between Beverly Hills and West Hollywood (Robertson Blvd.).

No change is contemplated in Santa Monica Boulevard local rail passenger service between Los Angeles and West Hollywood.

The operation of the Brentwood Line by the Pacific Electric will afford patrons of that district the benefit of a 5c minimum local fare, together with opportunity of availing themselves with 30-ride commutation rates, which were in effect in that district under former Pacific Electric operation. The Brentwood service proposed would also provide transportation between the Brentwood residential area and West Los Angeles business district located along Santa Monica Boulevard, complying with requests of the West Los Angeles Chamber of Commerce and other civic organizations that such a re-routing and changes be made in the interest of that community.

#### AGENT PRESENTS TROPHY

Prior to the first of the year there had been a lot of shooting going on around Claremont in which our Agent there, H. E. Fosket and his wife were very much interested.

It appears that the police force in that effete, collegiate city are not only up on their "Math", Greek, Latin and some English, but have a yen for shootin'; so much so, that they have a well oiled and workin' shootin' club.

Just before the annual shootin' bee of the Club began last year, Agent Fosket got "all het up" about the matter and persuaded his friend Wife to join him in buying a fit and proper trophy for the event of the year. The trophy was a handsome thing, all silver, ebony and sich. It was called a cup, but where the hole was supposed to be in the top a secondary pedestal was placed and



mounted thereon was the silver figure of a shooter in action. It certainly was a trophy to be proud of, and especially so when the shooting that was done for it is considered.

The winner of the 1940 contest was Euelle Switzer, long a member of the Claremont Police Department Pistol Club, but in civic life, Packing Foreman of the College Heights Lemon House, at Claremont.

Our picture shows, from left to right, Police Chief, T. J. Lowry; H. E. Foskett, Pacific Electric Agent at Claremont, who with his wife donated the trophy; and, last, but not least, Euelle Switzer, the winner.

Mr. and Mrs. Foskett are to be commended for their civic interest in the affairs of their community.

#### WHY HE WENT CRAZY

It concerns an inmate of a lunatic asylum, who, on being asked by a visitor how he got that way, replied:

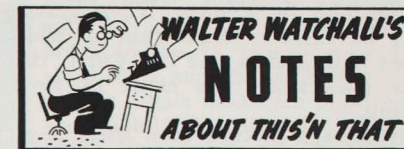
"It all started when I married a widow with a grown daughter. Then my father, being a widower, married the daughter. That made my step-daughter my step-mother and my father became my step-son; my wife also becoming the mother-in-law of her father-in-law.

"Then my wife and I had a son, my father's wife is my son's half sister and also his grandmother. Now it's easy to see that my father became my step-son by marrying my step-daughter; therefore being my father's father, I am my own grandfather."

The visitor stopped the lunatic at this point, thoroughly satisfied as to why he went crazy.

Sailor: "You aren't getting seasick, are you, buddy?"

Recruit: "Not exactly, but I'd sure hate to yawn."



Now that the circulation of this Magazine exceeds six million copies per issue, believe it should do like other large publications and hold contests occasionally. After pleading and hard persuasion the Editor has agreed and has put up a prize.

You will recall the cute picture of a young lady on the cover of the March issue. In his uncanny way Walter Watchall learned this young lady is now a member of our big family, it being only a few short years ago that this picture was taken. Our contest is to find which of the following it is. As we give the name we also give you a hint. Here goes:

Could be Jean Fogarty, she is proud of her Irish and would wave an Irish flag. Might be Odessa Carter, looks like her beautiful hair. Those pretty eyes look like they might belong to Jessie Eaton. The eye lashes could belong to Clara Doll. They may be Ruth Bushard's dainty little pink ears. Remember Eunice Fisher has dimples. Its not Roy Swanson; look at the feet. (How did he get in here). Looks like Alpha Barrett's rose-bud lips. Florence Davis has a chin like that. Who knows it might be Dot Beranak's pretty little nose. Has beautiful nails like Margaret Taylor. Resembles Betty Emsco's beautiful teeth when she smiles. Florence Wheeler's hands are beautiful like that. Oh yes, Gladys Sunday has pretty pink cheeks.

Put your answer in a self addressed envelope and mail. Oh yes, the prize? Why, that is a year's subscription to the P. E. Magazine.

Watchall Publications Inc. present "PICTURES THE CAMERA CLUB DID NOT TAKE."

You will recall that in the March issue of the Magazine, The Camera Club notes written by one Earl Moyer, stated that the Editor was down on his knees begging for pictures.



Here is a picture of a little Indian boy. His name is Running Water. He is the son of Chief Heavy Snow, and Early Thaw, of the Sagebrush tribe of Oklahoma. This picture was taken just before he wandered off the reservation and became lost. We

found him in Venice. When asked why he came to California he said, "Red Skin like to ride Red Car." He now goes under the name of Roy Ewing.

Here is a picture of a little boy, Nationality unknown. Was first found roaming the plains of Boyle Heights. Had only one father and



one mother. This picture was taken shortly before he was captured by truant officer who had great difficulty putting his first pair of shoes on him. Now big man in P. E. Camera Club. Name, Earl Moyer.



Here is a picture of another little boy. Nationality, Canadian Indian. Comes from the Maple Leaf tribe of the plains of Toronto, and is some

sugar. (Ask Marge). He is known for his daredevil tricks. This picture was taken just before he went over Niagara Falls in a barrel. Now big citizen of Torrance. Name, James Livermore.

**Walter Watchall Question Box**  
W.W. Was that picture of Harry Pierce really taken in the Gay Nineties?  
Walter White.

A. No. It was taken the latter part of 1937, shortly after Harry drove the Indians from the Planes (he works in a mill) of Torrance. The collar was bought at a clearance sale in the basement of Levy's Dept. Store.

W.W. Is it true that Mr. Benson is going to give every one a box of candy with their pay check the pay day before Easter?  
Nancy Kelly.

A. Yes Nancy, Mr. Benson is a good egg.

W.W. Is it true that Floyd Gill was once a jockey, and if so what was his best ride?  
Grey Oliver.

A. Yes, Floyd was a jockey. His greatest ride was in 1904 or 1409 (our records are a little blurred) when he won the Kentucky Derby aboard El Portal.

W.W. Was Frank Patterson once a gymnast?  
Fred Bexinstein.

A. Yes. And he was very good. He excelled in weight lifting but he tells me he got most pleasure out of the bars.

W.W. Now that Mabel Cavender Wells is married does she let Pat go out nights?  
Noble Cates.

A. Yes, she believes in letting Wells enough alone.

W.W. Why is Dave Porter like the Pacific Electric Railway?

A. Because they both have a line that will get you places.

W.W. Who is the young lady in the Land and Tax Dept. running around with a big smile on her face because she just received an engagement ring?  
Eunice Fisher.

A. We do not know the young lady's name but we understand her HUNT is over.

**PACIFIC ELECTRIC CAMP**

By H. E. DeNyse, Manager

The winter is over, and the snow we had "on order" was not delivered. Must have been caught in one of those "bottle necks". Instead we got nearly five feet of rain, and that must be some kind of a record. It rained almost continuously for two months, but the Camp came through it all with but very little damage.

Spring is in the air now, and our trout fishermen are polishing up the old fishing tackle and getting it in proper working order for the opening of the trout fishing season on May 1st.

The Rod and Gun Club will hold its usual "junta" at the Camp, and daylight on the morning of May 1st will find most of the party trying to sell their lures to the wily finny tribe in the waters of Lake Arrowhead.

Judging from the activity on the lake surface the fish must also be getting ready for this event, as they are jumping savagely for insects all over the place. But they may be just taking a look to see if the enemy is in sight.

Fishing in Lake Gregory, a drive of about 20 minutes from the Camp, should be excellent this spring. The lake has been well stocked the past two years and last fall the trout averaged around 10 inches. This spring they should be considerably larger and no doubt some fine catches will be taken from this lake. Fishing from the shore is permitted and boats are available.

Stream fishing should be better than usual this spring. The streams have all been well stocked. There is

more water in them than there has been for many years, and unless we get some very heavy rains late in April, the water will be running clear on the opening day.

Many thousand eight-inch trout have been planted in Lake Arrowhead during the past two years by the State Fish and Game Commission, and a good portion of these fish should now measure up to 15 to 18 inches, which means that our fishermen are in for some fine sport May first.

Heretofore the Lake Arrowhead Company has held all their boats for their own lot owners for the opening day, but this year we succeeded in reserving 20 of them for use of members of our Rod & Gun Club, making it possible for them to enjoy fishing on Lake Arrowhead on the opening day of the season again this year.

Lake Company boats will be available after the opening day, and if anyone who cannot get away in the middle of the week would like to reserve boat for the following weekend, I will be glad to make the reservations for them.

**RIGHT ANSWER**

A psychiatric board was testing the mentality of a Negro soldier.

Examiner: Do you ever hear voices without being able to tell who is speaking or where the voices come from?

Negro: Yes, suh!  
Examiner: And when does this occur?

Negro: When I answers the telephone.

**HIS REGRET**

Pa: It's a terrible thing. I sold my car and mortgaged my house and land, all to send my son to the University. And all he does there is smoke, drink, and take girls out to parties.

Pal: Oh, so you're regretting it?  
Pa: Certainly. I should have gone myself.

**TIMES CHANGE**

"The game of politics isn't what it used to be," remarked Senator Sorghum.

"Why, doesn't the crowd listen to you?"

"Yes. They used to be satisfied to shake hands and listen to a brass band. Now, they pay so much attention to my remarks that I have to be careful what I say."

"Do you know your wife is telling around that you can't keep her in clothes?"

"That's nothing. I bought her a home and I can't keep her in that either."



**They're 'A-Tearin' Up Our Mountains, State Highway Department Just Diggin' Up Hades Back of Mt. Lowe**

You know, we Pacific Electric folks feel like we had a proprietary interest in the San Gabriel Mountains, particularly as regards Mt. Lowe, where for a number of generations we operated that part of the range, and really put the famous mountains on the map through the expenditure of a good many thousands of dollars in advertising and promotion; and, finally promoted ourselves out of the mountain business. But, just the same, we will still feel that we have a proprietary interest. And then, along comes the great State of California and through its Highway Department, starts runnin' a road up and around the west slope and calls it the "Angelus Crest Highway, or route 61, without a by-your-leave, or anything.

First off, it was supposed to be a route across the hill, through Barley Flats to the desert, with a back entrance to Johnny Opid's Camp and to Mt. Wilson Observatory; then by way of Chilleo and the Buckthorn to a connection with an existing road that tied in with the road through Cajon Pass to Barstow and points east and northeast.

Somewhat beforehand and in the meantime, the Edison Company had to come through with a power line and built a road to do it. And—was it a road? It was a serpentine!! A sea voyage on land! A roller-coaster! In fact, all of them combined. Then, the State Highway Department, got an idea; one that would shorten the distance between Los Angeles, way stations and Mojave via Palmdale.

That idea developed into highway 61 and a mess of other roads that are complete and being completed that will enable Angelenos and others to travel via Angeles Crest Highway to any gosh-awful number of places.

Here is the official latest on the subject by J. M. Lackey, Assistant District Construction Engineer of the Highway Department:

"To the north of Los Angeles an east and west range, known as the San Gabriel Mountains, forms a rugged barrier through which An-

geles Crest Highway (Route 61) will be, upon completion, the only break in the 98 miles between Fremont Pass and Cajon Pass.

This scenic mountain highway, approximately 55 miles in length, extends from La Canada to Big Pines County Park and connects with the San Bernardino County portion of Route 61. Grading and surfacing have been completed from La Canada to Cedar Springs, a distance of 37 miles.

Throughout its length the highway will pass through rugged mountains and, with the exception of the first two miles, is entirely within the Angeles National Forest, which is being maintained as a recreational area free of commercial establishments and residential buildings.

