

AUGUST-1941

PACIFIC ELECTRIC

*Magazine*



GIVE TO  
**USO**  
UNITED SERVICE ORGANIZATIONS





Vol. 22, No. 2 Aug. 10, 1941

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

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

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

E. C. THOMAS.....EDITOR

TWO important matters are now before all of us for consideration and action; and, another will present itself in the not far distant future. The two that have been called to our attention by President Smith are the campaigns for support of U.S.O., and that of National Defense Savings Bonds. The one yet to come, also of prime importance, is the annual support of the Community Chest. With the U. S. O. campaign we got off to a late start, but at the time the Magazine goes to press, response from employes is coming in and it is hoped that by mid-month our response to the welfare of our boys in the service will have amounted to several hundreds of dollars. The purchase of National Defense Savings Bonds is not altogether an unselfish matter, for the purchase of these bonds helps in two ways—we provide the Government with necessary funds to meet the needs of defense, but, at the same time we are laying aside a thrift fund in a manner that later will return more than was put into the bonds. The purchase of the bonds by those who are able to do so, reflects patriotism. True it is also, that there are many, just as patriotic as their fellows, who will be unable to make this investment. It is all a matter of ability, volition and conscience. Each of us must make our own decision as to what we can do. Likewise, support for the Community Chest must be voluntary and come from the heart. The need of that agency of helpfulness is great, and doubtless, as in the past, our employes will respond nobly.

LAST month President Smith in a full page article called attention to the hazard of fire, due to the carelessness of vacationists, and asked full cooperation with the forest service in preventing disastrous conflagrations. Since last month, very serious fire have occurred in the west and northwest, practically every one of which were due to carelessness.

## United States Defense Savings Bonds

### President Smith Provides Opportunity for Employes Through Pay-Roll Allotment Plan.

In a pamphlet issued by President O. A. Smith, under date of July 1st, is a plan whereby employes of the Pacific Electric may aid in National Defense by acquiring National Defense Bonds on a time-payment saving plan.

As an introduction to the circular, Mr. Smith says: "Employes desirous of helping the Government in its National Defense effort, and at the same time adopting a plan for systematic saving for their own future, will be given an opportunity to purchase United States Defense Savings Bonds and pay for them in monthly installments through pay roll deductions.

Under this plan (explained in detail in a pamphlet that may be obtained upon application to the head of your department) you may purchase Series "E" Bonds, which are direct obligations of the United States Government, maturing in 10 years.

Your participation in the plan is purely voluntary. It has been worked out by the Company for your benefit and convenience. It gives you an opportunity to contribute to the immediate needs of National Defense and at the same time provides you with a sound investment for your savings."

Defense Savings of Series "E" are issued only in registered form the purchase price and maturity values being as follows:

Purchase Price	Maturity Value
\$ 18.75	\$ 25.00
37.50	50.00
75.00	100.00
375.00	500.00
750.00	1,000.00

These bonds are dated as of the first day of the month in which payment of the purchase price is received by the Government, and will mature and be payable at maturity value ten years from such date. The bonds may not be called for redemption by the Secretary of the Treasury prior to maturity, but they may be redeemed prior to maturity, after 60 days from date of issue, at the owner's option, at fixed redemption values. No interest as such will be paid on the bonds, but they will increase in redemption value at the end of the first year from issue date, and at the end of each successive half-year period thereafter until their maturity, when the face amount becomes payable.

The Series E Bond preserves the character of the Savings Bonds which have proved so popular in the past. This bond is issued to meet the needs of the small investor, who can buy for \$18.75 a bond that will appreciate in value in 10 years to \$25. Larger bonds up to \$1,000 are issued at the same rate of appreciation, which gives an investment yield of 2.9 per cent to maturity in 10 years after issue date.

Monthly allotments of earnings for the purchase of Series E United States Defense Savings Bonds shall be in multiples of 50 cents, subject to minimum allotments for each denomination of bonds as follows:

For Bonds Having		Minimum Monthly Allotment
Maturity Value	Issue Price	
\$ 25.00	\$ 18.75	\$ 1.00
50.00	37.50	2.00
100.00	75.00	4.00
500.00	375.00	20.00
1000.00	750.00	40.00

The foregoing are minimum monthly allotments of earnings that will be made for the purchase of bonds of each denomination. If convenient, however, larger monthly allotments are recommended as increased allotments will reduce the period of accumulating the purchase price of each bond, thus permitting earlier delivery thereof. As increase in redemption value of bond does not begin until the end of first year from date of issue, it will be advantageous to purchase bonds of a denomination that can be paid for in the shortest time.

Deductions covering monthly allotments will be made on the first period pay rolls.

All employes interested in taking advantage of this plan to acquire Bonds, should contact immediate superior, who will arrange to get you the pamphlet containing all particulars with reference to the bonds and will supply all forms necessary for you to fill in and sign.

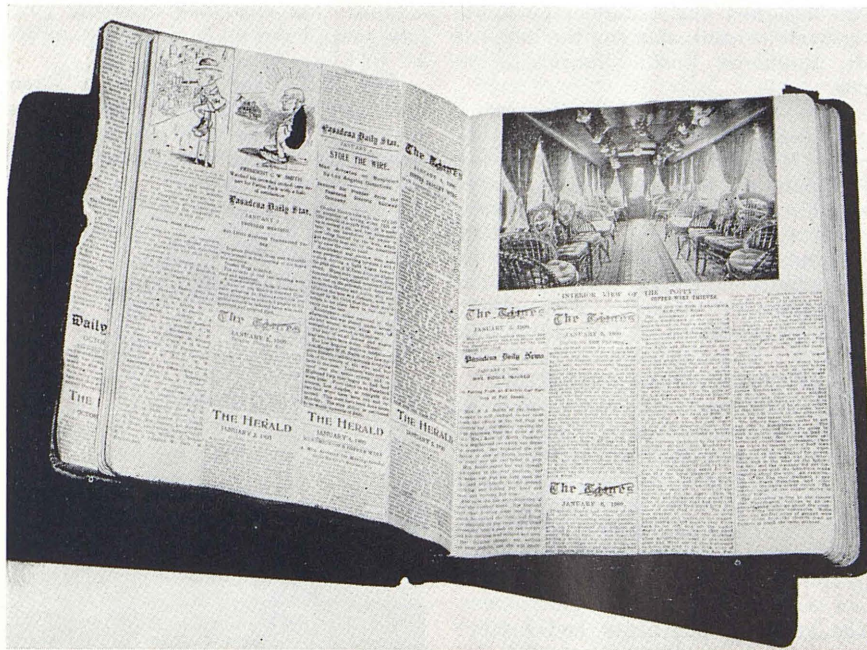
### RETIRED EMPLOYES' PICNIC

A "Joint Get-Together Picnic" of the Long Beach and Los Angeles Chapters of the Retired Railroad Employes of America will be held at Bixby Park, Long Beach, Thursday, August 14, all day.

Mr. B. Y. Wilson of Brownsville, Tennessee, the originator of the Pension Plan has been invited to deliver the principal address. The Long Beach Municipal Band will give a special program. All Pacific Electric Railway Employes and their families are most cordially invited.



## Early History Comes To Light



### Strenuous Days of Railroading In Pasadena Recorded In Four Volumes

Forty-four years ago, in Pasadena, a young woman in the employ of the President of the local Pasadena Railway, began a series of scrap books, in which she very meticulously and with studied neatness of effort began to record, through newspaper clippings, all matters relating to the railway and electric lighting matters. The result was not only a work of art as regards scrap-book making, but the record, as it relates to the establishment of Pasadena railways and to the vicissitudes of the lighting company of that day, is most accurate and complete.

The books were brought to light one day recently by one of the Auditor's staff while digging through one of the file vaults in search of some records; and, when their contents were disclosed, work was brought almost to a stand-still in the accounting department while they were being reviewed.

Who the young woman was, is disclosed on the first page of Vol. 1, on which appears; first, a list of the city ordinances of Pasadena, by numbers, relating to the establishment and operation of horse cars; and, next, a copy of a letter in which the then City Attorney, tells the company that provided the lighting for the city, just why a certain proposal would not work. On the upper left-hand margin of that letter is to be found the clue as to the identity of

the keeper of the scrap-book history, for we find there written "Copy—C. B. T.;" and, being familiar with the handwriting of a certain "C.B.T.", the identity is Clara Belle Templeton, until a few years ago head of the Conductors' Accounts Bureau, now retired, and held in most high esteem by all of us "old-timers" who have known her for these many years. It is not to be wondered at, that under her hands neatness and completeness of records were maintained.

We may sometimes think that we of these days have some problems in the way of franchises, services, fares, relations and politics to contend with in the operation of a railway; but, oh brother, when you have read about some of the "goings-on" of 1897-1900, life today is just one glad, sweet dream.

And, did the newspapers of that day and age do their stuff. It is evident, from the articles we have briefly reviewed, that the editors used vitrol for lead in their pencils, their dictionary contained nothing but words whose definition was sarcasm, and nothing was left to the imagination of the readers as to just what was meant. They never called a spade a shovel, and for most of the characters assailed in print, choice "knick-names" were concocted that were undoubtedly "fightin' words."

Gee, things must have been up and comin' in Pasadena in them thar days, and to think, Clara Bell was a witness and recorder. Gosh, we'd like to have been there in a nice soft grand-stand seat, behind bullet-proof glass. Reminds us of some of our

days back in Missouri, when Ed Butler's grand, or Jim Prendergast's followers put on the war-paint; or, feudin' broke loose in Boonslick.

1897—Forty-four years. "Time marches on."

### DISPATCHERS HAPPIER

No one ever knew a Dispatcher who was completely happy. They just don't grow that way, and it is not to be wondered at, for if there is a tribe on earth who have every reason to acquire a full grown grouch, and who are entitled to have one, it is the genus "Railway Dispatcher".

To him, over the wires comes all the griefs of keeping transportation moving; to see that no snarls occur in the maze of trains moving over the system; to take immediate command in emergencies until a staff officer gets on the ground and assumes the responsibility. From the time he sits down at his table to take over his "trick" until he is relieved from duty, he's got to know every minute exactly where they are on the line, what they are doing, and keep 'em moving—and it is no fun.

Their duties are such that constant concentration is necessary. One slip on their part, and there is liable to be trouble. When there IS trouble, then their trouble really commences.