Development of roads and recreational facilities in these mountains has been slow, due to insufficient funds for the heavy construction necessary in a country which "stands on end." This route serves principally as a scenic drive and access road to a vast recreational area, important to the three million people living in the metropolitan area immediately to the south.

Several branch roads have been completed and are in use. From Red Box an excellent paved highway leads to the Mt. Wilson Observatory. Another road, leading from the same junction, serves resorts in the canyon of the West Fork of San Gabriel, and starting at Switzer's Saddle a county highway to the north forms a connecting link with the

**Good News! Money Saving News for You!**

We recently made a Cash Purchase of the High Grade Woolen Stocks of Hollywood's Most Exclusive Tailors

**Bushnell of Hollywood**  
DIRECTLY FROM THE AUCTIONEERS WHO TOOK OVER THIS

entire stock from the judgment creditor. We bought these luxurious woolens at our own price; fabrics which sell today from \$65.00 to \$100.00 for business, dress suits and overcoats. This is without question the finest stock of materials we have ever had to offer—it is now on special sale at a very low price with special \$5.00 discount to you. STOCKS OF THIS KIND ARE AT A PREMIUM. THE END OF PRESENT PRICES IS CLOSE AT HAND.

Our Low Special Advertisized Price... \$29<sup>50</sup>  
Your Discount with this ad .....\$5.00  
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German Clays, Italian Salanas Fabrics, Silk and Wool Mixtures, English Blue Serges, Sharkskins, Gabardines, Oxford Greys and Banker's Cloths, Fabrics from the exclusive mills of:

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- also John B. Ellison domestic fabrics

Bring this ad for your extra \$5.00 DISCOUNT

Mint Canyon (Route 23) and Antelope Valley.

West Islip Saddle, which will be a landmark on the new highway, will also be the northerly terminus of San Gabriel Canyon Road (Route 62), now open from Azusa on Foothill Boulevard to Crystal Lake, leaving but four miles of construction to complete the connection and the project now under way on the Angeles Crest Highway will provide a scenic circular trip via Angeles Crest Highway, San Gabriel Canyon Highway and Foothill Boulevard.

The Cloudburst Summit area, 35 miles from La Canada, reaches an altitude of nearly 7,000 feet, and is now available for winter recreational purposes and thousands of cars pack the highway during week ends.

Many trails have been constructed for hikers along the first 15 miles of the route and many more are possible. Camp grounds and picnic sites are not so easily developed due to scarcity of water.

Now under construction is a 3.07 mile section from Cedar Springs to West Islip Saddle. This is probably the most difficult part of the entire route. There is very little soil and 80 per cent of the excavation must be blasted. Due to the steepness of the slopes, the fills must be held by retaining walls where the road crosses ravines. In keeping with the surroundings, rubble masonry is used for walls, drainage structures, spillways, paved channels, etc.

Near West Islip Saddle the country becomes so rugged that tunnels must be resorted to. Two inclined ridges, projecting from the face of Mt. Williamson, are too steep even for pioneer roads and two tunnels will be required; one 640 feet in length and one 460 feet, with an interval of 120 feet between portals. Construction must start at the first portal, because of the difficult terrain, and the entire work on the two tunnels done from one end.

Three of the four portal locations are on nearly perpendicular rock faces, 50 to 75 feet above the canyon floor, making it necessary to construct earth ramps before starting excavation. A pilot here approximately 9 x 9 feet in size will be driven for the first tunnel, principally for ventilation and exploration. The pilot for the second tunnel will be 9 x 14 feet so that after completion of the first tunnel tractor bulldozers and other equipment may be passed through for pioneer work on the remaining portion of the line to Islip Saddle. The completed tunnel, a horseshoe type arch, will be lined with reinforced concrete throughout. The opening will be 32 feet wide by 20½ feet high. Portals will be constructed of rough stone.

Rock for concrete will be produced by crushing material taken from the tunnels. This is necessary because of the long, expensive haul over the mountain roads from commercial rock plants 60 to 70 miles distant. Finances will not permit the completion of this highway for several years, therefore, it is possible to proceed with tunnel construction at a moderate schedule, permitting a large saving in equipment cost, usually a major item in tunnel construction. It is estimated that all work on the bores will be completed in 13 or 14 months.

Cost of this 3.07 mile project, including tunnels, will be in excess of \$700,000 and will require over two years to complete. Grading on the first two miles from the south-westerly end of the job to the tunnel is over 50 per cent completed. Work on the third mile can not be started until equipment can be moved through the tunnels.

From West Islip Saddle the line runs along the northerly side of Mt. Islip and North Baldy Peak, following northerly mountain slopes with the Mojave Desert almost constantly in view. The grade will be slightly rolling, varying from 6,500 to 7,500 feet above sea level. The entire distance is through timbered country and on very steep slopes. Construction will be difficult and expensive and it will be several years before sufficient funds are available to complete the road to Big Pines.

**P. E. CAMERA CLUB**  
By Earl Moyer

Both meetings last month were fairly well attended and the majority of the evenings were spent in the dark room.

On March 5th, the entire evening was spent in a demonstration of tray and tank development and some contact printing and enlarging and on the 19th Vice-President McMichael gave the members a very interesting talk and demonstration of the various



phases in the use of proper paper with the different grades of films.

It is anticipated that very shortly a class will be started for those who desire to take up the work of developing and printing so if there are any more of you who have not availed yourself of the chance to learn this work, so that you can do your own pictures, you had better hurry.

The picture shown in this column was taken by Vice-President McMichael during the demonstration at the first club "lab" night this month there being twelve very interested members at this meeting. Most of them are really going to town on doing their own work.

Remember if you have any supplies or equipment to dispose of or if you want to exchange or get any such equipment a note to the Camera Club will be given preferred attention.

Keep the meeting dates in mind—first and third Wednesday evenings of each month at Pacific Electric Club, 7:30 p.m. Hope to see you there.

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**PACIFIC ELECTRIC CLUB**  
**MONTHLY BULLETIN**

- P. E. Club Dance:**  
Friday, April 18:  
P. E. Club Monthly Dance — Members, their families and friends cordially invited to enjoy an evening of dancing from 8:30 to 11:30 p.m. to the tuneful melodies of a Popular Dance Orchestra.
- P. E. Women's Club:**  
Thursday, April 10:  
Business Meeting & Program—1:00 p.m.
- Thursday, April 17:  
Semi-monthly Card Party—1:00 p.m.
- Thursday, April 24:  
Business Meeting & Program—1:00 p.m.
- Thursday, May 1:  
Semi-monthly Card Party—1:00 p.m.
- P. E. Rod & Gun Club:**  
Wednesday, April 9:  
Monthly Business Meeting—7:30 p.m.
- P. E. Masonic Club:**  
Wednesday, April 16:  
Monthly Business Meeting—7:30 p.m.
- P. E. Agents' Association:**  
Saturday, April 12:  
Monthly Business Meeting—7:30 p.m.
- P. E. Camera Club:**  
Wednesday, April 16:  
Semi-monthly Business Meeting — 7:30 p.m.
- Wednesday, May 7:  
Semi-monthly Business Meeting — 7:30 p.m.
- P. E. American Legion Post No. 321:**  
Tuesday, April 22—  
Semi-monthly Meeting—8:00 p.m.
- Tuesday, May 13:  
Semi-monthly Meeting—8:00 p.m.
- American Legion Auxiliary Unit No. 321:**  
Tuesday, April 22:  
Semi-monthly Meeting—8:00 p.m.
- Friday, April 25:  
Monthly Night Card Party—8:00 p.m.  
Refreshments and prizes to winners.
- Tuesday, May 13:  
Semi-monthly Meeting—8:00 p.m.
- Educational Classes:**  
Automotive Transportation Engineering  
Classes held each Monday and Tuesday evening at 7:30 p.m.

**WOMEN'S CLUB NEWS**  
By Mrs. Lloyd E. Murphy

The 13th of March was another happy day for the ladies who braved the rain to attend our 13th birthday party.

Never were the tables more beautiful with the potted shamrocks and miniature step-ladders with a shamrock leaf atop the 13th step.

A large ladder was completed when the past presidents each fitted her step into place. "Aunt Martha" Huelsman placing Mrs. Miles' step as the third rung of the ladder.

Mrs. T. H. Trask read a brief history of the club as the steps were placed and followed with the reading of "The Ladder" by Ella Wheeler Wilcox.

Mrs. Clifford Ruppel opened the program singing the birthday song and later sang two other selections.

Messrs. E. C. Thomas, N. B. Vickery, and C. Thorburn were the only "brothers" able to attend and gave us their greetings and well wishes for another year.

Mr. Smith and Mr. Geibel were unable to be with us, but business before pleasure always.

Mrs. Harvey Fuller sang several vocal selections and led us in singing "God Bless America".

We have Mrs. E. W. McDaniel and her committee of Mrs. Bishop, Mrs. Curle, Rambo, Johnson, Fisher, Rand,

**NOTICE**

**The Retired Railroad Employees of America will give a "Get-Together" picnic for retired and active employes and their families from any and all railroads at Lincoln Park, Los Angeles, Sunday, April 20, all day. Free coffee for all. Interesting program.**

**The regular monthly meeting of the Retired Railroad Employees of America will be held at the Pacific Electric Auditorium, 627 South Spring St., Los Angeles, Thursday, April 24 at 1:15 p.m.**

**A special invitation is given to Pacific Electric Railway employes and their families to both gatherings.**

**C. A. Johnston, Secy.**

Fenwick, Stewart, Childs, Kinney, Hart, Wm. Thomas, and Adams, to thank for a wonderful party.

We were sorry to hear of the death of another charter member, Mrs. O. S. Breese.

Mrs. Dudley of the Goodwill Industries entertained us on March 27th with stories of early California history and extended us a cordial invitation to visit the opening of their new plant April 24th to 26th.

Mrs. Columbus and her committee served refreshments.

We have delivered over 300 garments to the Red Cross from our Unit and still have plenty of material and need more workers. 10:00 a.m. every Thursday.

A special club party, lunch and games will be held at club rooms on April 15th. Come and have a good time.

Don't forget our card parties on first and third Thursdays.

**P. E. ROD & GUN CLUB**  
By Arlie Skelton

Due to the unusual weather, (raining) only about twenty-five members were present at our last regular monthly meeting.

The meeting was called to order by President E. L. H. Bissenger at the usual time in our own clubroom, among the trophies and memories of by-gone days.

After the routine business was disposed of and the usual arguments made by such well known orators as B. F. Manley, W. G. Knoche, H. P. Bancroft, D. E. Porter, Scott Braley and others, about nothing in particular, the meeting got down to serious business.

That serious business was formulating plans for our annual outing to the P. E. Camp for the opening of the 1941 Trout Fishing Season on May 1st. This event attracts a lot of attention from the entire P. E. family. Mainly because once a member attends one of these outings, you are sure to see him attending them regularly thereafter and showing a greater interest in all of the club's affairs from then on.

For the benefit of those who have never attended one of our outings at the P. E. Camp on May 1st, I will attempt to outline briefly just what goes on there to make this outing so fascinating. First the entire P. E. Camp at Lake Arrowhead is reserved for P. E. Rod and Gun Club members from noon April 30th until noon May 1st. Then boats are reserved months in advance from the Arrowhead company for the number of fishermen we believe would like to fish on the lake. Then your publicity committee gets busy calling the event to your attention, at least two months in advance. While we could not very well entertain the entire eight hundred members, but we can assure from fifty to seventy-five members a

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

mighty good time if you will do your part.

If you have any troubles or cares, we respectfully suggest you park them somewhere in the valley before you start up the mountain toward the camp. Everyone there will be jolly and carefree.

Regardless of any opinion to the contrary you might have formulated about your boss you will find him a mighty fine fellow up there where he can relax and be himself. President E. L. H. Bissenger has appointed C. G. Gonzalez to handle all reservations and make the necessary collections for such accommodations as you will require.

If you wish a boat to fish on the lake your reservation must be accompanied by two dollars to cover the boat cost and must be in by the April regular monthly meeting. Although you may make the outing and fish from well stocked streams without going to the added expense of renting a boat. P. E. Camp trout will include all trout caught from either lakes or streams while stopping at the P. E. Camp. All such registration must be signed by the person in charge at the camp.

Things you will see if you are among the early birds arriving at the P. E. Camp on the afternoon of April 30th:

Throughout the afternoon and evening cars will be arriving at the camp containing from one to six strange looking creatures who will later turn out to be swell guys and good fishermen dressed up that way just so the fish won't recognize them. It will also give you a good idea of what a lot of them would like if they were tramps. (No insinuations meant).

They will swing the old "whoopees" (cars) around in such positions as will afford them a quick get away in the morning. They will then start crawling out of the car, stretch and inhale a deep breath of strange air, then wonder what makes it smell that way. They will amble into the lodge and register, then be assigned to a cabin.

Next comes the moving in process which will make you wonder if they came up for the entire season. Surely they wouldn't be needing that much junk for one day. After they get settled and their fishing gear rigged up ready to drop in the water as soon as they reach it in the morning, they start out exploring and back slapping and lying about the time it took them to drive up from Los Angeles or how the old whoopie sailed up the mountain in high. These stories will go on from bad to worse until supper is called and the dash is made for the mess hall where you will really see why some people's

**THE DATE OF THE NEXT CLUB DANCE IS FRIDAY, APRIL 18**

A nice crowd enjoyed the March Dance to the toneful melodies of a popular dance orchestra.

Club members, their families and friends cordially invited to enjoy these monthly functions.

Free dancing from 8:30 to 11:30 p.m.

children have questionable manners. After a bountiful piping hot meal is put away some will retire to their quarters to rest and go to bed early so as to be able to answer the call in the morning.

Others will retire to the lodge to visit or join into the social festivities of the evening. Whatever that might be depends on what you want to do. You are on your own to have a good time—enjoy your friends, and let them enjoy you. The breakfast call comes at 2:30 a.m. A more pleasant sound is seldom ever heard.

Fishing starts about 4:30 a.m. and about 9:00 a.m. the limits of beautiful Rainbow trout start dragging the fishermen back to camp where all fish must be registered on or before 1 p.m. Then starts the trek for home with new fish stories to tell your friends. The Special Committee on the outing are Scott Braley, Fishing Captain; also H. P. Bancroft, B. F. Manley, C. G. Gonzalez and yours truly, Arlie Skelton. We hope to see you all up there and we hope you help us to show you a good time.

**LEGION AUXILIARY NEWS**  
By Alice Newman

The Pacific Electric Auxiliary, No. 321, entertained the University Unit No. 351, with a trip to Chinatown and dinner at the Golden Pagoda on Friday March 14th, the occasion being to pay our debt to them, having lost our "challenge" on membership. The dinner was superb and all members not attending missed a real treat.

At our last meeting Tuesday, March 25th, we added two new members to our junior group, Georgia and Lorena Davis, young daughters of James E. Davis, member of The Pacific Electric Railway Post No. 321, "Welcome to our Auxiliary, girls," we hope to have more juniors come in as it will be the work of the juniors to carry on the Auxiliary activities in the near future.

Our monthly card party will be held on Friday, April 25th in the Club Room of the Pacific Electric Club, prizes awarded for Bridge, Bunco and Pinochle high scores.

**P. E. MASONIC CLUB**

By Ed. Hasenyager

The April meeting will be held on Wednesday the 16th, at the Pacific Electric Club, 7:30 p.m.

The whole "Bill of Fare" has been arranged. First, motion pictures of the collapse of the Tacoma Bridge and the sinking of the French Fleet at Oran, photographed and shown by John Scott Campbell, engineering instructor at Pasadena Junior College.

A short business session to complete arrangements for our May Party for the ladies, then refreshments and home.

**Hospital Notes**

Brother Fred U. Broun, 204 El Redondo, Redondo Beach, has been ill for the past two or three weeks, but is reported much improved.

**Dues**

There are a few yet who should send in that dollar bill for his new 1941 membership card.

We are indebted to Brother J. M. Geopfert for the following splendid answer to "What Is Free Masonry." The question, what is Free Masonry? has many times been asked both by initiates and the profane.

There are many ways to express, in words, a definition which properly applies to the same thought of reasoning, but when we consider the complexity of manhood which compose the Masonic Fraternity; leaders in the fields of business, finance, education, and men from every walk of life, "the high and the low—the rich and the poor," men of every religious affiliation, then a definition which will properly and fully explain such a set-up becomes difficult.

Most Masonic writers have attempted to define Masonry in as few words as possible, others have given us rather lengthy definitions. Joseph Newton Ford in his gracious and eloquent words gives us a definition "When is a man a Mason?" Although not a direct definition of, what is Freemasonry? it certainly exemplifies the true meaning of Masonry.

"When is a man a Mason? When he can look out over the rivers, the hills, and the far horizon with a profound sense of his own littleness in the vast scheme of things and yet have faith, hope, and courage—which is the root of every virtue. When he knows that down in his heart every man is as noble, as vile, as divine, as diabolic, and as lonely as himself, and seeks to know, to forgive, and to love his fellow man. When he knows how to sympathize with men in their sorrows, yea, even in their sins — knowing that each man fights a hard fight against many odds. When he has learned how to make friends and to keep them, and above all how to keep friends with

himself. When he loves flowers, can hunt birds without a gun, and feels the thrill of an old forgotten joy when he hears the laugh of a little child. When he can be happy and high-minded amid the meaner drudgeries of life.

When star-crowned trees, and the glint of sunlight on flowing waters, subdue him like the thought of one much-loved and long dead. When no voice of distress reaches his ears in vain, and no hand seeks his aid without response. When he finds good in every faith that helps any man to lay hold of divine things and see majestic meanings in life, whatever the name of the faith may be. When he can look into a wayside puddle and see something beyond mud, and into the face of the most forlorn fellow mortal and see something beyond sin.

When he knows how to pray, how to love, how to hope. When he has kept faith with himself, with his fellow man, with his God; in his hand a sword for evil, in his heart a bit of a song—glad to live, but not afraid to die! Such a man has found the only real secret of Masonry, and the one which it is trying to give to all the world."—The Builders (page 297).

**BOWLING NOTES**  
By Don Houston  
Eastside Standings

Team	W.	L.
Freight Service	68	32
P. E. Club	63	37
Overhead	59	41
North	58	42
B & B Dept.	54	46
Motor Transit	53	47
L. A. Freight	41	59
Trans. Dept.	40	60
Washington St.	35	65
Outlaws	29	71

**Westside Standings**

Team	W.	L.
Claim	65	35
Westerners	64	36
Wilshire Lines	55	45
Passenger Traffic	55	45
Signal	54	46
Virgil Division	54	46
Hill Street	52	48
Glendale	48	52
Electric Dept.	47	53
Freight Traffic	42	58
Amazons	32	68
Kay Pees	32	68

Bombardier Gowanlock continues to go merrily on his way knocking h— out of the maples. This young man is only carrying an average of 190. When he gets his full growth and really gets to bearing down they will need a new set of pins down in the Arcade basement.

Over on the Eastside W. Randig, Pop Henry, Ted Cuccia (Cucciapop-



**SONS OF THE AMERICAN LEGION**  
Front row, left to right: Raymond Harris, Richard Eastwood, Joseph Eastwood.  
Second row: Howard Harris, Donald Harris, John R. Eastwood, James Davis, Ross Allison.  
Organizers, standing: John Eastwood, R. C. Milnes, James E. Davis, George Withee, Norris Baronian, Jack Crawshaw, Clifford Scott, R. E. Withee.  
Registered for membership, but not in the picture are: Alfred W. Bone, Jr., Charles E. Bone, Leonard Eastwood, W. D. Hume, and G. M. Brown.  
Clifford Scott, Chairman 23rd District S.A.L.; Captain Jack Crawshaw, and 1st Lieut. Norris Baronian, 23rd Dist. S.A.L. assisted our post in organizing the S.A.L.

**Pacific Electric Post, American Legion**

The outstanding event of the last meeting of Pacific Electric Post of the American Legion was the organization of a Squadron of "Sons of the American Legion", the ceremonial being witnessed by a large gathering of the members as well as by a number of visitors. Picture herewith shows a few of the initial membership together with several who assisted in the organization work, for which the Post is very grateful.

Remember Sons, tell Dad to bring the whole family to our next meeting. We have places for everybody, in the post, the Auxiliary, and the Son's Squadron.

**COME ALL YE VETERANS:** bring your sons to join the S. A. L. If you can't come, send them to our next meeting, SONS bring your Dads and sign up right away. Now is the time to get in at the beginning of a new squadron. Help make it the best squadron in California.

olis to you) J. Sandello, R. M. Jones and a young lady by the name of N. Becker are all carrying averages above 170. Quite a collection of pin smashers.

John Kinney, L. W. Davis, H. Anderson, E. R. Smith, L. Hendricks,

Our post has just awarded our very efficient Chaplain F. W. Nichols, the Officer's Warrant of Merit, for his splendid work. Chaplain Nichols has long been noted for his Hospital Visitation program. Also our post has just received another national Citation. The Annual Americanization Citation for its good work during the past year.

Our Traveling Post accepted an invitation to attend a special meeting of Covina Post No. 207, Tuesday, April eighth, at Memorial Hall, Covina. This special meeting was arranged to entertain, our post, The Auxiliary, Sons of the American Legion and officers of the P. E. Ry. More about this meeting next month.

Our S.A.L. Committee consisting of Chairman R. C. Milnes, Comrades John Eastwood, R. E. Withee, Adj. C. A. Neuman and Comrade W. E. Sames deserve much credit for making this squadron possible.

are also in the big time with 170 or over season averages. These stellar performers do their heavy artillery work on the Arcade alleys.

Our genial Secy.-Treas., "Gon" Gonzalez is going to town this season and he has his back-up ball

sliding right into the 1-3 pocket. Gon deserves a cheer for the fine manner in which he has carried on during the past several years. But this added work doesn't appear to affect his work on the polished alleys.

Joe "Pinochle" Shafer never seems to stop improving and is now sporting an average of 169. Joe is being pressed by the boss of his family and he can't afford to let down or the Missus will be right at his heels.

Ted Cuccia, aided and abetted by Dr. Patton, M. Cuccia, "Slug" DuBose, and J. Sandello has his club right on the neck of the Lutes' Special (Freight Service) club. Lutes has been receiving a lot of help from Charlie Oliver, Joe Krug, Herman Grenke and Vanderpool. Van incidentally is packing a nice 169 average for the season.

In third place on the Eastside, the Overhead, or Cobb family special, the only outlander in the five being Pop Henry, are but nine games behind the leaders, however the best this team can get on the final night is a second place spot. Mrs. Cobb has finally taken over the championship of the family from the big boy and her average of 169 certainly speaks for itself. There's a lot of the rest of us who will trade averages with this sweet bowler.

Bert Manley, the bellwether of the B & B squad seems to like the Whittier-Atlantic lanes and he has his team waging a hot fight with the North club, captained by Harry Hampton.

Roy Wilson's Motor Transit team, with Randig, Swanson and Seyforth packing averages of 165 or over, is now in sixth place but can still land higher up the ladder before the last ball is fired on April 10. The boss of the gang, R.R., has been handicapped this season with a bum gam (leg to you) and his bowling has not been up to his usual performance.