Now the work of our dispatchers has been made somewhat more pleasant; they are somewhat happier than they used to be; they can now hear themselves think; for the room where they work has been "done over", sound-proofing, paint and everything.

It is so quiet now, down there in the "Dispatchers' Room" you would think you were in "solitary" instead of the "boiler works" that it used to be.

That's why they are happier; NOT happy.

### MAP CORRECTIONS MADE

The big relief map of the Pacific Electric in Main Street Station has been undergoing alterations and corrections within the past few weeks, and is now up to date, as regards lines and the many changes that have been made during the past few years.

In symbols, the different characteristics of service have been shown, so that at a glance one may distinguish between the services rendered the different communities, whether it is rail or motor passenger service; rail freight only, motor coach passenger only, or a combination of both rail and motor coach passenger service.

This map has always been of great interest, especially to visitors from other parts of the country, it being true to scale and showing the typography of the entire Southern California area.

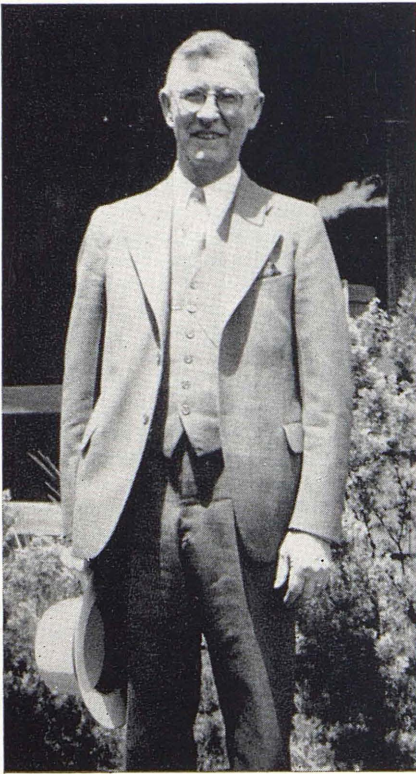


### J. GILBERT RETIRES

Somewhat as a surprise came the retirement of J. Gilbert, foreman of the Mechanical Department, Eastern District, on July 7th.

"Jim" had been a fixture in the railway game in the Eastern District for so long a time, those of us who knew him cannot figure any transportation operation in that section without Jim as a part of it.

He was born in Scotland and came to America with his parents when about nine years of age, settling in Michigan. In 1897 he left the family farm and came to Arizona, later on coming to Los Angeles where he entered and graduated from Wood-



bury College, his graduation year being 1899. After graduation he returned to Michigan, entering the employ of the Detroit United Railway, remaining with that company until 1904, when, with his wife and daughter he came to California, settled in Colton, and went to work for the Riverside & Arlington Railway, then owned by the late Frank Miller, "the Master of Mission Inn", with whom he remained until the consolidation of the Riverside & Arlington with the Pacific Electric. After moving to Colton, the Gilbert family was increased by the arrival of two other children, a son and a daughter, the former being born in Colton, and the latter in Riverside.

While in the employ of the Riverside & Arlington, Jim reported to and was a close friend and colleague

of M. P. Groftholdt, and both were upon very close and friendly terms with the late Mr. Miller. Jim it was who designed and installed the lighting system each year for the famous Mt. Rubidoux Easter Sunrise Services.

After the consolidation of our electric lines in 1911, Mr. Gilbert became Mechanical Department Shop Foreman at San Bernardino, later becoming General Foreman of the Eastern District.

Hundreds of employes who know and admire him very much, join the Magazine in wishing Jim many years of pleasure in his retirement.

### GEORGE MILES RETIRES

After 38 years in the service of the Pacific Electric, George Miles, Train Service Instructor, has retired from active duty; and, his many friends in the service sincerely hope that he will find his remaining years (and may they be many) filled with unalloyed pleasure. Many times over George has earned a period of restfulness. The company has never had a more faithful or loyal employe and his fellows, who have served with him over many years, are unanimous in their praise of his integrity, his friendliness and his willingness at all times to be helpful. There are scores of men now in the service who owe their efficient training that has fitted them for their duties to George Miles.

### IT'S A BOY

Mr. and Mrs. K. R. Cassels are rejoicing over the arrival of a boy in their family on Sunday, July 13th. The young gentleman made his appearance at the Wilshire Hospital, and registered in with a weight of 7 pounds, 1½ ounces. The uproarously jubilant father was extremely anxious that that last ½ ounce be mentioned. Mother and child doing nicely at last accounts, and father may get back to earth in time to take out his run on the Hollywood line some time next month.

### DON LEWIS HONORED

The 20-30 Club of Alhambra is a very active organization of the young men of that city, and over the past few years have taken an active interest in Civic Affairs.

One of the members who has taken quite an active part in all matters sponsored by the Club is Don Lewis, Assistant Chief Clerk of the Execu-



tive Department; so much so, that his fellow members decided recently to put him at the head of affairs. To that end, he was elected President of the Alhambra 20-30 Club, and, on Saturday night, July 12 was duly installed in office at a very "swanky" party.

Congratulations and best wishes are extended Don.

Women are attractive at twenty, attentive at thirty and adhesive at forty.

"Why does a girl raise one foot when she's kissed?"

"Oh, I suppose so she can kick the guy if he backs out."

## OFFICIAL DENTAL DEPARTMENT

PACIFIC ELECTRIC RAILWAY & MOTOR TRANSIT COMPANY  
Convenient term payments by pay roll deductions

Owned and operated by

**DR. BEN A. PATTON**

826 PACIFIC ELECTRIC BLDG.

TUcker 7272



## Phenomenal Increase In Catalina Business This Season

### "The Isthmus" Now Undergoing Improvement and Enlargement of Facilities

With Santa Catalina enjoying a volume of business unprecedented since 1929, vacationists are finding this romantic playground a "must" on their fun itineraries.

Avalon, where the care-free days of olden California are relived within a setting of palm-lined streets, fountains, strolling troubadores and gay colors, is attracting thousands as never before.

Catalina has always been a lure to the people of the Nation in which its charms have been lavishly exploited, and now, the owners of the World's Most Famous Island, are adding new features in the re-incarnation of "The Isthmus".

The famed Catalina Isthmus, 15 miles from Avalon, has been transformed into an exotic setting of the South Seas. Hundreds of gigantic palm and olive trees brought across the Catalina channel via barge and hoisted ashore with huge derricks, have been planted on a wide, sandy strand of beach created by transporting thousands of tons of sand via barge across the channel and spread from the shores almost to the cove of Catalina Harbor.

The improvement plan for the Catalina Isthmus involves a five year project, which when completed will give the West Coast a glamorous South Sea Isle of its own, with the romance, color and atmosphere of foreign shores—plus the comforts, sanitation and protection of the good old U.S.A. And all within sailing and purse reach of the average American. Direct service has been installed from the Wilmington Terminal with the S.S. Cabrillo sailing daily at 10:45 a.m. to the Isthmus.

Deluxe "grass shacks" with modern hotel appointments have been added to the picturesque motion picture set accommodations of "Sadie Thompson", "Sin Lin's" and the "Brown Jug" which intrigue vacationists at the Isthmus.

The center of activities at the Isthmus is the "heiau" or feasting hall where the toast "O-ko-le Ma-lu-na" (bottoms up) at the cocktail hour is the custom. A native orchestra strums music for dinner dancing, and on the spacious "lunai" which overlooks the crystal clear waters of Isthmus Bay, a fleet of white-hulled yachts is silhouetted through the palms. A center "compound" encircled by palms forms the hub from which extend paths leading to va-

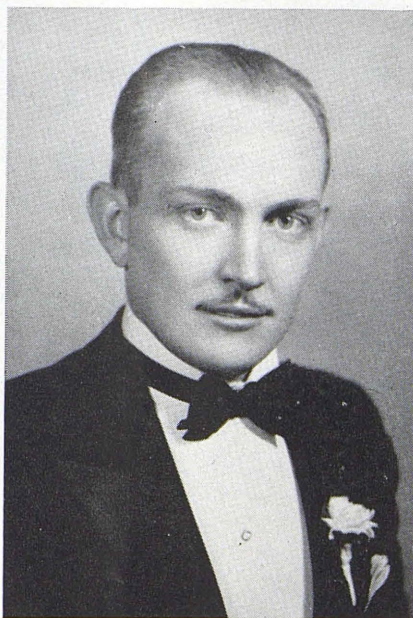
rious intriguing South Sea huts and settees where one can relax in a world apart.

A South Sea "luau" feast is featured at the Isthmus attended by motion picture celebrities, yachting folk and vacationists who sit on the ground on pallets and partake of wild pig, chicken and fish (wrapped in banana leaves barbecued in a pit underground with hot stones), poi, fresh pineapple and all the trimmings of a true South Sea island feast, while native South Sea islanders entertain with songs and dances.

The new Catalina Isthmus has brought the South Seas to Southern California as a glamorous vacation locale for Americans to enjoy, since they can no longer travel abroad for their pleasure. Another milestone of American ingenuity and self-sufficiency as well as service.

### IT IS DR. GREEN NOW

These junior members of the Pacific Electric Family certainly do grow up fast. One of them, Warren W. Green, who is quite well known because of the prominence of his



parents, Mr. and Mrs. J. B. Green, long identified with activities of the Pacific Electric, has, after a number of years of preparatory work, just passed the State Medical Board of Illinois and entered the practice of medicine and surgery in Chicago. His admission to practice dates from June 26, 1941.

Warren was born Sept. 28, 1912, and his educational steps led through the 10th Street Intermediate School, Sentous Junior High, Hollywood High School, and U.S.C. for his pre-

medical course, from which he graduated with a B.A. Degree. From U.S.C. he went to Chicago Medical School from which he graduated in June 1940; interned at Elmhurst Community Hospital at Elmhurst, Ill., finishing there June 15th, and took the State Board on the 26th.

Enroute through his medical training, Romance came his way, and on Sept. 23, 1938, he married Miss Josephine McLinn, of Fairfield, Ill. Miss McLinn was at that time in training at the Cook County Hospital in Chicago, and has since finished her training and is now in possession of her R. N. Degree.

Dr. Green has begun the practice of his profession in Chicago, and shortly after August 23rd will receive as guests (not patients) his very proud parents, who are leaving on the 23rd for the vacation. The father, J. B. "Jess" is just going to let the job of General Foreman of the Mechanical Department, Western Division, run itself for a time, while he goes back East and does some "strutting". But don't worry, for Ruth will be not far behind him.