Insurance Man Stad Loveys, the problem child of the Westerners, turned in a 262 game on March 28 and Stad's chest expansion took a sudden jump. He has been polishing up his pin during the last few days and at last reports they are going to have to make some alterations to the doors to the Arcade in order to get Stad's noggin in the place. Insurance must have fallen off, as this boy seems to have his hand out for dimes all night long on Friday nights.

Roy, the head man on the Freight Traffic team, with a team which really figures to be right up there in the averages, has had a lot of tough luck and this amazing outfit is now near the foot of the list. On the other hand, Reed Christian-sen's Passenger Traffic five has taken

a new lease on life and they are tied for third place and going like a house afire. They recently enjoyed a spurt of 16 straight games.

Frank Epp's Wilshire club after leading most of the season, has dropped to third place, but they have a mighty fine bunch of bowlers and but for some bad breaks in meeting "hot" teams, would still be out in front. Any club meeting them is in for a very interesting evening.

The Signal team, under Captain Eaton and the Virgil team, under L. Hendricks, are tied for fifth and sixth spots, but they can go into third place without too much trouble.

The three ladies' teams, the Outlaws, with Marion Lutes, Clara Robertson, Elsie Oliver, Mrs. Bert Manley, and Clara Wilson, bowling on the Eastside and the Amazons with Bessie Chobotsky at the helm, assisted by R. Cooper, D. Beranek, O. Carter and R. Bailey, and the Kay Pees, Frances Houston's team with Gladys Crownover, Margaret Chase, Ann Shafer and Laska Kinney in the line-up, are, sad to relate, occupying the cellar positions in the two leagues. Either the ladies are too much on the ladylike side, or the breaks have been against them, as all three of these teams are very tough to beat when they get in the groove. The ladies have been meeting the opposition when the boys were real hot and as a result they have taken some unmerited shellacings. They lead in one particular, however, they're the best sports on the alleys.

The season just ending has been very enjoyable to all concerned and there isn't a bowler in the crowd who is not sorry that bowling, so far as the P. E. League is concerned, has come to a close.

The grand finale will take place at the Vogue Alleys, Saturday night, 7:30 P.M., when the leaders, the second place, third place, etc. clubs will meet, the Eastside vs. the Westside, with a pot of gold going to each winner. The Vogue Alleys are located at 920 South Grand Avenue, Los Angeles. Don't forget, Saturday night, April 19, 1941, at 7:30 P.M. Be there.

The following week the P. E. Club Bowling League will hold its annual banquet, at which time the prize distribution will take place and this will be held at the Transportation Club, 917 Pacific Electric Building, 7:30 P.M., Friday, April 25, 1941. Let's make it a 100 per cent turn out.

At a future date, the date for the Annual Meeting will be announced at which time plans will be formulated for the 1941-1942 season. If you desire to enter a team in our league be there.

## STATION STATIC

By J. J. Adams

The latest thing at the Subway Terminal is to air your views over the radio. We happened to tune in on station KFAC at 1:30 p.m. the other day and heard Norman T. Sewall being interviewed by "The Meet Commuter" program. Ray Eastham was also heard and expects to be offered a contract any day now as a news commentator.



"Gracie" Answers 'Em—And HOW!

We extend our congratulations to Grace Anstead on her 28th anniversary with the company. She started at the Information Bureau on April 1, 1913. We bet she's answered a heck of a lot of questions since then!

It was with deep regret that we learned of the death of our old friend William G. Sherlock. Since his retirement he has been in many times to see all his old friends, who will miss his unfailing good humor and cheerful outlook on life.

An orchid to M. J. Creamer for his Santa Ana incident in last month's Magazine. Our sympathies to "Shorty" Mason too. The consensus of opinion around here is that the lady is a shining example of most of the "fair" sex that we get at the ticket windows. Only we get the "dump system" which means that if they can't find the right change they dump the entire contents of their purses, containing everything from powder puffs to bottle openers on the window and eventually end up by breaking a dollar bill to buy the ticket.

A new face around 6th and Main Street is Police Officer Hugh Nisbett. While here but a short time he has made a host of friends.



The "SAFETY FIRST" picture speaks for itself and these "SAFETY FIRST" electric signs have been placed in the Trainmen's Rooms at Subway Terminal, West Hollywood, Macy Street, 6th & Main Street, Motor Transit District, 5th & Los Angeles Street Terminal and one is being prepared for Butte Street Freight Yard Office.



The various items shown on these signs will be changed from month to month, in order to keep constantly before you items of importance in line with our Accident Prevention Campaign.

The only way in which accidents can be avoided is for each and every employee to become safety minded at all times and it is felt that these signs will play an important part in this by constantly calling "SAFETY FIRST" to your attention.

#### Trainmen Securing Witness Cards

The Claim Department is continually confronted with the problem of defending the Company against damage claims which originated as a result of an interference between autos and our trains or motor coaches, passenger falling inside car, or coach, or a step accident when boarding or alighting, or case where conductor closed doors and struck the

passenger as well as all other classes of accidents.

As is well known by all, the only avenues of information which are available to the Claim Department, is the information shown on your accident report and the names and addresses on witness cards which trainmen and Operators secure and turn in with their reports.

The number of witness cards secured in the majority of cases have been entirely inadequate to give the Claim Department a sufficient number of witnesses to contact, which would have enabled them to develop very pertinent facts which were necessary and essential in disposing of the claim.

All concerned should not overlook the fact that these witnesses are equally as beneficial to the employes as to the Claim Department; For instance—A claim was presented by a passenger for injury caused by falling in the aisle when the motorman was compelled to make an emergency stop to avoid striking a pedestrian. In this particular case the conductor secured the signature of over half the passengers on the car at the time and the car had a seated load. As a result of the conductor being alert and securing the large number of witness cards, the Claim Department in their investigation of the accident, developed from the passengers themselves that the motorman was operating carefully and acted prudently and proper in the manner of bringing his train to a sudden stop. This information served two purposes, it exonerated the motorman from any question of improper or unreasonable rough handling in bringing train to a stop in order to avoid an accident and gave the Claim Department information without which they could not have disposed of the claim upon a just and reasonable basis.

Avoid all accidents if possible to do so, however, in case an accident does occur, the conductor and motorman or operator should secure every witness possible, whether they saw the accident or not, as those who did not see the accident, may have knowledge of the operations in a general way which is equally as im-

portant to the Claim Department as though they had actually seen the accident.

Please give this request serious consideration and increase the number of witnesses cards with each report.

#### SAFETY COMMITTEE MEMBERS

Members on the Trainmen's Safety Advisory Committee for month of April will consist of the following Train and Motor Coach Employes to represent the different terminals and classes of services operated.

E. E. Green, San Bernardino.  
L. H. Keene, Macy Street.  
J. S. Newman, Pasadena.  
H. N. Christensen, Long Beach.  
W. S. Cotton, Los Angeles.  
W. R. Farmer, Subway Terminal.  
R. B. McDougal, Glendale.  
C. R. Johnson, West Hollywood.  
N. LaBorde, Ocean Park.  
E. E. Brandt, Motor Transit Dist.  
T. M. Haymond, Butte Street.

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

Arrangements will be made with your Terminal Foreman to hold you from your regular assignment on that date to enable you to attend this meeting.

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

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

**L. A. FREIGHT HOUSE NEWS**

Reportable accident causes from October 1940 to date as shown below were reviewed for the purpose of further action by the Committee at next meeting with employees:

Nail in left foot from piece of wood lying on platform between house and cars.

Right leg bruised and skinned result of PMT driver moving tractor while coupled to loaded van in which men were working.

Right knee bruised when his loaded truck struck running board

Big toe of right foot bruised when piece of freight he loaded on truck over nose-board, made load top heavy. Truck tipped up and load came down on his foot.

Left knee cut by nail sticking from heavy box which slipped from his hands to floor.

Sprained ankle scuffling with another employee.

Twisted ankle breaking over heavy loaded truck.

Back scraped and left hip bruised when long heavy box of sheet metal tipped over. Foreman's instructions to rope upright boxes to side of van while removing other freight, were disregarded.

Big toe left foot bruised by heavy crate of machinery while loading on flat. Over-hang caused flat to tip and end of crate came down on his foot.

Third toe left foot bruised in same manner as the Powell injury, Nov. 19th.

End of little finger left hand mashed while handling empty barrels by getting finger caught between two barrels.

Sprained right shoulder by stepping off running board and falling between cars; was looking back over his shoulder and talking to another employee.

Big toe of right foot bruised by running board breaking through cleat striking his foot.

Sprained ankle by tripping over running board on platform at Door 29 Overhead light at Door 30 burned out leaving platform dark.

Immediate action was taken to see that running boards hereafter are pulled inside the building when work is finished. Light at Door 30 already replaced.

Section Foreman requested to clean up rubbish between cars, daily.

Suggestion was made by Mr. Minyard that new employes be given at least 1 or 2 hours instruction on their own time before going to work with particular attention given to proper way of handling hand truck to avoid injuring other employes with blade of truck. This suggestion was concurred in by other members of Committee.



The importance and value of Safety Shoes as a protection against foot injuries is being more generally recognized every day. A few samples of Safety Shoes will be available at the next Safety Meeting at the Los Angeles Freight Station at which time an explanation will be given as to their advantages and manner in which they can be purchased. By providing yourself with Safety Shoes foot injuries can in many instances be entirely avoided and you should interest yourself in the benefits afforded by Safety Shoes.

A close study of the 14 accidents listed above, leads to only one conclusion—they should not have happened.

The Committee, the employes and everyone concerned should get together and after thoroughly analyzing each accident, would undoubtedly arrive at the unanimous decision "They were all preventable accidents." Naturally these accidents can never be undone, the point is, we can all benefit and profit in the future by avoiding and preventing the recurrence of such accidents and by constant application, forsee, forestall and prevent accidents of all kinds. The Committee cannot accomplish this by their efforts alone, they must have the whole-hearted support of all of the employes, who, by following closely the advice and instructions of their committee, together with the co-operation of all concerned, will have no more avoidable accidents.

**COURTESY**

From day to day, complaints are received both by telephone and letter from patrons who feel that they have not been treated with proper courtesy from employes. Also word is frequently received, complimenting various

employes for the courteous manner in which they deal with the public.

The purpose of this suggestion is to make every effort to increase the number of complimentary letters and reduce the letters of complaints.

The following six courtesy rules have been tried out by one railroad and the desired results as indicated above, were established.

1. Take the attitude that the passenger is always right, and never contradict him.
2. Make sure that the passenger goes away feeling that he is right, although he may be absolutely wrong.
3. Never look sour when listening to a complaint. Do not try to make the person feel he is insignificant and amounts to nothing. On the other hand, make him feel important.
4. Never lose your temper.
5. Try to see the complaint from the other person's point of view. He thinks he's right, or he wouldn't be making a complaint.
6. When the passenger comes in person to complain, get his name as soon as you can, and repeat it from time to time throughout the conversation. This shows he is a real person to you and not just a complaining fault-finding nonentity.

**DEFINITION OF COURTESY—**  
"It is the ability to be considerate and agreeable in contacts with others and to give service in a manner which appears to the recipient as being done for pleasure rather than because of duty."

**SOME OF THE CONTRIBUTING CAUSES OF ACCIDENTS**

In last month's issue of the Magazine, some space was devoted to reaction time. As has been stated before, there are many contributing causes to every accident, and while two or more accidents may occur which would appear to have been identical, a scientific analysis will prove that no two accidents are identical as to cause.

Train and Motor Coach operation depends on sight for approximately ninety-five per cent of all stimuli which govern responses of the operator. The clearness and accuracy of these visual patterns determine, in large part, the readiness and accuracy of the motor response. Any defect in vision may convey a faulty sight pattern to the mind and the motor response will be equally faulty.

Seventy per cent of all motor vehicle facilities occur at night when thirty per cent of the traffic is on the road. Space will not permit more than a very brief reference to the various classes of defective vision. It is, however, interesting to note that last month in the U. S., some 10,000 young men between the ages of 20 and 26 were given mental and physical examinations and only 2000 of them were accepted. By far the most important cause of failure was bad eyesight. More than 53 per cent of failures by the 8000 men who failed was because of faulty eyesight. Army authorities point out that they do not require a super kind of vision. Actually all that the army requires in their pilots is that they have "normal" vision. By that is meant, "without defects" and it has been shown that all too few people have such vision.

**Glare Recovery**  
The amount of time required to recover normal vision from glare is an important influence on driving practice. For example: a recovery time of six seconds in relatively rapid, which means that an operator travels, in that time, 396 feet at 45 miles per hour, practically blind and this distance would of course be increased according to any additional time required to recover normal vision.

**Degree of Side Vision When Looking Straight Ahead**

A normal field vision is 90 degrees in each eye. Restricted side vision is a hazard in operating the same effect

**CLASSIFICATION OF FEBRUARY ACCIDENTS  
RAIL AND MOTOR COACH ACCIDENTS  
February 1941 Compared With February 1940**

	Rail Passenger				Motor Coaches				Freight & Box Motors			
	1941	1940	Dec.	Inc.	1941	1940	Dec.	Inc.	1941	1940	Dec.	Inc.
1.	5	13	8	---	1	0	---	1	0	0	---	---
2.	0	0	---	---	0	0	---	---	0	0	---	---
3.	0	0	---	---	0	0	---	---	0	0	---	---
4.	109	119	10	---	28	18	---	10	11	3	---	8
5.	8	1	---	7	0	0	---	---	12	1	---	11
6.	0	0	---	---	0	0	---	---	0	0	---	---
7.	4	12	8	---	2	1	---	1	0	0	---	---
8.	12	12	---	---	3	2	---	1	0	0	---	---
9.	15	14	---	1	6	8	2	---	0	0	---	---
10.	0	0	---	---	0	0	---	---	0	0	---	---
11.	10	6	---	4	0	2	2	---	0	0	---	---
12.	0	2	2	---	0	0	---	---	0	0	---	---
13.	10	8	---	2	0	1	1	---	2	1	---	1
14.	5	7	2	2	0	1	1	---	4	3	---	1
Total	178	194	16	---	40	33	7	---	29	8	---	21

Total Number Miles Operated Per Reportable Accident	
Passenger Rail Service	Motor Coach Service
February 1941 .....5102	February 1941 .....14745
February 1940 .....6181	February 1940 .....20537
Decrease—Miles per accident...1079	Decrease—Miles per accident...5792

as "blindners" at the sides of the eyes. Deficiency of this nature would be the cause of operators not being able to see approaching vehicles at intersections from one or both sides, as the case might be, until they were nearly out in front of the operator, according to degree of the blind spot which this condition caused.

**Depth Perception**  
Distance judgment is very important in operating trains and motor coaches because defective judgment of relative distances may produce large errors in following, meeting, passing and stopping.

**Hearing**  
There are certain tones which are not recorded by the normal ears, and in many cases there are "islands of deafness" in the operator's hearing, which may under certain conditions, contribute in some degree to an accident.

**Color Vision**  
Color deficiencies have a higher frequency in men than in women. The operator may be color blind to a certain degree on any particular color, red, green, tan, black, etc.

**Sun Glasses**  
The use of sun glasses has the effect of cutting down normal vision anywhere from 25 to 50 per cent and would add accordingly to any other deficiency of vision. For example: Suppose operator "A" was driving a motor coach or operating a train and had the following vision deficiencies—A 10 degree blind spot in side vision, which would cause him not to see an auto or pedestrian approaching an intersection from the side until nearly upon and fouling

**TOTAL NUMBER PASSENGERS CARRIED PER REPORTABLE ACCIDENT**

Passenger Rail Service	
February, 1941 .....17604	
February, 1940 .....18583	
Decrease ..... 978	
Motor Coach Service	
February, 1941 .....19354	
February, 1940 .....32374	
Decrease .....13020	

**Accident Record of Motormen**  
Showing only accidents where Interferences with Automobiles were involved—First two months (January & February) of 1941.

Northern District	
42 Motormen, 1 accident each	
9 Motormen, 2 accidents each	
1 Motorman, 3 accidents each	
3 Motormen, 4 accidents each	
Southern District	
28 Motormen, 1 accident each	
11 Motormen, 2 accidents each	
3 Motormen, 3 accidents each	
1 Motorman, 4 accidents each	
1 motorman, 5 accidents each	
Western District	
85 Motormen, 1 accident each	
22 Motormen, 2 accidents each	
9 Motormen, 3 accidents each	
1 Motorman, 4 accidents each	
2 Motormen, 5 accidents each	

the track—was 50 per cent off in depth perception, which means that any object when observed appears to be 200 ft. away when in reality it is only 100 ft. away or whatever the nature of the depth perception might indicate. Reaction time was one and



one half seconds instead of the normal  $\frac{3}{4}$  of a second, during which reaction time if traveling 10 miles per hour would move approximately 22 feet before doing a single thing towards stopping and in addition to this, was wearing sun glasses which of themselves would cause further deficiencies of from 25 to 50 per cent. This appears to be an exaggerated example and about the worst that could exist, however, add that this operation was at night and the operators glare recovery time instead of being 6 seconds was 10 seconds during which time he would be operating practically blind for a distance of approximately 1450 feet at 10 miles per hour. Then picture this train or motor coach approaching a Highway Crossing at 20 miles per hour or 29.333 feet per second and a vehicle was approaching this same intersection from the side at 20 miles per hour, operator of that vehicle had the same sight deficiencies as the other, there would appear to be only one answer—"Another accident."

Many people with defective vision are unaware of this fact and not knowing of any defects, are naturally assuming that whatever they do see, is as it appears to them to be and have no way of knowing of any blind spots in their vision and the things they would normally see, which they do not see at all.

**IMPRESSIVE**

A young lawyer, seeing his first client at the door, thought to impress him. Picking up the telephone he spoke as follows:

"Yes, I got you a judgment for \$10,000. . . . Oh, well it was easy . . . all in knowing how, . . . er, pardon me (looking up) and what can I do for you, sir?"

"I've come to connect your telephone, sir."

**HER REASON**

The "cullud" lady gave her name, her address, and her age; and then the clerk of registration asked this question:

"What party are you affiliated with?"

"Does I have to answer that?"

"That is the law."

"Den you just scratch my name offen de books. Ef I got to tell dat party's name, Ah don't vote, dat's all. Why he ain't got his divorce yet."

**GOING HOME**

Johnson—I was held up by two men last night.

Jackson—Where?

Johnson—All the way home.

**FIFTH ANNUAL BOYS STATE**

The Fifth Annual Boys State will be held at the State Fair Grounds in Sacramento from June 21st to June 28th, inclusive. This year the Pacific Electric post of the American Legion is again sponsoring a boy to attend the school. The Pacific Electric Masonic Club will also sponsor a boy.

Experience has shown that good government depends upon an enlightened citizenship. That kind of citizen must have a fundamental understanding of the basic government of the United States. Therefore it becomes our duty, if we are sincere in our work for the building of good citizenship, to work for a keener interest in government among our young citizens.

The purpose of Boys State is thus attained: to let them learn by doing. From this practical school of government, the boys learn the part each one can play under our system of government—that each can run for office, that each can vote for the candidate of his choice, and thereby each can have a voice and a part in shaping the policies of government.

Much thought is being given to the solution of the Counseling Staff, with the idea of increasing the number of Counselors so that the boys may be better handled in smaller groups or "cities".

Last year there were 650 boys sponsored by the American Legion and various other organizations who attended the Boys State. This year plans are being made to take care of 700 boys. The Mess Hall at the California State Fair Grounds will be in new and larger quarters, making it possible to feed a much larger group at one time.

The Boy must either be a Junior in High School or in the first semester of Senior year and his parent employed by the Pacific Electric Railway. He will be chosen on general scholarship, student boy activities and interest in public welfare. A short competitive examination will be held the middle of May at the Pacific Electric Club.

The members of both the Pacific Electric Railway Post and the Pacific Electric Masonic Club believe that no finer contribution can be made, not only to the youth and your State, but to the future of our "Community, State and Nation", than a record enrollment of outstanding young men.

Applications are now being received at the Pacific Electric Club, or may be mailed to A. M. Cross, Chairman of the Boys State Committee, in care of the Pacific Electric Club.

*Your Credit is Established . . .*

It's a familiar phrase, but unlike other means of securing deferment of immediate cash settlement where you pay "only a nominal charge" for carrying your papers, we will PAY YOU to use your credit with us. Yes, that's odd but true!

Surely you've heard about the Pacific Electric Restaurant & News Service coupon books. The coupon books contain \$3.30 in coupons of 5c denomination good at all Restaurants, Fountains and News Stands in the 6th & Main Streets and Subway Terminals, the Long Beach and Pasadena Stations. And these books cost you only \$3.00! Of course, you may purchase the same books for cash, but if you prefer to "charge it" there are no additional charges and only \$3.00 will be deducted from your paycheck for the period in which the book was issued. You get \$3.30 in meals, candy, cigarettes, toys or whatever you want when you want it for only \$3.00—we pay you 10 per cent for using your credit with us!

To secure a coupon book "on the cuff", merely have your immediate supervisor issue a deduction order to you and present it at one of the following locations to secure the coupon book immediately:

**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

**DEPARTMENTAL NOTES**

**PURCHASING DEPARTMENT**

By Ray Cragin

Ruth Bushard was the first to take her vacation this year. This young lady traveled north, most of the time being spent at Paso Robles visiting friends. Maybe she was looking for that sunshine the S.P. boys tell us about every day from San Francisco.

James Livermore had a birthday on March 25th, and came in singing "Darling, I am growing old". He was rather surprised when the Mystery Trio called and wished him a happy birthday.

Dot Beranek continues to hold that old average up in the bowling league, and she continues to tell us about the wonderful Alleys they have in Wisconsin.

Bill Nicolay wants his friends to know that when the word is passed around that he spent the past evening in the dog house they should not get the wrong impression. He is completing a home for newly acquired pups.

Ray Milnes is a new member in this department, succeeding Ed Morris who now is in the payroll of Uncle Sam. It is a bright place now with so many Rays around.

Charles Wakefield is to retire as Commander of M.G.M. Post No. 1476 Veterans of Foreign Wars on April 22nd. There has been a decided increase in membership which speaks well for Charles.

James Kageley has left West Hollywood to labor in the Purchasing Dept. He advises that his residence is now in Southeast Hollywood.

**Following from Torrance:**

Ed Rand was a visitor a few days ago. He reports he has nothing to do and lots of time to do it.

Roy Confer is now at Veterans Hospital at Sawtelle. A visit from the boys would be welcomed.

Papa "Two-Gun" Cain with his two sons, "Sling Shot" and "Air Rifle" report hunting at Lancaster for rabbits, and no results. Bill Jolly reports getting two in the Torrance Mountains using pea shooters. Why go so far, "Two Gun"?

Fred Hopkins had a letter from his friend, William Laybourn of the U.S.S. Phoenix the other day and it said—in part: "Many thanks for the P. E. Magazine which is now going the rounds and is being enjoyed by all hands". The U.S.S. Phoenix is at Pearl Harbor, Hawaii and the P. E. Magazine has been a welcome visitor on board many of the ships of our Navy, thru the efforts and con-

sideration of Fred Hopkins.

Harold Reed is the fellow who drives the Ford delivery truck into the shop once in the morning and once in the afternoon and Harold says that now the rains are over there is nothing so exhilarating as getting out into the wide open spaces every day and enjoying life to the fullest extent.