The university president was delivering his baccalaureate. In the audience were an elderly man and woman, obviously foreigners, who were having heavy going as they listened to the president address the class of which their son was a member.

"What he say?" finally demanded the mother, her brow knitted.

"Who?" asked the father sleepily.

"The beega fella in black robes. What he say?"

"He say school she's out."

A scot was engaged in an argument with a conductor as to whether the fare was 25 cents or 30 cents. Finally the disgusted conductor picked up the Scotsman's suitcase and tossed it off the train just as they passed over a bridge. It landed with a splash.

"Mon!" screamed Scotty. "Isn't it enough to try to overcharge me? Now you try to drown my little boy!"

"You can't see Mr. White," said the sharp-faced woman to the political canvasser.

"But I want to find out what party he belongs to," said the canvasser.

"I can tell you that," said the woman, "take a good look at me, I'm the party he belongs to."

He: "May I have the last dance with you?"

She: "Don't be silly; you've had it already."





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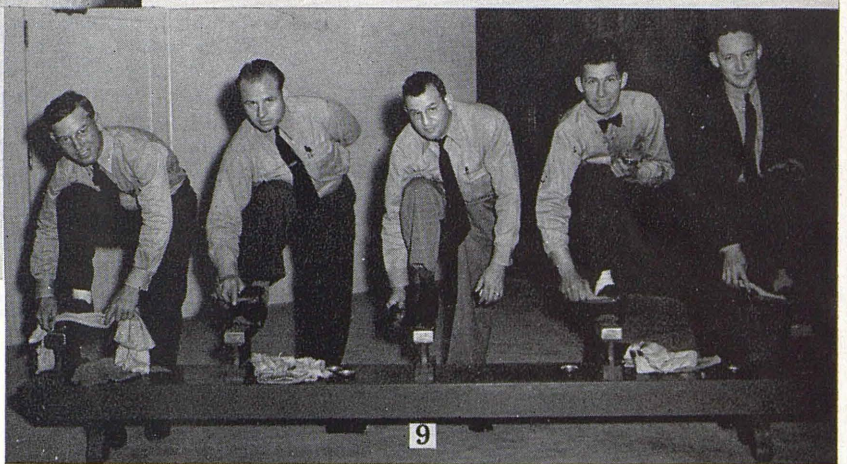
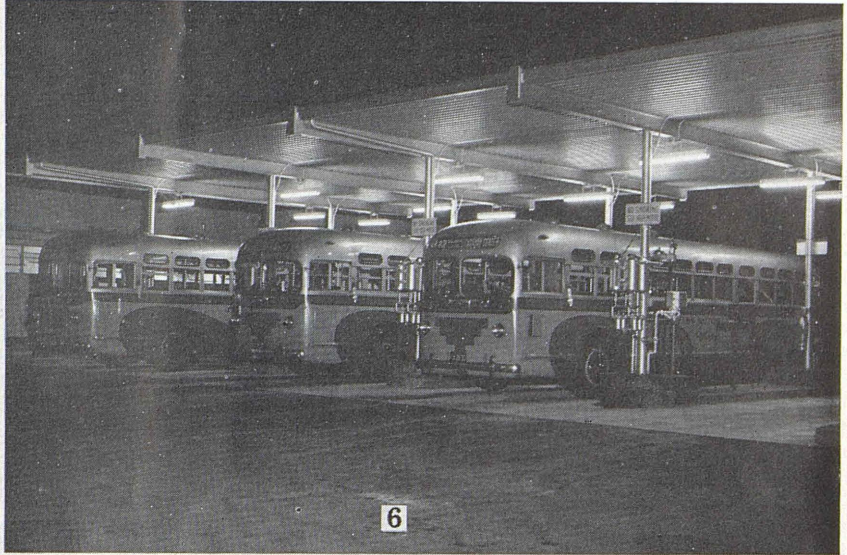


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THE PICTURES

- 1. Portions of the Garage and grounds.
- 2. Coach going through the new Washer, the only one of its kind on the Coast.
- 3. Manager F. C. Patton.
- 4. A corner of the Club Room.
- 5. H. Fosberg, Master Mechanic.
- 6. Night view of Coaches going through fuel servicing racks.
- 7. E. B. Logsdon, Foreman.
- 8. A new type of washing fountain.
- 9. The new shoe shining rack.





**NEW VINEYARD GARAGE IN OPERATION**

**Most Modern Facilities Provided for Motor Coach Maintenance.**

Another long stride along progressive lines was made by the Los Angeles Motor Coach Company (jointly owned by Pacific Electric and Los Angeles Railway) when the new garage of the company at Vineyard was placed in operation early in July.

The Garage is located about two blocks westerly from Vineyard Junction, and between Pico Street and the right-of-way of the Venice Short Line, the grounds containing an area of approximately 5 acres.

Every facility in the way of modern equipment to facilitate the care and maintenance of Motor Coaches has been provided in the new plant which is, without doubt, one of the finest in the Nation. No heavy repairs is contemplated at this Garage, its function being that of storage, cleaning, fueling and adjusting mechanism for top running condition.

The arrangement of the plant is such that Coaches coming in from

runs, progressively pass through the plant; first through the fueling division, thence to the automatic washer, then to inspection, adjustments, lubrication, and finally to storage until called into service. Storage is provided for 144 coaches.

Not only is every provision made for the efficient, effective handling of motor equipment, but as a part of the plan, the convenience and comfort of the employes at the plant has



been given every consideration. A club room of ample size has been provided for the comfort and convenience of the men waiting to take out their runs, together with amusement facilities; a shoe shining rack has been provided so that they may keep spic and span; a unique wash room is ready for their use; the Cashier has commodious and convenient quarters; and adequate office space has been provided for the use of Manager Patton and his staff, and for the Master Mechanic and Terminal Foreman. In fact, nothing has been omitted that would add to effective operation as a terminal, nor add to the comfort and convenience of the employes.

The new plant represents an investment of \$136,000 exclusive of the value of the land, jointly made by the Pacific Electric and the Los Angeles Railway, and has been under construction for many months.

Plans and all details were worked out by our Engineering Department under E. C. Johnson, Chief Engineer; construction being under the supervision of H. B. Smith, Supervising Architect, of Mr. Johnson's department.

**ONE MAN'S VACATION**

One of the most persistent photographers you ever saw, as well as one of the best fellows you ever met, is J. E. Neville, of the South Freight District. He is likewise the fellow who gives us the news from his baliwick in each issue of the Magazine.

Recently he and his good wife made a trip to Canada. It was supposed to be a vacation, but evidently "J.E." put in most of the time snapshooting.

Among the numerous pictures taken by him are three in which appear three widely separated types of transportation, and also the most widely known and publicized spots in Canada.

In the order of transportation progress, they appear below:



**Ox Cart Transportation** in "no man's land." "Bay James" regent, Canada. Neighbors every 40 to 50 miles apart. Picture shows two of Neville's nephews, whose family are pioneers in that section. The land of a thousand lakes. Fishing and hunt-

ing with game in abundance. Hudson Bay Company gets most of its furs in this region. Winter temperatures 60 to 70 degrees below zero.



**Very Soft**, eh what? Neville and wife lolling back in "The Caleche". Quite a fad in East Canada. Picture taken on top of "Mount Royal", 7000 feet above the City of Montreal. Vehicle second stage of rapid transit.



**Dionne Quintuplets Birth-place** in Corbeille, Canada. Just the same today as it was when they arrived. The third exhibit in transportation shown standing near the fence.

Must have been a wonderful and interesting trip. How we all envy them.

**INSTRUCTIONS TO PACIFIC ELECTRIC RAILWAY CO., EMPLOYES:**

All employes must obtain an order for treatment, Form S-5616, when calling on a company doctor either at the Main Offices, 924 Pacific Electric Bldg., or on any of the outside Company Doctors.

You may obtain these orders for treatment from the Head of Department, Foreman, Agent, etc.

If the case is of an emergency nature and you cannot obtain an order immediately, then you may come for treatment without the order and obtain the order at a later date.

These orders are good for the month issued, but if your treatment continues over into the following month, then a new order should be obtained.

Please follow the above instructions.

W. L. Weber, Chief Surgeon

Lady from Tunnerville—I tell you I won't have this room. I ain't going to pay my good money for a chicken coop with a measly little foldin' bed in it. If you think that just because I'm from the country —.

Bell Boy—Get in, mum, get in. This ain't your room, it's the elevator.

This for our most recent bridegroom readers:

"Men are more valuable than women".

"What utter nonsense!"

"It's a fact. Every man has his price; but brides are given away."

*Are Your Wages Guaranteed?*



—Exclusive—

ACCIDENT AND SICKNESS POLICY OFFERED TO

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

WM. L. THOMAS, AGENCY 408 Pershing Square Building

See Agents at Terminals

HARRELL A. BURLESON, All Divisions

E. S. DELAPLANE, All Divisions

J. J. HULL, Southern-Northern

J. R. DOUGHER, Western

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



# Medical Department Extends Its Services For Employees

## Chief Surgeon Weber Announces Establishment of Eye, Ear, Nose and Throat Clinic.

Announcement has been made by Dr. W. L. Weber, Chief Surgeon, of the establishment of a new department in connection with his other branches of medical and surgical work, that makes our Medical Service probably the most complete in every detail to be found anywhere in the country in any industrial concern; the new division just established is for the treatment of diseases of the Eye, Ear, Nose and Throat, that work being placed under the charge of William G. Patton LL.B., M.D., who comes to our company after a very wide experience in his profession and highly commended as a man.

Dr. Patton is a graduate of Vanderbilt University (1910) and the record of his post-graduate studies, extending over many years, reads like a travelogue of a tour of some of the best Universities and Hospitals of the world.

As briefly as possible to state, here is the record:

After graduation he did general practice for two and a half years. Was then appointed First Assistant State Hospital No. 4 of Missouri where he served four and a half years. Was offered re-appointment, but declined to accept First Lieutenant Commission in the Medical Reserve Corps in World War I, ordered to duty in September 1917 and sent to Johns Hopkins Hospital for several months intensive work in Neuro-psychiatry, then ordered to Camp Travis (Texas) Base Hospital and was appointed Chief of Mental Nervous Diseases. A member of Disability Board also having in charge health conservation of the Army. Upon completion of service was commended by the Surgeon General of the United States.

On discharge from service he took up the study of eye, ear, nose and throat; spent one year on that work in the clinic of the St. Louis University, and served a year as specialist in that branch of practice with the St. Louis Railways.



William G. Patton  
LL.B., M.D.

Spent the summer of 1926 in Vienna taking a post course in which he put in 500 hours under 22 professors and came back home with an Honor Certificate.

In 1926 organized the Eye, Ear, Nose and Throat department for the Missouri Pacific Railway and was chief of that department in the St. Louis Main Hospital until 1933, when he accepted Superintendency of the St. Louis County General Hospital, remaining two years.

Among other honors held, Dr. Patton has been President Southeast Medical Association of Missouri (1920).

Vice-President Kansas City Society of Eye, Ear, Nose and Throat Specialists.

Member of the American Medical Association, and of his State and County Associations.

President of the State Board of Health of Missouri.

Director Grand & Vandeventer National Bank, St. Louis.

First President Missouri State Federated Exchange Clubs.

Member of the Elks and Masonic order.

And—not having enough on hand to occupy his time, put in four years studying law and received LL.B. degree.

With all the qualifications enumerated above, undoubtedly Dr. Patton will come up to expectations; and, it just goes to show further, that Chief Surgeon Weber, intends, as he always has, to keep the Pacific Electric Medical Department abreast, if not ahead of all competing industrial medical institutions.

A suite of offices at 808-810 Pacific Electric Building, closely adjacent to the general offices of the Medical Department, was prepared for the installation of Dr. Patton's equipment, and the establishment of the Eye, Ear, Nose and Throat division of our Medical Department. It is now completed and its services available.

Builder's Foreman: "Excuse me, but are you the lady wot's singing?"

Lady: "Yes, I was singing. Why?"

Foreman: "Well, might I ask you not to hang onto that top note so long. The men have knocked off twice already, mistakin' it for the dinner whistle.

## It's *Food* you want At a price that's right . . .

You may have both, with quality thrown in for good measure at your own Pacific Electric Restaurant, with a menu to choose from ranging from a Summer Salad to a solid Substantial Dinner; *and*, you may also save 10% on your meal expense by buying the \$3.30 coupon book for \$3.00. If you desire, you may obtain these books on the pay-roll deduction plan, by having your department head supply you with Order Form 8998.

The Coupons are good for meals or any merchandise carried by our Fountains or News Stands.

Coupon Books are not only THIRTY they are also popular. Ask some of your fellow employes who are using them.

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Pasadena Station

PACIFIC ELECTRIC  
RESTAURANT  
Subway Terminal

PACIFIC ELECTRIC  
SODA FOUNTAIN  
Long Beach Station

PACIFIC ELECTRIC  
RESTAURANT  
6th & Main Streets Station



## PACIFIC ELECTRIC CLUB MONTHLY BULLETIN

**Tuesday, August 12:**  
American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit No. 321 Semi-monthly Meeting—8:00 p.m.

**Wednesday, August 13:**  
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

**Thursday, August 14:**  
P. E. Women's Club Red Cross Sewing—10:00 a.m.

**Thursday, August 21:**  
P. E. Women's Red Cross Sewing—10:00 a.m.  
Afternoon Card Party—1:00 p.m.

**Friday, August 22:**  
American Legion Auxiliary Monthly Night Card Party—8:00 p.m.

**Tuesday, August 26:**  
American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit No. 321 Semi-monthly Meeting—8:00 p.m.

**Monday, September 1:**  
Labor Day—Club rooms closed all day.

**Wednesday, September 3:**  
P. E. Camera Club Semi-monthly Meeting—7:30 p.m.

**Thursday, September 4:**  
P. E. Women's Club Red Cross Sewing—10:00 a.m.  
Afternoon Card Party—1:00 p.m.

**Tuesday, September 9:**  
American Legion Post No. 321 Semi-monthly Meeting—8:00 p.m.  
American Legion Auxiliary Unit No. 321 Semi-monthly Meeting—8:00 p.m.

**Wednesday, September 10:**  
P. E. Rod & Gun Club Monthly Meeting—7:30 p.m.

**Thursday, September 11:**  
P. E. Women's Club First Meeting of new season—Installation of new Officers—1:00 p.m.

### P. E. MASONIC CLUB

By Ed Hasenyager

This being vacation time from our club activities the "Near Editor" of this column hopes that its readers will not expect too much. Editors should take, and need vacations, too.

We hope that you all enjoy your vacation to the fullest extent and that all of us will return with new life and new ideas for our next meeting which will be held on Wednesday, October 15, 1941, at 7:30 p.m.

#### "As A Man Thinketh"

Happy is the person who has sunshine in his heart—

Who learned to know that optimism plays a major part in making life for everyone as pleasant as can be;

Because the good thoughts we give out vibrate eternally.

Happy is the person who can smile When things go wrong—

Who's learned to know that life can be

A very pleasant song.

If we look forward and faithfully to better days ahead,

We soon will master all those things we now abhor or dread,

For we have found, and it is true, our attitude of mind

Will make us feel the world is either rude to us, or kind.

—Curt A. Mundstock.

### WOMEN'S CLUB NEWS

By Mrs. Lon Bishop

It has been rather a quiet July, except for a little "independence" on the Fourth — but we thought it a good plan to round up the new officers, while things were quiet and find out what is in store for the coming year.

We began the investigation at a luncheon given by Pres. Mrs. Shoup at her home for her officers and board.

Our first lady was all pepped up and her plans sound as if she is really going to "take her curls down" and make her year a most interesting one.

Next we interviewed First Vice Pres. Hasty, who has chosen "Friendship" for the year's theme. She plans to start us off on a wonderful voyage in Sept., has her ship chartered, ready and waiting at the dock.

She says we are going to sing and play more, and that will make us want to work more, but the song and the fun are to be emphasized to offset some of the tragic, disheartening things that are happening today. There are various ways of helping in the national defense and boosting morale is one of them. So get out your calendar, put an X on Thurs., Sept. 11th, and remember it marks your sailing date with First Mate Hasty.

Recording Sec. Mrs. Gramerling can hardly wait to begin the next interesting chapter in the life story of "Pappy" Geibel's brain child—and no one could tell it better.

Our Corresponding Sec., Mrs. Moore is the "smilingest" member of the organization, but oh how she hates to write letters, so for all we know, it may be postals to you from Katie.

Club Treasurer Mrs. Hasenyager

all rested up from a recent vacation, has had her money bag all re-lined and is ready for business in a big way (especially during the bazaar).

Well, we got that far when luncheon was announced and served under a big canvas in Mrs. Shoup's backyard and of course any further business talk was "out".

Remember your sailing date, you won't want to miss it and now Slim Bishop, Suds and "Yours Affectionately" are off on our vacation—thanks a lot—I know we will, 'cause we always do.

### P. E. BOWLING LEAGUE MEETING

Meeting will be held at 7:30 p.m. Friday, August 15, 1941, in the Pacific Electric Club, for the purpose of formulating plans for the coming season.

Each team captain, or a representative, should arrange to attend this meeting and bring list of those who will bowl on their team. If neither captain nor representative can attend, either of the undersigned should be notified, prior to the meeting, as to whether or not your team will be entered for the coming season.

Anyone desiring to bowl, and not already on a team, should contact either of the undersigned who will endeavor to locate you on some team.

Jack Cross, President

G. C. Gonzalez, Secretary

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## ROD AND GUN CLUB

By Arlie Skelton

At 7:30 p.m. July 9, 1941, the officers along with a few members met for the regular monthly meeting of the club. President E. L. H. Bissen-ger went through the routine order of business in nearly record time and those who chose to do so were able to go home early.

This happens to be the time of year when most of the members are out gathering material for those tall fish stories we will have to listen to all winter.

Our Club is still growing, each meeting adds a few new members until now the total membership stands at eight hundred two and to prove we are solvent we have over a thousand dollars in the Treasury and lots of prizes on our shelves. You fishermen had better get ready for the melon cutting this winter. The Annual surf fishing meet and chowder party was held at Los Patos Camp as planned and advertised on July 19th and 20th.

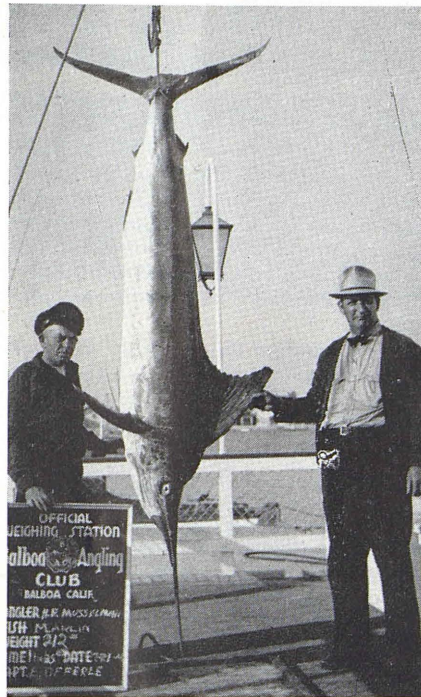
As usual there was lots of fishermen and lots of fishing being done but few fish caught. C. P. Miller won the prize on a two pound eleven ounce Corbina. As usual a lot of good prizes went begging because a lot of fishermen didn't think their catch worth registering. Scott Braley came through with his chowder feed as promised and everyone seemed to have a good time. And after all that was what the party was intended for.

**Warning:** Word has reached the Club through the Division of Fish and Game that some of our members upon finding a spot where fish are biting extra well have transgressed a little, with respect to allotted limits.

With ocean game fish the limit is fifteen and that does not mean fifteen of each species but fifteen in the aggregate. So remember fellows when you go afield to hunt or fish, you have not only your own reputation to safeguard but also that of our Club. We hope you will watch this very closely for your own protection as well as saving the Club any embarrassment.

B. F. Manley reports some cabins at Los Patos Camp have recently been sold and a couple more are for sale at bargain prices. According to changes in the rules at Los Patos Camp effective this year, cabin site assessments not paid by the June meeting are subject to delinquency charges of one dollar per month. If any of you fellows are late in paying up and find the ante boosted a little, don't think you are being taken over the hurdles—it's the rule of the club.