Here is a picture of Gary and Gale Long, twin sons of Ralph Long. Several months ago we had a picture of these two youngsters, which goes to show children thrive at Strawberry Park.

**From West Hollywood Store:**

FLASH—The Cat who makes her home at this Store had 7 kittens on April 1st (and she was not fooling) in a bin in the Store. According to Store, rules are, items must be marked and classified. Fred Hopkins was seen scratching his head. He could make a bin tag but could not classify. 'Tis rumored the father was a movie actor on his way to Hollywood to play a leading part in a Mickey Mouse picture.

Attention J. Wageley. For Sale—Model V-8 Ford, cheap, running water, no brake trouble, no brakes. See Cliff Curle for further information.

**ACCOUNTING DEPT. NOTES**

By N. E. Cates

When Ed Uecker came out in a new SPRING outfit Friday morning, March 7th, he created quite a sensation. He not only jumped the season by a month, but he got the jump on everybody in the office by at least two paydays. The first Spring outfit of the year. And it looked as spiffy as any we have ever seen. The sox were shown only on request.

On the day the safes were moved there was so much noise we thought we were in a boiler factory.

Our sympathies to Betty Gorrell

on the passing of her mother on March 18th.

Lloyd "Long John" Wallace decided to make a vocational change—so he bid in on a job at L. A. Freight, 7th & Alameda. Good luck to you, Lloyd.

Wanta join an army? Ed Campbell's Awkward Squad is the name of this army. Ed himself is Top Sarg. He says "There will be no draft. I don't like drafts any more than A. Beseman, J. Hoover and E. Moyer, but fresh air aplenty." J. Pillbox-buster Hoaglund has volunteered to cook for the outfit so that he will not have to do any fighting, save to keep the rest of the outfit quiet until he can serve what he cooks. W. "Sh!" Weeks wants to carry the grenades and toss one now and then at the Top Sarg. I am going to be Secy.-Treas., call the roll each day around noon when I am pretty sure all members of the squad are up and dressed. A. "Fire-um-up" Manhart says that he personally will bring up the rear—and distance is no object.

Regret to announce the passing of another of our friends of long standing, W. G. Sherlock, March 26th at age of 78. He was on the retired list for the past eight years.

Wm. E. Reed, whose hobby is collecting pen and pencil sets among other notable things, has just acquired another pen and pencil set—a streamlined affair—two toned—will write any color says Bill and he stands ready to prove it.

The Freight Traffic Department, headed by Bill Knoche and Fred Willey, has moved lock, stock and barrel from the 6th floor to room 517. This move was made to allow for expansion of the Law Department. Lost a little altitude but not prestige. D. W. Layne also may be found there.

"Cy" Saunders had a two week tussle with the flu—he is back on the job now, a little thinner no doubt but going strong. The girls still flock around him at noon time.

Three new men in the office. Name of Raymond Smith, Kenneth Williams and Raymond Hileman.

No sooner had the last issue of the magazine come out with reports about Betty Enscoe and her educated skis, when Betty shows up on crutches. While skiing at Big Bear her right ski caught in a frozen ski track causing Betty to fall and twist her ankle and knee.

We will have to start a semi-monthly issue of the Magazine to keep up with "news-making" Betty Enscoe.

Those passing birthdays are busy again. This month we have a birthday for

- W. B. Benson ..... 2
- Mrs. Belva Dale ..... 8

Louis Tighe .....	23
A. F. Manhart .....	25
Mrs. Pat Wells (Maybelle) .....	26
Betty Enscoe .....	27
Hartley Hendricks .....	27
Edgar Morris	

(Now in the Army) 28

Bill Williams is the proud possessor of a two-story cabin located in Carbon Canyon. Would like some overnight guests this summer. You are in for it now Bill.

Rufus Handy is home sick. "Ruf" is having quite a time. Hope to see him back to work soon. You may visit him at 324½ No. Maple Drive, Beverly Hills.

Miss Templeton paid us a visit the other day; seemed to be feeling quite well. And who do you think she had with her? None other than Helen Maloney and Patricia Maloney, Helen's little girl.

Carmen Del Campo is the new girl in Room 325.

Mr. Morrison has just returned from a week's vacation to Salt Lake City.

Welcome to Ralph McCoy, the new clerk in Central Timekeeping Bureau.

Mr. Drake and Mrs. Prior have blossomed out in new spring outfits.

Al Beaumont spent ten days of March in the hospital due to blood poison. He is back on the job now and anxious to start training his bird dog, Duke.

"Say, Noble, how did you get that stiff neck? Too much air on your side of the room? Look out and don't get caught in the "Draft".—G.C.

#### MOTOR TRANSIT NOTES By M. J. Creamer

REMEMBER WHEN? Let's turn the clock back 20 years! J. M. Smith, who then worked for the Richardson Transportation Company, serving Sunland (from our present depot site) will tell you of that modern era. Smith came with M. T. Co., in 1926 and has been wheeling the buses over many a mile.

"When Sunland was but a cow pasture and Tujung—a rock pile, those were the good ol' days of the famous Sunland to Los Angeles Bus Transportation. The buses were called "stage coaches" and the operator—a driver, but he had to be more than just a driver—he was a Jack of all trades! He had to be able to rebuild a bus from one end to the other. Nobody knew what might fall apart on a trip—then too, he had to be able to solicit the help of his passengers in pushing the bus up a hill while the driver gave her the gun. We had powerful motors in those days . . . four cylinders, 24 horsepower, 16-passenger bodies. If a



REMEMBER WHEN  
"Wanno go for a ride in something DeLuxe?" That's J. M. Smith—alongside his bus in the good ol' days of 1926.

driver was lucky enough to make a round trip without breaking-down he was considered a "hero" and patted on the back for a week. Yep, it was a swell job . . . the hours were from 5 a.m. to 8 or 9 or 10 p.m. Sometimes—t'was 2 or 3 in the morning. (One time I got in at 5:30 a.m.—and all that was for a swell sum of four bucks a day.)

About our good highways in those days—our present Foothill Blvd., then called Michigan Avenue was a rough narrow strip of concrete, with sharp edges on both sides and a drop-off of a few inches to eight inches. If one was unlucky and dropped a wheel off the highway, he might go for blocks before getting back on again.



"It's the SAME smile on these faces TODAY—as it was some ten years ago"  
Charlie Cooper, Ernie Wheeler and Walter Deal. (Taken in early 30's.)

La Canada Hill was a steep canyon road where many times our power buggies balked, refused to go up hill without the aid of passengers who had to pile out and boost the ol' buggy up hill—then pile in and ride some more. Below Montrose there was a narrow high-crowned road with sharp curves sloping the wrong way and with deep ditches on both sides. (One time I came tearing down

through this area and when I hit the intersection where La Crescenta Avenue now is, the right front wheel and spindle decided to take a trek out through the grape vineyard which is now the location of the Oakmont Country Club). All down the line the roads were narrow and high-crowned.

Some of our stages were the peep-hole type. When it rained the passengers would put up their umbrellas—some would hold them up to the holes in the side-curtains, others would "accidentally" drop one down on the driver's head (on purpose.)

TODAY we have better conditions in every way. Finer equipment, smooth highways. Twenty years hence—what surprises are in store for us? Perhaps in comparison to now, there will be as much improvement in some ways as the past twenty years have brought!

IN MEMORY: The passing of Fred J. H. Peters (retired) baggage and express clerk, March 19th, was indeed a shock and a great loss to all of his many friends. "Pete" as he was known to all, was born January 21, 1871, at New Memphis, Illinois. After working for a period of years as manager for one of the Eastern Dry Goods Companies, he came to California and began work with the Union Stage Depot (then partially owned by Motor Transit) September, 1923, and continued with us throughout the various changes. "Pete" enjoyed good health throughout most of his life and when at the age of 53, he came with M. T. Co., and was examined by Dr. Chas. L. Sexton (1923) was marked first-class in his physical examination—a marking most rare, as men of that age usually pass "average". In September, 1938, Pete suffered a bad stroke and retired from service in June, 1940. Services were held at the Little Church Around the Corner with burial in Inglewood.

HERE AND THERE: Babe Larson—more than a "seamstress" at heart—yards of thread—sewing buttons on his britches. He CAN take it though—gang was dishing out remarks but he nary dropped a stitch! Too bad he can't be conscripted—the Army could use more "handy" men. Grace Minch, our smiling agent, Norwalk—being robbed of fifty bucks recently. Thugs interested only in folding money and jingle coins as no tickets, candy or other items were taken. Almost a hot time in the ol' town of San Bdo recently—fire broke loose in Sears store next to depot but no damage to our depot or equipment.

W. A. Cunningham (Relief Agent) landing job he calls "gravity"—and did he put on a telephone conversation JUST for our benefit to the

little lady at home . . . "You know, honey, I'll have to break my other dollar of the two-dollar weekly allowance if I have to eat out, etc., etc.—ending with love and kisses" (Page Howard Strong). Guy Rhinard made a trip to Fresno and vicinity visiting his aunt and uncle. They made trip into Mother Lode country—scene of many rich gold discoveries in the past. Had excellent trip. T'is is small world after all as on the train trip homeward, who should be aboard but Otto Gardner, just returning from a "quickie" trip to Seattle, Wash., where he visited his daughter. Bob Cruson's wife out from Oklahoma to visit him . . . this time in a DeLuxe Ford—but back to Oklahoma again. When pressed for comment on former statement of she, owning a Mercury, he said "well, she did have—but I don't hear any more about this!" (Amen.) Guy Rhinard moved again—housewarming is WHEN? He didn't say just when he wanted to break his lease—so be patient, gang!

Newt Potter bid in warehouseman-clerk position in San Berdo and nice hours—Sunday off n'everything! Now he can go to church and get religion! Wm. M. Edwards bid in on "Newt's" job—and is living out of his suitcase by now. A congenial chap . . . and best of luck to you, Bill. G. R. Thexton breaking in at local sales. Brother Wherry back in harness! Freeman Morgan (Red Cap) on a salary set-up now and CAN he smile? Seems as though the minute the order came through he was pounding the doors of the P. E. Bldg. for his first check . . . but let him tell you about that! Planning his new Easter outfit—double-checked suit, yellow tie, and my! my! (Maybe we will get ink wells washed, brass polished and office dusted now—but then again, I said MAYBE!) Ed Morgan (Nite Janitor) caught between two street cars—the story varies, but anyway, both he and his car got banged up proper . . . but he's on the mend and back to work again!

A. M. Henson being ever so careful with setting eggs he brought in for Owen Whitaker. Along came Barnum—and his curiosity led to dropping them . . . but he PAID OFF! Owen, in remarking about my head cold said "too bad—but those things always hit the weakest spots" and I think that's complimentary, or doncha? (I'll ask Marion Snowden sometime.) Mrs. Jehl being confined to bed for some two weeks now and ordered to hospital for treatments. May her recovery be rapid!

OFF THE RECORD: Howard Strong has been growing fuzz on his upper lip (some call them mustaches) Reason he states is that his wife

complains about her greying hair and that he looks too young for her—so he is growing the gadget to LOOK older! A gallant gesture but we don't have to believe!

SNOOPS: Harry Finch telling Johnnie Knapp where he could get a good German Leuger pistol (in nearby hockshop). Knapp went to inspect it (he collects guns as a hobby ya' know) and t'was nothing more than an air pistol. Space—for a slow burn!

THINGS I'D LIKE TO SEE: A. M. Henson giving his hens a "pep" talk. Marion Snowden dishing gossip at a sewing circle (Meow). L. S. Radcliffe dressed up in short pants, a Buster Brown collar and on his way to church. Adolph Zmoos in a cowboy outfit riding a bucking horse. Walt Rorick romping on the sands of Ocean Park in his shorts and mingling with the society folk. Guy Rhinard living in a room with nothing but mirrors in it! Tommy Daiker looking unhappy! Charlie Cooper doing a ballet. Jim Tucker crawling on the floor with his trains, saying "toot, toot."