W. G. Knoche reports he has pur-



Marlin caught about 18 miles south of Balboa, on July 21st by H. B. Musselman, Motor Coach Operator on the Newport-Balboa Line. Caught on heavy tackle; weight 212 pounds, time one hour and thirty-five minutes.

chased a new scale for weighing his fish and said scales bears the seal of the State Sealer of Weights and Measures. He is going to weigh his fish while they are still wet and try to get out of that fourth prize class.

Herbie (Mackerel Bill) Houtekamer, after waiting all summer for the year book to come out is very much disappointed to learn there are no prizes offered on mackerel. He claims he had been informed there would be. Now he will have to devote his days off to halibut fishing.

For the good of the Club, Dave Porter wants to see some new faces at these regular meetings. He has listened to the same birds chirp until he is sick and tired of it all. Now he proposes to invite some representatives of the Division of Fish and Game come down to our meetings and give us some talks on deer, migratory fowl and other wild life. The wilder the better.

J. S. Harris, Field Captain, not to be outdone by Scott Braley and his surf meets and chowder feeds, proposes to hold a trap shoot meet in the near future. Details to be worked out and reported later. Deer season is now at hand. August and September are deer season months. Choose the location where you would like to hunt then check with your Division of Fish and Game for opening dates. Remember if it doesn't have horns don't shoot—it might be your buddy.

## THE LEGION AUXILIARY

By Martha Harper

The American Legion Auxiliary, Pacific Electric Railway Unit No. 321 held their installation of officers at a Joint Meeting with the Post in the Pacific Electric Club on July 8, 1941.

There were a number of distinguished guests and officers of the 23rd District. Mrs. Becky Benjamin, 23rd District Presidente and member of Edwin T. Brown Unit 268, was the installing officer; she was assisted by the Leonard Wood Unit Drill Team, who gave an exhibition drill in their own efficient manner, which was greatly enjoyed by all.

The out-going Presidente Mrs. Myra Belle Clemons was presented her Past Presidente's pin as a symbol of her year's service and success. She was also presented a huge bouquet of red roses as a token of affection, from her Unit. Mrs. Kathryn Brown newly installed Presidente was also presented with a bouquet of roses from the Unit, with a pledge of their support in the coming year. Mrs. Mabelle Smith was presented a bouquet of flowers from the Moffett Auxiliary of the Veterans of Foreign Wars.

There were a number of guests from the Disabled American Veterans of the World War. Among whom were Mrs. Leeta Peshke, Department Commander; Mrs. Nila Lewis, Department Adjutant, and several others. The Post also had a number of guests, who were introduced by Commander Sames.

Past Presidente Mrs. Clemons expressed her regrets that the President of the Pacific Electric Railway was unable to attend, and voiced her thanks to the officials of the company for their courtesies and cooperation in the past. She also thanked the Post officers and her own Unit for their support during her year of office; and extended best wishes for the Post and Unit in the coming year.

The Post presented the Pacific Electric Squadron of the Sons of the Legion with the National Flag, which was dedicated in a most inspiring manner.

After the meeting adjourned, refreshments were served.

Mrs. Lillian Lyons is visiting in Arizona and New Mexico.

Mrs. Virgil Clemons, Junior Past Presidente of the Auxiliary is on an extended tour of the East, as is our past Secretary, Mrs. Ellen Bryant. Mrs. Nellie Riordan is also away on vacation. A number of others are planning to take time off. We will miss them and look forward to their return.

The Unit was presented a citation for having obtained their quota in membership. The citation was pre-



sented by Mrs. Winnie Parmenter, Sec. 6 of the 23rd District, at the Installation of Officers.

There will be no meeting on August 12 on account of the Convention. The next regular meeting will be on August 26.

The next card party will be on August 22 in the Club Rooms.

Mrs. Kathryn Brown and Mrs. Bernice Nichols are delegates to the Department Convention to be held in Sacramento. The Alternates are Mrs. L. Lyons and Mrs. M. Harper.

The first meeting of the new year was held on July 22 and the Pres. Mrs. Brown appointed the chairmen for the year. After the meeting a number of the members attended the Installation of Officers of the City Hall Unit at Patriotic Hall.

Mrs. K. Brown, Pres. and Mrs. B. Nichols, Chaplain of the Unit, attended the District caucus President's and Secretary's Luncheon on Friday. At which time the District officers are elected. Southeast Unit served as hostess and a delightful meal was enjoyed by some one hundred guests.

#### AMERICAN LEGION NOTES

By James E. Davis

Comrade William E. Sames, saw service in several battles in France, with the 103rd Ammunition Train. He was a motorman on the Western District, when he helped organize our post. He served as Post Adjutant until he was elected Commander one year ago.

When Commander Sames called our July 8th meeting to order, the colors were advanced by a detachment from the 23rd District Service Battalion. This Battalion is sponsored by Teddy's Rough Riders Post and is composed of Veterans from every post in the 23rd District. Teddy's Rough Riders Post, has more members in this Battalion than any other post, with our post second.

Chaplain Nichols was a member of the armed guard in the opening ceremonies, while 23rd District Inter Post Committee Chairman Parker, acted as Chaplain in his place. Past 1st Vice Commander Malmberg, took part in all of the Battalion ceremonies, including the installation of officers. We have a Long Beach Press-Telegram picture of these two comrades in a Service Battalion Detail marching in the Fourth Area parade at Long Beach, July 12th. There may have been others from our post in this detail but I failed to recognize them. Chaplain Nichols and others from our post served in a Battalion Burial Detail at a Legionnaire's Funeral July 21st.

This Battalion wears the American Legion uniform with a shoulder cord

on the left shoulder, and a Teddy's Rough Riders black hat with one side of the brim pinned up by a large Legion Emblem.

In the opening ceremony a detail armed with rifles marched ahead of the colors to the center of the ball room, where they opened ranks and faced to the center while the color guard advanced the colors between them. It was a very impressive ceremony and was witnessed by two or three hundred Legionnaires and guests.

Commander Sames had the Sergeant-at-Arms escort the following distinguished guests to the rostrum: J. J. MacGillvary, Commander 23rd District; Dr. Hammer, 1st Vice Commander 23rd District; Mcpherson, 2nd Vice Commander 23rd District; Gene Marcy, Past Commander 23rd District; Charles S. Lewis, Department Hospital Chairman, D. A. V.; and Jim Peschke, Department Historian, D. A. V.

Commander Sames then turned the gavel over to Presidente Myra Belle Clemons. The Leonard Wood Women's Drill Team installed the Auxiliary Officers and put on an exhibition drill.

When their installation was completed and Commander Sames received the gavel, the 23rd District Service Battalion Drill Team advanced the colors presented by our post to the Son's of the Legion Squadron. District Commander MacGillvary dedicated the colors.

Past District Commander Gene Marcy, assisted by the Service Battalion Drill Team installed the following officers of our post: Commander V. G. Clemons; 1st Vice Commander K. M. Brown; Comrade A. W. Bone substituted for 2nd Vice Commander H. K. Riordan; Historian James E. Davis; Chaplain F. W. Nichols; Adjutant C. A. Newmman; Finance Officer, O. R. Newhouse; Sergeant-at-Arms, O. F. Fackler; Service Officer, R. E. Mead; Junior Past Commander W. E. Sames; and Executive Committeeman L. A. Finley.

Past Commander B. N. Broberg is our new Judge Advocate, and Comrade L. F. Prince is on the Executive Committee.

Commander V. G. Clemons, introduced the new officers to the assembled guests and then announced the following committee members for the ensuing year. The first name given in each committee is the name of the chairman of the committee: Americanis: H. K. Riordan; Auditing: W. E. Sames, B. N. Broberg, R. E. Mead, R. C. Milnes, and J. E. Davis. Boy's State: A. M. Cross. Budget and Finance: O. R. Newhouse. Child Welfare: F. W. Nichols. Community Betterment: J. L. Karalis. Constitution and By-Laws: W. G. Knoche.

Disaster and Relief: K. M. Brown and W. E. Sames. Holiday Observance: O. F. Fackler and W. S. Harris. Hospital: F. W. Nichols and L. F. Prince. (With this same committee last year, our post paid out for Hospital Service: cigarettes, \$94.79; \$20.87 for Xmas baskets. Inter-Post Relations: A. W. Bone. National Defense: K. M. Brown. Membership: K. M. Brown. Publicity: J. E. Davis. Resolutions: E. L. H. Bissinger. Service Rehabilitation and Employment: R. E. Mead. Sons of the American Legion: R. C. Milnes, J. Eastwood and J. E. Davis. Traveling Post: F. W. Nichols and H. L. Young. School Awards: W. L. Hume, F. W. Nichols and H. K. Riordan.

July 22nd: Southern District Brakeman R. K. Weaver became a member of this post. He served with the G H Q of the A. E. F.

#### E. W. COOK

Much to the regret of the Editor, information of the death of E. W. Cook) long a member of the Electrical Department) which occurred on April 9th, 1941, did not reach this office until July 18th, when a note from G. M. Fisk, of San Francisco was received.

Mr. Cook entered the service of the Pacific Electric November 7, 1906 as a Sub-station Operator, later assuming the position of Electrical Inspector. He was granted leave of absence because of ill health on March 1, 1931, and was never able to return to service.

During Mr. Cook's activity with this company he won a fine reputation as a most efficient workman, and built up a large circle of friends. He was a man of very retiring and unassuming disposition, but to those who knew him best he was the source of much good-fellowship, possessing, as he did, a fine sense of humor, and a wealth of human understanding.

Sincere condolence is extended his bereaved wife and other relatives.

#### ALFRED E. BISH

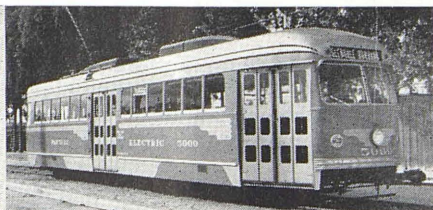
Alfred E. Bish, Motorman Southern District, died as the result of an accident at Watson on May 29th.

Mr. Bish was born March 11, 1892 at Durango, Colorado. Moved to San Jacinto, California with his parents when 9 years of age, where he resided until entering the service of the Pacific Electric, Sept. 3, 1917. At the time of his death Mr. Bish resided at 7025 Benson St., Huntington Park. His wife and two daughters, Mrs. Ivy Shockley, of Banning, Cal., and Ethel Mary, who resided at home, survive him; as well as three brothers and two sisters, all of whom are residents of this state. Interrment was made in the family plot at San Jacinto.