DOWN SAN BERNARDINO WAY: Where there is news—there is Max Hess and vice versa. The only trouble we note is that it isn't fit to print mostly except sometimes. "Neither snow, nor storm, nor sleet nor darkness of the night—nor ticket clerks shall delay these couriers in the swift completion of their daily appointed rounds" might be a new motto for the postal boys. Even if he had to pull a pistol—and pull it he did—and on whom? Max Hess, you guessed it! Seems Max wanted a truck for baggage and the mailman wanted it for mail—the latter got it but not without a struggle. Max struggled getting out of the door and away.

ANNIVERSARIES with the gang! S. P. Carr, 18 yrs.; R. C. Fabun, 16th; Arno Laughlin, 15th; C. D. McCollum, 14th; Pete Mallinckrodt and Ernie Wheeler, 13th; Ronald E. Sype, 12th; E. C. Pearson, 6th; and E. W. Barnett—the 4 year old! Congrats to Wake Wakefield (Sup't. Office) for his 5th year—and hooray for those pass rights!

HAPPY BIRTHDAYS in April: Stanley Moore (1); J. M. Smith (7); A. L. Cox (18); H. A. Bubier (22); A. G. Evans (27); and the triplets: R. E. Drayer, E. H. Harper and C. H. Miller (29) but not forgetting Ronald E. Sype 20th). Many Happy Returns!

PATTER: Patron remarking: "Now if this is a shaky bus—I don't want to ride it. Got heart trouble and last time I rode in one, I almost died!" (Maybe a cure would be the roller coaster at Long Beach—or turning the pages back to yesteryears

when equipment was really something for the nerves!)

THIS MONTH'S QUESTIONS: When does Walt Deal smile his "cat at the mouse" smile? WHY is Owen Whitaker so interested in his vitamins? WHEN does Howard Strong like to sing and in WHAT key? (I'll answer the last part—OFF KEY!) WHY does Geo. Jehl RUN for the stock room when a knock comes at the door? (Will let you in on this one—it seems there's someone on his trail, (Salesman or otherwise) who can jabber more and longer—than any six women at a sewing circle and you know, George is SUCH a good listener! WHY does Honest John Brown wear dark glasses so often? WHY did E. Thorp ever have to meet up with the TATTOOED LADY? WHY is the Foothill bus line called the "LIMITED" by clerks and "THE LIMIT" by patrons? Frank Pilkerton with a quart jar of honey to sweeten up WHOM? A little "boid" sent me in this question—WHY is John Haesy so HANDSOME? MY LAST QUESTION: IF this is YOUR Magazine—WHY can't each of you help out with some NEWS ITEMS? Am resorting to the album now—so WHAT NEXT?

#### SOUTHERN FREIGHT DISTRICT

By J. E. Neville



#### A PAIR OF YARDMASTERS

Left to right: Brooks Allan. Entered his railroad career with the Pacific Electric R. R. Co. in the Store Dept. Transferred to the Transfer Dept. as a Brakeman and qualified as Freight Conductor and finally qualified as Relief Yardmaster. D. A. Martin entered his railroad career as a call boy with the C. & A. R. R. in 1901. In 1905 in the Transportation Dept. as a Brake-man to 1919. Came to California in 1919. Entered the Transportation Service with the Pacific Electric R. R. as Freight Conductor to August 1920. From 1920 to August 16, 1923 with the So. Pacific R. R. Returned to the Pacific Electric R. R. in 1923 to date. Qualified as Yardmaster in October 1938. Our best wishes to these two young gents.

Happiness adds and multiplies as we divide with others. The value of all things, even our own life and time depends upon the use we make

of them. How would we qualify? Do we? Respect honest differences of opinion? Respect the law? Do we seek to understand economic progress? or have defenses against propaganda? Measure scientific advance by its contribution to the general welfare? Accept our civic duties? Show an awareness of the disparities of human circumstances? Act to correct unsatisfactory conditions? Try to be economically literate? Cooperate as a member of the world community? Act upon an unswerving loyalty to democratic ideals. These are "Do We" for intelligent citizenship in the good old U. S. A.



A half dozen in Butte Street Yard. Can you name them "True or false"?

Notice in the 160th Infantry at San Luis Obispo camp, the name of Wallace Johnson, son of F. W. Johnson, Brakeman (Smoky). Young Wallace was graduated from Fremont High School in Chemistry and done 3 months course at the County Hospital and enlisted in the Medical Corp at the 160th Infantry Reg. and is now a full graduate quartermaster in the Hospital & Medical Corp. Good luck to him and our filicitation to the Johnson family.



**WINGFOOT P. M. JOB**  
Left to right: F. H. Saltmarsh, Brakeman; D. W. Yeager, Conductor; L. L. Norman, Engineer; A. S. McNabb, Fireman.

We are glad to see these boys who have been laid up in sickness for some time back, on the job and fully recuperated. F. Hughes, Chas. Ronco and G. W. McClean. Joe Bush and I wish them all the best of health. Our sincere regrets to Sidney



**EXTRA BUTTE ST. YARD SWITCHING**  
H. P. Erlmaneres, Brakeman; R. R. Ruse, Brakeman; H. A. Holmes, Conductor; Geo. Copp, Motorman; L. Marshall and K. G. Warner, Brakemen.

Burge who was painfully injured and is at the St. Vincent Hospital. We wish Sidney a speedy recovery and to be back on the job soon.

The other night, it seems Pappy Tang was getting ready for bed when he thought he heard a noise in the chicken house. He had disrobed clear down to his long underwear, but he didn't want to take time to put his clothes on again, so he just slipped on his shoes, grabbed up his trusty shot gun and the flashlight and went out to investigate. Reaching the hen house, he threw open the door and sorta squatted down, as I understand it, pointing his gun



**EXTRA BUTTE STREET YARD**  
Left to right: Ray Moran, Trolley; M. Greco, Motorman; J. F. Luther, Conductor; R. F. De Frank, H. G. Warner, C. H. Spence, Brakemen.

and flashlight toward the roosts, and peering into the void . . . Well, you know the seat construction of long drawers—about that time his old Collie dog came to see what was going on, touched the rear of our chicken-raising constable with his cold nose, and pappy unintentionally killed 14 of his best pullets.

Sincere condolences to H. G. Woodworth and family who mourns the loss of Engineer Woodworth's father who died in Long Beach in the early part of March. Mr. Woodworth's father was buried in Marshfield, Oregon. We extend our heartfelt sympathy in their hour of bereavement.

Please don't forget if you want to join the Butte St. Yard "Austin Auto Club." Apply to R. Moran,

president or Roy Doron, sec.-treas. Drive for membership now and we understand to a specified limit.

### CONDUCTORS' ACCTS. BUREAU

By Marion Snowden

Remember this: "The woman who keeps her chin up won't need to have her face lifted."

#### Winchie at the Keyhole:

Well, here we are again, flying under the old banner, with more notes than you could shake a stick at. That's the stuff—it pays to say what you think, sometimes—other times, you'd better think what you say.

We're glad Walter Watchall took advantage of the opportunity of interviewing us last month on the subject of angling, because look at what our department can produce in the



way of fish! Martha Smith, the lady in the picture, went fishing up at Noah Beery's Paradise Angling Club at Valyermo (that's all right, Noah, we're glad to give you a little plug), and walked away with the best fish of the day, a 2½ pound trout, 19 inches long. She not only won highest honors and a dollar a pound, but she also won the right to wear Noah's hat, as per picture. Aren't the three of 'em cute?

Well, it seems our gals do get around. Esther Craig attended Gene Hersholt's broadcast at Columbia the other night. Nell Flanders and Eddie went to hear H. V. Kaltenborn AND Dorothy Thompson. Asked about the threatened Nazi picket lines, Nell said there might have been a picket but no one could find him.

That other getter-about, Mildred Edwards, spent a weekend of her vacation in Fresno visiting her mother and dad. She says the wildflowers were gorgeous. With all that rain,

they would be, if they weren't drowned.

Personal and Warning: The guilty gal who takes a certain umbrella to the movies and home nights without a by-your-leaves, is known. Said umbrella has been pizened, or has a trick spring that sho will get you ef you don't watch out.

Speaking of umbrellas and rain, it's rumored that someone started out to play Cupid one evening, but it rained so hard, the arrow got lost in the flood.

And speaking of Cupid, Florence Haldeman blossomed out with a new diamond ring on her appropriate left finger.

Operator Cox was in to see F. H. again?

Agnes Heckman will soon be in the class called Flopsy if she flops many more times. Last month it was in a puddle, this month down the theatre stairs at "Meet John Doe". Hm, she must have been in a mighty big hurry to meet him.

Did anybody notice the Finnegan green lei and bracelet Nina Robertson wore on St. Patrick's Day? (WHO DIDN'T!) They say she made them herself. Now that you're in the Magazine AGAIN, Nina, how about piping down?

Say folks, try this on your piano: Write down your house number, multiply it by 2, add 5, multiply it by 50, add your age, add the number of days in the year, subtract 615. The remainder will be—last two figures, your age; other figures, your house number. Slick, huh? But don't let anyone put it over on you ticklish-about-your-age people.

Arvilla Curran and her family were among the fortunate ones to receive an invitation and admission cards to the Consecration of Bishop Joseph T. McGucken, which took place in St. Vibiania's Cathedral on March 19th. We understand that Mr. and Mrs. Bill Keelin were among those present, also.

Our sincere sympathy is extended to Betty Gorrell across the way, in the recent passing of her mother.

It was a shock to everyone of us to hear that the illness of W. G. Sherlock ended in his passing away on March 26th. He was known and loved by all of us who for years were served by him at the Cashier's window. To his family, two of whom were former members of this department, we give our loving and heartfelt sympathy.

Among visitors lately at the office were Edith Simeon, Mildred Goodwin Slocum, Lucia Wagner, Matilda Johnson Garball, Elizabeth Reckweg, Miss Templeton, Helen Quigley, and 11 months old Miss Patricia Quigley. And does she go to town when she has hold of a couple of fingers!

Miss Templeton was up a day or two before that to keep a luncheon date, but the luncheon dater had run out on her. . . . Remember, Mr. Suman?

What person in our office should have been a prosecuting attorney on account of she always uses against you whatever you say?

Here's a trade last for Florence Davis, that "cute little trick". Grace Anstead of Information fame thought she was Winchie. What a shock when she found out what a dignified person the real Winchie is! ! !

Lois Brown, celebrating one of her annual birthdays, was treated to a dinner by Dorothy Littlefield, Esther Quast, and Esther Craig. What interests most people is what did they have to eat?

Vacations are starting again for this year, what with Esther Craig going to Death Valley. She took along a cousin and a tent . . . no, not a cat, Dorothy.

Well folks, a few more comparings and we'll have waded through another succession of dots, dashes and red ink found in the annual ICC reports. Every Tom, Dick and Harry who could sling a mean pen was pressed into service to write and read 'em back. It's more fun than a barrel of monkeys. Some of the boys even threaten a party. Bring on the party, boys, and the sky's the limit.

Note to Jimmie Adams who sometimes gets into real columns: You forgot to mention Stewie Canning's curly hair. Had you brought that out with the "light brown", Stewie's intended wouldn't have stood a chance against the hordes from Conductors' Accounts.

PS to Uncle Tommus: Thanks Unc, for the tip on the typewritten page. After much and long stretching, my neck is on the road to recovery. Being pretty close to that last inch, I'll sign off. Goodbye now.

Is there any way of toning down the shadow of this elegant fish? I mean the one Martha has on her finger.

### WEST HOLLYWOOD

By G. R. Stevens

Billie Jo Baird, talented pianist, grand-daughter of Motorman J. C. Crawford of West Hollywood, graduated from the Sherwood Music School of Chicago. The Institute of Musical Art presented a piano recital assisted by the drama department at Barker Bros. Auditorium on Saturday March 8th. The presentation of the diploma to Billie Jo was made by Mr. Raymond G. Hand and for the program recital she played the selection of Nocture in F. Sharp Major by Chopin. Miss Baird is fifteen years old, attends Hollywood High School and plays for the Glee



Club and other social activities. She will continue with advanced musical studies for a teacher's certificate to teach music. Besides being an accomplished pianist she is active in Christian Endeavor work. Billie Jo is an outstanding speaker and Christian leader in the young peoples' group and has appeared in church plays. Was appointed by the Official board of the Alvarado Church to serve as one of the organists for the church, which is a distinct honor. Motorman J. C. Crawford has bought a home on Liberty Street and is planning to move in immediately.

This year Spring was ushered in with the roar of a lion as the old saying goes, and the spring air has brought on the old desire for vacations again.

Motorman Bob Hooper and wife are planning a vacation trip the first of May and will be away thirty days.

Conductor A. Carstens is leaving on an extended thirty-six day leave of absence on April 26th. He will make a rail trip east, going to Houston, Texas, then north to Chicago, and on to Davenport, Iowa, where he will visit with his mother. From there he will go from New Orleans to Port Tampa, Florida, then by boat to Havana, Cuba, then back to Miami, Florida. Then to St. Petersburg, Atlanta, Georgia, and Memphis to Chicago. Conductor Carstens plans to return to Los Angeles by the way of Kansas City.

B. B. Starr, freight motorman of West Hollywood, who has made an interesting hobby of miniature trains and equipment is going to have one of his miniature engines, an S. P. 3800 type, used in a motion picture, which is being made by Metro-Goldwyn-Mayer.

Motorman R. J. Hintz, secretary of

the Wednesday Club, was accompanied by Motorman Carl Ogden and A. Pearce on a fishing trip recently to the famous Santa Ynez where he caught the dandy 26 inch steel-head trout he is holding in the picture.



Conductor Castles and wife have dated the stork for the latter part of July.

Some of the old timers can remember when the Hollywood Boulevard and LaBrea area was a Chinese vegetable garden. It is also interesting to know that Mr. Sanborn owned a large tract of land at Hollywood junction. Mr. Sanborn's daughter married a man by the name of DeFrees. Old Sanborn Avenue now Hollywood junction was first named DeFrees avenue. Lacienea in Spanish means "bog" or "swamp". Quite a change from Hollywood as it is today.

We hear that Motorman R. G. Miller, San Fernando line, wrote a book around Army life and sold it recently.

S. J. "Sid" Burdge, freight brakeman, was seriously injured recently when struck by an auto and is in St. Vincent's Hospital. Reports are that he is improving.

Conductor Joseph Mahon of West Hollywood is also convalescing in St. Vincent's Hospital.

C. E. Whittle, one of West Hollywood's popular conductors who went to Glendale to work on the buses was seriously injured in an accident but is reported recovering. The boys at West Hollywood all wish these trainmen on the sick list a speedy recovery.

The father of Conductor F. T. Sweat of 964 Palm Avenue passed away at the age of 82 in Wichita, Kansas. Conductor Sweat made a hurried trip east and was away eighteen days.

We are sorry to report that Conductor Frank M. Wood, of OPCH, passed away recently from heart trouble.

#### TORRANCE SHOP NEWS

By Carleton B. Bell

**HONOR ROLL:** A little bit late but all the more emphasis on the congratulations—Kenneth Roberts of the Carpenter Shop was married January 4th to Miss Lorraine Rust of Minneapolis. They were married at Yuma, Ariz. My personal apologies to Mrs. Roberts for indicating in a former issue of this column that Mr. Roberts had gone to Chicago to visit his best girl whereas in fact he had gone to Minneapolis.

Howard Bernhard and wife are proud parents to a brand new girl born February 26th, weighing 8 lbs., 9 ozs., named Shirley Louise.

Bill Tingler and wife are celebrating the arrival of a new daughter also. This is their second child, their first being fourteen years old. This ought to make a much younger acting man of Bill—he had been getting mighty serious lately and needed the younger viewpoint on lots of things.

Tony Zahradnik and wife are on an extensive trip through the East but especially to let the Mrs. get over her homesickness by having a big visit with their daughter Glory who is studying music in the big city.

I have always been interested in that remarkable sweater big Tom Laurison wears on special occasions so I asked him about it. It was made by the Indians of British Columbia who knitted it with wool yarns made by rolling the wool, right off the sheep, back and forth on their knees until they make up yarns of the desired size and length. The designs are of their own origination, evidently meaning much to them as they at once remind one of the totem poles erected by the same tribes.

Don Sargent, painter, must be like the sailor that goes for a boat ride for his holidays. Don loves to paint, even on week ends and holidays. Done a fine job for me recently.

Frank Whiting, son of Winder Sanford A. Whiting, has been selected by the Torrance Post American Legion, to be sent by them to Boy State at Sacramento next June. This is quite an honor for any young man as well as a wonderful opportunity to "learn by doing" the inner workings of our governmental structure. Maybe Frank will be the next Boy State Governor—further reports on this later.

Last month's P. E. Magazine contained a picture of Harry Pierce—of the "Gay Nineties" and many folks

hearing about the picture but not at first seeing it took it for granted that the picture of the little nude on the front cover was IT. Love of truth makes me to say that Harry in his greatest moments did not compare with that beautiful little one.

Walter Bloomfield retires March 28th after serving more than fifty years as a machinist, a little more than thirty years of them with the Pacific Electric. Walter left many real friends for everyone that ever knew Walter was his friend. As a going-away gift the gang presented him with the finest possible automobile radio and had it installed in his new Studebaker car. No wonder Walter was all smiles the last few days he was with us. Several years ago Walter had the misfortune to break his pet hammer which he always claimed his great-grandfather had made by hand many years ago in England and which he had brought to this country with him some forty years ago. Someone conceived the idea of having this beloved hammer repaired and given to Walter on his last day. This was done and the hammer looked like it never could have looked before—nickle plated, beautiful cherry handle, name and date of retirement of the owner, and tied with a big red satin ribbon. But the fly in the ointment was the fact, whispered about, that when the rust was rubbed off it was found the hammer bore the mark "Made in Sweden".

Fred Kendrick is getting rested after a vigorous year spent taking care of a large yard with garden, etc., etc. He is now back in an apartment and enjoying the needed rest periods of each evening and week ends. After all - - -

Was sorry to learn in the Blacksmith Shop that Albert Meeker had gone to the hospital to have an appendicitis operation. But was glad to hear that Charles Chaplin (not movie) had so far recovered from his appendectomy that he was out and visiting with his daughter Ada and her family in San Francisco.

John Smith, Leader in the Babbitt Shop, has recently had more bad news than his share. Received a letter telling of the death of his aged father in the "Georgian Republic" under Russian rule. Then a little later another letter telling of the death of his brother in the same part of the world. The John Smiths were originally from Lithuania but had gone to Georgia more than fifty years ago as school teachers.

Louis Stroh of the Tin Shop has recently bought himself a 16 ft by 5 ft. boat which he intends to use as a live bait fishing boat this summer. He has secured four large volumes on navigation and is studying hard

on them so as to feel safe in case an ill wind blows him and his vessel out of sight of land. Ingild Neilsen is teaching him what time he can spare.

Speaking of Ingild Neilsen—a good old Norseman name, and he has lived a life in perfect keeping with the name and its reputation up to date. He has followed the sea until very recently when he "came ashore" to make a home for his two daughters, their mother being dead. Neilsen spent several years on the good ship San Pedro, plying between ports of Mexico, Central and South America, in the hardwood trade. He had many opportunities for BIG fish stories and we hope to have some of them next month together with pictures to back up the stories. No pics, no stories.

Henry Bell seemed downcast when I called upon him in the Carpenter Shop for news. It seems that his wife was entertaining her club at their home in Compton and did not expect anything for supper but what the ladies were good enough to leave from their refreshments. Henry did not seem to think these leavings were quite the thing to satisfy the hunger of a hard working P. E. Carpenter.

Walter Neilsen has a new watch which he says he sets by the stars. Must be the Hollywood Stars for the watch was pretty fast when I looked at it for the correct (?) time.

Bill Williams, painter, had the misfortune to lose one of his shoes recently. He had developed a manner of taking off his shoes that saved time, usually. He left them unlaced so that when the whistle sounded at quitting time all he had to do was to kick hard and each shoe came off, to be picked up next morning. The last time Bill did this stunt one shoe sailed up to the roof and stuck behind a rafter and DID NOT come down for several days. In the meantime Bill's shoes were not mates. I think Bill is developing a new technique for removing his shoes.

See Paul Huffer driving a new Ford sedan to work. That beautiful green color goes just right with Paul's eyes and complexion.

Which reminds me of the big new parking space which "at long last" we have. It was a long and tough wait but it is wonderful now that we have it. No need at all for parking in the street now. Many thanks to those in authority who made this fine improvement possible. I guess Don Bernard and his hard working boys are glad all the rock is spread.

Bride: "I saved \$2.19 out of this week's allowance."

Groom: "Fine, how did you do it?"

Bride: "One of the installment collectors didn't show up."

## It Is a Hundred-to-One

You will pay more for services at a large, advertised mortuary than you will pay at a small mortuary. The same is true in most lines of business and never before has it been as vitally important as it is today for small men to patronize each other.

Do you know that in the undertaking business a casket is a small item in the cost of most funeral services. The big expense is overhead and with some firms you may pay for high pressure salesmanship (conversation is a better word to use); and in some cases the large mortuary is able to get a better price for conversation.

Unlike establishments engaged in merchandising, volume of services performed by a mortuary does not make a great deal of difference. It takes just so much time and labor to properly care for a service. If a mortuary has volume, it requires more help and more mortuaries to give the required service. When it is figured out, the cost to the large mortuary, in most cases, is greater than the small one. As the casket cost to both is about the same, a large item of expense in the undertaking business as a rule is conversation.

As a small mortuary, we are able to give a complete funeral service, including a cloth covered casket and all items necessary for a high class service, for as low as \$50. We also have a service, including our DeLuxe casket, for \$100, and a twenty gauge steel casket, including all services for \$200.

Our "Before Need Plan", we think, is better than any burial insurance plan you can buy. It is called "Bank Funeral Fund." There is no age limit nor medical examination. Your funeral is all cared for the day you start a small deposit with the bank. In no way can you lose, as the money is deposited to your own account in your bank.

If you have any intention of arranging a "Before Need" service, do not do so until you have investigated this plan. We are sure you will say it is the best way and we say the safest. We invite you to call and see for yourself.

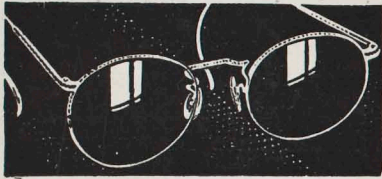
The small mortuary may not serve the most but it does serve the best. It does not have an elaborate establishment—fine oil paintings, statuary, etc., to help build up a big funeral bill. It has only service to sell. You may think we are frank in our statements, but the truth never hurt anyone.

If the time ever comes when you do need a service of this kind and you do not care to deal with us, we ask you to seek the services of a small mortuary. It is one hundred to one you will be better satisfied and save money.

Graham & Isbell Mortuary was established in 1922, at 915 West Washington Boulevard, Los Angeles, California. Phone PProspect 5590. Hundreds of families we have served as our best recommendation.

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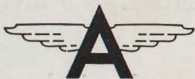
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