# SAFETY NEWS



## SAFETY COMMITTEE MEMBERS

Membership on the Trainmen's Safety Advisory Committee for the month of August will consist of the following train and motor coach employes assigned to represent the different terminals and classes of service operated:

### Terminal

- E. G. Erickson .....San Bernardino
- A. A. Malmberg .....Subway Term.
- L. B. Bower .....Macv Street
- H. Snyder .....Glendale
- I. E. Murphy .....Pasadena
- W. O. Walker .....West Hollywood
- F. C. Scheffler .....Long Beach
- J. O. Jones .....Ocean Park
- F. L. Newton .....Los Angeles
- O. Whitaker .....Motor Transit
- R. E. Hilburn .....Butte St.

You have been selected to serve as members of the Trainmen's Safety Advisory Committee for month of August, 1941.

The next regular meeting of the Trainmen's Safety Advisory Committee will be held Friday, August 29, in the Pacific Electric Club Rooms, Los Angeles, commencing at 10 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.

Your fullest cooperation in this matter will be greatly appreciated.



This picture indicates the proper position of motor coach steps in relation to the curb or landing when stopping for passengers to board or alight. When conditions do not permit stopping with steps close to the curb, coach should be stopped with steps 2½ or 3 feet from curb, or a sufficient distance so that passengers will be required to step down to pavement first and then to coach or curb, and in all such cases caution passengers to watch their step.

### "IF"

If, George had observed position of switch points, car 1263 would not have been derailed.

If, John had looked at switch, car 1041 would not have split rigid switch.

If, Frank had made proper observations, motor 1612 would not have been run over derail and derailed.

If, Bob and Bill had not failed to look at switch points under the car, 1254 and 965 would not have been derailed and sideswiped.

If, Bill had not kicked cars too hard, UTLX 61458 would not have had drawbar broken.

If, Ira had set sufficient hand brakes, a cut of cars would not have rolled down through yard and sideswiped cars at lower end of yard.

If, George had looked at derail,

car 721 would not have been run over derail and derailed.

If, switching crew had pulled motor through spring switch and looked at switch points before starting reverse movement, switch would not have been split and motor derailed.

If, the conductor had pulled the rear trolley pole down on arrival at end of line and have put up the one on opposite end of car, the trolley pole would not have caught in overhead frog and trolley base would not have been torn off of car.

If, Mac had given slow signal soon enough when making coupling, rear pair of wheels would not have gone over the bumpers.

This "IF" column indicates how easy it would have been to have avoided 10 of the accidents which were experienced during June, 1941.



### FALLING DOWN IN CARS AND COACHES

#### Northern District

6-23-41, cars 1052-1031. Elderly lady lost balance and fell in aisle of car as train started.

6-3-41, cars 1116-1113. Man claimed back injured on account of rough start of train.

#### Southern District

6-13-41, car 1232. Woman bumped against post on platform of car as train came to a stop.

6124-41, coach 1913. Man fell against hand hold in back of seat as coach made an emergency stop.

6-10-41, coach 2121. Lady lost balance and fell against bar as coach made sudden stop when signal changed.

6-9-41. Woman claims fell in coach, elleged rough sudden stop.

6-7-41. Man thrown against iron guard rail in front of coach, claimed injury to shoulder and neck, taken to emergency hospital. Operator made emergency stop.

#### Western District

6-27-41, car 617. Man thrown against railing of car as car started.

6-19-41, car 638. Woman bumped her mouth on back of seat, claimed rough starting of car.

6-12-41, car 5020. Woman fell off of car seat onto floor as emergency brakes were applied.

6-5-41, car 5007. Elderly lady lost balance and fell to knees. Motorman applied brakes too sharply.

6-4-41, car 5019. Woman hit chest and throat on seat ahead, car made rough stop.

6-3-41, car 5025. Woman claims injury on car on account of rough and sudden stop.

6-2-41, car 625. Elderly woman lost balance and fell in aisle as car started.

10 cases in rail service and 4 cases on motor coaches during month of June, 1941. Please watch closely your starting and stopping operations. This is the class of accidents that is being experienced on all rail districts and motor coach lines. Start the car or motor coach by gradual smooth acceleration and except in cases of emergency to avoid an interference with vehicles or pedestrians make stops with gradual smooth deceleration. Please study this and by careful operation see if we can eliminate this class of accidents.

### PERSONAL INJURIES

Trainmen and operators personal injuries during June, 1941:

#### Northern District

Brakeman after releasing hand brake on tank car at Corona started to climb down and in some way slipped and fell to ground.

#### Southern District

Brakeman alighting from cars at

scales to weigh cars at Procter & Gamble, Long Beach, turned ankle.

#### Western District

None.

#### Motor Coaches

None.

This is a fine improvement for June, 1941, over the preceding month of May when 9 trainmen and operators were injured, including one killed.

All rail passenger and motor coach operations maintained a clear record of no personal injuries during the month. Freight Service had two.

Keep up the good work, and everyone lend a helping hand to avoid personal injuries by doing your work the safe way—STOP — THINK — LOOK AND LISTEN.

### DOOR ACCIDENTS

#### Northern District

None.

#### Southern District

None.

#### Western District

6-4-41, Santa Monica Blvd. and Hilldale Ave. Man was standing between conductor and doors, after conductor pushed buttons to close doors saw man running to board, reversed movement of doors but not quick enough to avoid doors hitting man.

Except for this one case where conductor did not take time to make proper observation before closing doors, the month of June, 1941, shows a clear record in respect to door accidents.

**IT'S TEAM WORK THAT WINS!**

A rookie learns the game from a coach . . . A new employe soon gets in there pitching if he keeps his eyes and ears open, studies the rules and plays fast and safe . . .

You are a **PRODUCTION SOLDIER** . . .  
America's First Line of Defense is **HERE**



This indicates that trainmen are on the alert and are by their efforts eliminating door accidents. Each and everyone please keep this part of their work in mind at all times. Take time to make proper observations, and do not collect or register fares or permit anything to detract your attention from the door operation.

**LOS ANGELES COUNTY FAIR**

Pomona. . . With democracy on parade in an inspiring and spectacular panorama, the 20th annual Los Angeles County Fair in Pomona, Sept. 12 to 28, is being presented again this year under the patriotic banner of "an American Pattern of Peace". America, peace-loving young and old, native and foreign, liberal and conservative will meet at the crossroads leading to the County Fair, an institution that is America itself.

Realizing that the huge agricultural and industrial exposition can be a powerful factor in instilling deeper into the hearts of the public the love and appreciation for the ideals, advantages, benefits, and possibilities of a free country, the officials have labored incessantly since the close of the 1941 show, to the end that this, the largest and most beautiful county fair in America, shall be bigger, more comprehensive, more representative and more alluring than ever before.

New buildings, new departments, new classifications, and new facilities have been added. More than 40,000 individual exhibits, conveying a graphic cross-sectional view of the business, domestic, economic, social and cultural progress of the great southwest and valued at \$15,000,000 will be displayed. As an added inducement to bring forth the best that man's talent, ingenuity and endeavor has produced, a fortune of \$200,000 is being offered in cash prizes.

Last fall three quarters of a million people visited the exposition. This year with the increased home travel, preparations are being made to handle a million. The grounds now cover 300 beautifully landscaped acres. In addition to the parking space for 30,000 cars within the grounds, there are bus and train excursion daily direct to the main entrances. Elephant sightseeing trains maintain regular schedules throughout the grounds. And even a nursery is provided for the tiny tots.

Again this year the fair will be national in its scope, in that it will embody in its program several national competitions. In fine arts there is a national contest in sculpture and painting with purchase prize attracting foremost contemporary artists. There is a national crochet contest, a national dairymaid contest, and

**CLASSIFICATION OF MAY RAIL & MOTOR COACH ACCIDENTS  
MAY 1941 COMPARED WITH MAY 1940**

	Rail Passenger			Motor Coaches			Freight & Box Motors		
	1941	1940	Dec. Inc.	1941	1940	Dec. Inc.	1941	1940	Dec. Inc.
Collisions with pedestrians	4	6	2	0	1	1	0	1	1
Collisions at R.R. crossings	1	0	1	0	0	0	0	0	0
Collision between cars of company	0	1	1	0	0	0	2	0	2
Collisions with vehicles and animals	102	81	21	32	30	2	10	7	3
Derailments	4	5	1	0	0	0	5	5	0
Equipment	1	0	1	0	0	0	0	0	0
Boarding cars	7	1	6	3	1	2	0	0	0
Alighting from cars	8	17	9	2	4	2	0	0	0
Injuries on cars	16	18	2	6	18	12	0	0	0
Falling from cars	0	0	0	1	1	0	0	0	0
Struck by car or coach doors	7	4	3	0	0	0	0	0	0
Ejectments and disturbances	0	0	0	0	0	0	0	0	2
Employes	6	4	2	2	0	2	3	1	2
Miscellaneous	9	2	7	1	2	1	4	6	2
Total	165	139	26	46	57	11	24	20	4

Rail passenger service indicates we should pay particular attention to and do everything possible to cut down such accidents as collisions with vehicles and animals, boarding accidents, injury to employes and striking passengers with car doors.

In motor coach service collisions with vehicles and animals, boarding accidents, and injuries to operators.

Freight service, collisions with vehicles and animals, and collisions between cars of the company.

Motor coach operation shows a nice increase of 998 miles operated per accident while rail passenger shows a decrease of 2357 miles operated per accident, during May, 1941, as compared with May, 1940.

several others. And for the first time a food show designated as the Pacific Southwest Food Exposition, will be an added feature. For this display a beautiful exhibit building is being provided at a cost of \$90,000.

The fair is divided into 20 major divisions, each a very creditable show in itself. In the great palace of agriculture, with its 108,000 square feet of floor space, specimens of practically every fruit and vegetable grown are to be found. Here, too, are the magnificent feature displays entered in the premier livestock show. Entries of women's handiwork in the home fill the large domestic arts building. The fair's fine arts building contains each fall one of the foremost displays in the nation. The work of more than half a million youngsters is shown in the school. Then there is the flower show with its 250,000 blooms and its orchid show, the wine, show, science and invention, machinery, poultry and other small stock, dog show, and many others.

On the same elaborate scale that characterizes every other division of the exposition, a dazzling galaxy of super talent from around the world has been assembled for the lavish song-spun extravaganza to be presented on a huge open-air stage the last eight nights. Practically every field of the show world—radio, movie, opera, vaudeville, hippodrome, and circus will be represented under the timely title, "Music On Wings". Designed on a scale for too large for any theater or auditorium, it employs a huge cast of singers, dancers, comedians, and specialty artists. Its cost exceeds \$100,000 and an entire train to transport the scenery, baggage,

and accessories has been chartered.

Notable in that it is the third largest in the state in the point of attendance and pari-mutual handle, the horse racing programs every afternoon are outstanding this year. Pari-mutuel facilities have been greatly increased to keep in pace with its growing popularity. Four tunnels have been cut from the grandstand seating area to the second floor of the building and the entire space is being given over to the pari-mutuels. Enlargement of stable room is also complete so as to accommodate 1500 horses.

During the first nine nights of the fair there is the brilliant society horse show. Here blue-blooded aristocrats from the foremost stables in the country will be on parade.

Then there is the giant joy zone and all its thrills. The days are punctuated with parades, contests, sports, conventions, reunions, drills, massed bands and other feature attractions almost too numerous to mention.

Truly in the Los Angeles County Fair, something that spells confidence has been brought into existence; something that sings of better times; something that grips and thrills and invigorates and energizes and enthralls everyone. Here one will find democracy's richest and most cherished heritage—for throughout the 17 carefree days and nights all will marvel at the splendor of California's vast and famous resources, all will laugh at the antics of the funny-man on the mid-way, all will inevitably consume the hot dogs, ice cream, candy; all will welcome the presence of Mr. Fellow American.

Everyone is just one of the crowd—a very huge and happy crowd.



# DEPARTMENTAL NOTES

## ACCOUNTING DEPARTMENT By N. E. Cates

Our heartfelt sympathies to Louis Tighe and daughter, Margaret on the passing of Mrs. Tighe last month. The family is well known to all of us and so it is with a great deal of sorrow that we say adieu to a good wife and mother.

Upon entering the Disbursements Bureau, Mrs. Olive Moore observed the time honored custom of buying a box of chocolates for the members of that bureau in token of her appreciation and at the same time keep the ball rolling. An orchid to her. No, let's make it two orchids, it was good candy.

Speaking of ball rolling, I mean candy balls, on numerous occasions, suggestions have been made to certain members of the bureau who came into the circle without observing the ancient custom. No names will be mentioned, but to these people let us say that there is a way to quiet that conscience qualm and still avoid the embarrassment that would ensue by publicly giving in to these harangues: just buy your candy and place it on some desk in the Disbursements Bureau with a note reading: "To members of Disbursements Bureau, my conscience is now clear, I hope your stomachs suffer as my conscience has these many months past."

Maybelle Wells is back to work this month after a short leave of absence.

Due to Ray Hileman throwing in the sponge in favor of work elsewhere, we have a new man in the office, name of T. J. (Jim) Colequitt.

Wedding bells will soon ring for a new member of Miscellaneous Accounts Bureau.

Mrs. Laura Drake had a vacation the last part of June. Don't know for sure whether she went East or not.

Leo Becker is also on vacation at this time and we don't know where.

Andrea Reshaw visited Big Bear Lake on her vacation last month.

Ruby Binkley visited San Francisco while on vacation in June—we missed Ruby in last month's issue.

Betty Gorrell has moved back to Monrovia, that gem of the foothills out beyond Arcadia.

Mildred Upmeyer will enjoy her vacation this month.

Joe Antista visited her brother at Camp San Luis Obispo.

Introducing the three cutie-cuties in Mrs. Dale's bureau: Margaret Cherrier, Joan Johnson and Suzanne Jacquemin; I can't tell you which is which.

Mr. Ogden's son is now in the Army and stationed at Fort Leonard Wood, Missouri.

Happy Birthday to you from the rest of us:

- Sam Newcomer (P. E. Club)..... 1
  - Fred Middleton (Eng. Dept.) ..... 2
  - Kenneth Pomeroy ..... 5
  - R. E. Labbe ..... 7
  - Paul McDonald ..... 7
  - Suzanne Jacquemin ..... 9
  - Herman Grenke ..... 9
  - Chas. H. Keller (Retired) .....12
  - Ual L. Drake .....16
  - W. L. Brown .....19
  - Mildred Upmeyer .....19
  - H. D. Turner .....20
  - Noble Cates .....20
  - Raymond Smith .....22
  - Alice Karayan .....25
  - Elizabeth Walton .....26
  - Roy Culverwell .....27
  - Clara Doll .....28
  - Clara B. Templeton (Retired) .....30
  - Rosamond B. Marley (Retired) ....30
- Hessel Van Der Zee went up to Seattle and Victoria on his vacation. He was accompanied by his family.

We have two new faces in Prior Service Project—Grave Vail, from Conductors Accounts Bureau and Helen Sawyer.

Dorothy Littlefield to Catalina for her vacation.

### Central Timekeeping Bureau

Chas. Sein spent a week over at Catalina Island with a huge troupe of Boy Scouts. Chas. is Scout Master.

Welcome to our new clerks, Odessa Carter and Lorrison Noble who joined our forces recently. Odessa transferring from prior service bureau and Lorrison Noble coming to us from Pacific Fruit Express Co.

Ralph McCoy left us on July 16th for a better position in the Superintendent's Office of the Transportation Department.

With much sorrow, we learned of the death of our former co-worker Mr. Wm. L. Brett who passed away on June 8, 1941, after a lingering illness. He had been retired for a little more than a year. We extend our sincere sympathy to his family.

We received a nice post card from Emily Prior from Stockton, Calif., and understand she had a wonderful trip motoring up north and back through Arizona and Boulder Dam.

Albert Manhart is on vacation up to Vancouver, B.C.

## STATION STATIC By James J. Adams

The following item as it might have appeared in the Pacific Electric Magazine of August, 1906. "Due to the increasing number of inquiries regarding our service the Management has decided to try a novel experiment. On August 1, 1906 an "Information Bureau" will be established. After trying out several applicants the position was awarded to a young lady named Miss Sibyl I. Mather. She will be on duty from 7 a.m. to 6 p.m. to answer questions regarding fares, time schedules, etc.



We wish her success on her new job." How well she succeeded may be seen today at the Information Bureau at 6th and Main St. Station where as Chief Information Clerk she is ably assisted by a staff of eight clerks. And so we offer our congratulations on the completion of 35 years service and best wishes for the years to come.

This is the story of a duck. A nice fat beautiful duck named "Quack Quack" that waddled peacefully around Edna Tilley's back yard. Once when we were there we aptly suggested that it would look grand on a platter with plenty of stuffing and brown gravy. It seems that someone else had the same idea because shortly after the duck disappeared. Ever since she has been giving us the old "fish-eye" every time she speaks of her lost pet. Not guilty, Edna, although we sure do like ducks (roasted).

Wm. E. (Bill) Kennedy is on an extended leave of absence to visit his home town, Seattle, Washington.

Henry Eggert spent his vacation at his home at Newport Beach, building a brick fireplace and chimney. That's not our idea of a fancy vacation, but we bet it will feel good next winter. A cool dip in the surf every evening helped even things up.

A motor trip to Bend, Oregon, via



Crater Lake and the Redwood Highway was enjoyed by Norman T. Sewall on his vacation. He said he didn't do any fishing but a fellow gave him a nice mess of trout. That's what we call good fishing!

For the past several weeks Dave Martin had been discussing vacation plans. His young son Jim took it all in, and then when they were well away on their trip to Yosemite said, "Sav, Daddv. when are we coming to that vacation?"

The high cost of living has caused Don Gates to figure out a budget. He says it works out fine because by the time they get it balanced up every morning, it's too late to go anywhere.

Bob Goodell says he has never mastered the art of drinking coke (?) out of a bottle. We wonder how he got his orange juice when he was a baby.

Catherine Rebold has one for the book. A young boy called up and asked, "What is the fare to Ocean Park for 51?" "Do you mean 51 people?" "No." said the boy, "I mean for my Pop. He's 51 years old!"

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### SUBWAY TERMINAL

By W. F. Servranckx

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Terminal Foreman H. Bradbury and family just returned from a nice trip to Mexico City, visiting his parents and friends.

Jess Hanselman, and family had a nice time on his vacation at Lake Arrowhead, digging for gold "in them thar hills" and fishing. Jess told us about the big trout he caught—four inches, and a big trout, he said. Glad to see you back.

R. E. Gilbert has been away for several days getting measured for a new rain coat, as he says last winter he was accused of being the man from Mars. We did not recognize him with boots and rain hat four sizes too big. He had to have shoulder straps to hold up the boots, and a couple of cute eye slits in his hat. Better luck with your new suit "Yard Bird".

E. D. Coughenour had his appendix removed and feels much better.

J. R. Hollis has a new name for that tired feeling. He calls it "lead poisoning". Cheer up big boy, summer is nearly over.

Gus and Mrs. Einert just returned from an extended trip east and report a swell time.

Earl Jardell is back to work after having his appendix removed. Dr. Weber thought it was so cute he saved it for him.

Annual election is here again at Compton and it is going to be a hot campaign between R. L. DeMoss and John Eastwood. We are all pulling for little Johnny, because he can eat

more, and does not pull weeds at Gardena.

Charlie Mudd is at the Hospital, boys, and I would appreciate a visit from you.

M. W. Hanson joined the benedicts on June 15 and took his bride on an extended tour of the U.S.A., Canada, and Mexico. Congratulations old man and glad to see you back.

Our Subway Terminal foreman L. M. Moore, is enjoying his vacation visiting all the beaches from Santa Monica to Del Rey.

Paul Greshke feels fine now since he had that piston wall reamed out.

Nolan Lambert is on the sick list and visits the boys once in a while.

Congratulations are a little late, but Mr. and Mrs. M. F. Bidwell became the proud parents of a baby boy during the month of May. Cigars on the way boys, lucky stiff.

W. Van Nice had the unusual misfortune to fall "up stairs" and fractured his ankle, and all that 5 days before that certain insurance took effect.

So long fellows. Yours truly will try and keep Subway Terminal on the pages again, but you know how it is. Very busy.

P.S.: That stuff you hear about F. Sweat, W. C. Alexander and J. T. Johnston, preparing for a trip to the North Pole is a lot of bunk, we are reliably informed.

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### WEST HOLLYWOOD

By G. R. Stevens

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Conductor N. R. Kock of West Hollywood and wife made a trip back to Ohio to visit relatives. He left Mrs. Kock there to enjoy an extended visit with mother and sister while he returned to work. Kock was gone three weeks and had a swell time.

W. C. Wetley, freight brakeman, has returned from a ten months leave of absence. He made a rail trip back to Boston, Mass., stopping over in New York, Iowa, Minn., Wisc., returning by way of Washington and Oregon.

Recently several thousands of soldiers were transferred from California camps to new locations in Oregon and Washington. The change was made in army trucks and it was a thrill to see the precision and efficiency of the men making camp at night. Special stopping places were fixed for them along the route. Don Bland a new recruit enlisted with the Coast Guard and is now stationed in Alaska.

Conductor Gordon of West Hollywood announced he will be married in the near future to a very charming young lady. Congratulations.

R. F. Hintz, secretary of the Wednesday Club, reports regular meet-

ings held and good times had by all, with special interest in the club shown by the ladies.

Conductor Carstens enjoyed a real treat on his vacation trip east when he went from Miami, Florida to Havana, Cuba, via Pan American Clipper plane.

Quite a lot of changes have taken place while your correspondent was away for ninety days. There are new men and new faces. Among the new men are W. T. Gunn, R. H. Newton, J. L. Kennedy, L. M. Wilkinson, A. J. Jacobs, W. T. Duggins, M. L. Stiles, T. D. Hansen and H. Binder.

Motorman C. B. Ogden, Conductor Lundy and party when fishing off the coast of Mexico caught 84 calico bass



as shown in the picture. Some fishing trip! You can't keep them off the hook and there is no limit. Recently Motorman Ogden was off 14 days with an injured foot.

Motorman Rhode is back home recuperating after an operation for appendicitis at St. Vincent's Hospital. Motorman McAllister is out of the Hospital following an illness and operation.

Convalescing in St. Vincent's Hospital are Claude F. Allenbaugh and Motorman Chas. W. Mudd. On the sick list are C. E. Nordberg, F. L. Miller, F. Mauk, S. J. Burdge, C. D. Kidd, A. R. Klope, A. Hornbuckle, J. P. Hathaway. A speedy recovery is wished for these trainmen.

On leave of absence are C. R. Johnson, O. E. Clutterham, M. E. Cronin and G. W. Baker.

Mr. Robert H. Glenn who passed away recently was well-known and had many friends among the trainmen at West Hollywood. Mr. Glenn published the West Hollywood Metropolitan Tribune for fifteen years and one of West Hollywood's best liked citizens, having been a publisher of newspapers for forty-nine years.



## MOTOR TRANSIT NOTES

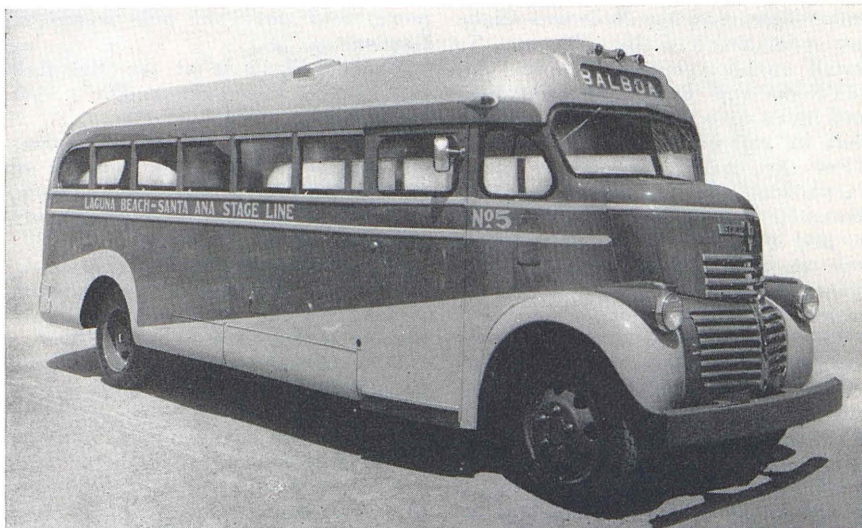
By M. J. Creamer

**Chatter:** Harry Eddo has taken a new lease on life! The ol' work shoes he uses around the home had been gathering moss for some days. Along came the urge to WORK and was about to put them on but noticed some leaves inside so knocked them against the porch and OUT tumbled a nice juicy Black Widow Spider! Bill McKenzie warbling about having the small Macks back on his run. Said "outside of the money and IF I knew would get small Macks back, would have changed my run in last shake-up." Stewart Axton having work done on his "Olds"—about 65 plunkers worth—and looking forward to a vacation in the High Sierras (Twin Lakes) soon. If you saw the next door neighbor crawling around 'neath a car it was Johnnie Knapp overhauling the clutch on his late model Buick and saving money to boot. (Why don't you let folks in on these money-saving ideas? Took my jalopy to garage for oil rings and wound up with that PLUS—cheaper to had new motor installed—and they still haven't said WHAT YEAR it will be ready to "go" again!) A. Spillsbury with a new paint job on his chariot . . . looks nice. That musical horn should wow the damsels. Hank Faulkner in commenting on horn called it one of those "Mexican horns"? ? ?

O. W. Brown (Brownie) from the Sunland hills chizzling in on Wayne Putnam's family picnic at Sunland Park. Ask Doc Beckett what he thinks of Sunland. Frequently he has to make a trip up to the Sunland garage and says "that's the most God-forsaken place!" Comments too on that lone tree parked in the driveway of garage "should have planted not one but a whole row of them there." Lotta folks just love Sunland tho, so that's one man's opinion—or IS it? It's a case of who's following who around in the Sunland area—maybe Brother Whipple can tell us all about it—sounds interesting!

**CONGRATULATIONS** — not cowbells—will soon be in order for Ira Casteel as the vacation he plans on August 15th, will take two love birds to Las Vegas for the marriage—thence on eastward to pick up a new car—and the Honeymoon! Atta boy, Ira, even if you wouldn't tell the news hound—it's leaked out. Things like pricing a wedding cake and such.

Word has it that Ira Junkins was in great danger recently while down on Central Avenue driving along in the Dodge he purchased from Tucker. Some of the gang swooped down on him and were going to jail him as



Here's the newest addition to the ever-growing Santa Ana-Laguna Beach Stage Line. It's a 1½ ton chassis, designed and built by Gillig Bros. (Hayward, Calif.). G.M.C., 95 H.P., seating capacity 25. Uses butane gas. A streamlined coach that both Charlie Rhinard and Sam Carr are proud of. (At present time they have in addition to this G.M.C., two Dodges in operation.)

the car was wanted in the National Emergency for "scrap iron". (Maybe he's lucky though that it's not made of aluminum!) Ira just posted sign in dog house "If anybody found two fobit pieces and other change in dressing room over garage, would appreciate return of same." Seems he left the wad on the bench and walked off. (Would like to post a few signs myself as to the whereabouts of one lady patron to whom I loaned the price of ticket to Redlands some moons ago with promise to mail the very next day.)

Leave it to R. Drayer for the jokes—he has some excellent ones and says "why not print 'em?" BUT. Lady alighting from bus in driveway repeating not once but twice to driver in charge, "Would you please tell me what time it is so I can get back to this station?"

L. V. Blackmore—Were you really going to take a swing at that express delivery man who drove up along side your bus—so close that he hit your tool box in your hand and almost jarred you off your feet? Guess if it had been anybody else—just that might have happened but "good ol' reliable Blackmore can control himself" and the doubled-up fist turned into a handshake!

**Vacation Days:** Willamae Brackin winding up her vacation (home soon)—sending us cards galore from scenic wonders "Garden of the Gods" in Colorado, etc., and all signed "love". Last card Ira Junkins received had not only love but ALL MY LOVE . . . probably doity work at the crossroads—as the writing didn't quite match! Jennie Larson, the hubby and his mother to Big Bear Lake for two or three weeks. Johnnie Hill's eldest girl spent brief vacation

at Forest Home. Ivan Erhardt's family in Minnesota for long summer vacation . . . but you didn't disconnect the phone, did you Ivan? O. W. Brown looking forward to the return of his wife from S. F.—as he could use some good home-cooking! Slim Seifried and wife planning "chocho" trip to Kansas soon. Jim Tucker loaded down with train schedules and general pamphlets—it's going to be a real vacation . . . northbound to Seattle (steamer trip to Victoria, B. C.; on west to Calgary, Alberta (side trip to Glacier National Park) around through Butte and Salt Lake City homeward. The Stones and Irbys—a joint vacation—up north for some hunting (My paw was down from Tacoma, Wash., on his vacation—3 weeks worth, driving and seeing California in good fashion. Trailed along to San Diego, Tia Juana and Rosarita Beach—thence a trip to Las Vegas and Boulder Dam. The lake is within two feet from top of rim and a sight to see at this time. Inspection tour is always interesting and only 25 cents. COOL in Las Vegas? (Whew!) But—lots of spots of interest—and lotta money changing hands on those ol' spinning wheels of chance!)

**Bundles of Happiness:** Babe Larson the proud pappy of a 6 pound, 15 ounce baby boy, Gary LeRoy, born July 5th. There's a proud gleam in his face and the gang says if the boy can yell as loud as Babe Larson does—he'll be some boy! Richard Allen—a pappy too, with a 1 pound, 2¼ oz. baby boy, Kenneth Richard Allen, born July 12th . . . and what's this another one?—Yep, Gary Evans (Whittier) boasts of a 7 lb., 2 oz. boy, Richard Gary Evans, born July 17th. Our best wishes to the new arrivals and their proud parents.



P.S.: Howard Strong bragging and telling us about Saturday, July 19th, when he was a "poppa" . . . says "everyone has been calling me poppa for so long that I'm going to BE a poppa on Saturday!" Details are lacking—no information available . . . but have every reason to believe that he was "PAPA" JUST for a day—or could he have meant that ol' term of "Sugar Daddy?"

Mrs. Walter Rorick, underwent major operation on July 4th, and though for some days was in a critical condition, we are happy to report that she is now home convalescing and doing nicely.

Watson A. Turner, Agent, Pomona, who recently took the marriage vows and received wedding gift from some of the "gang" wishes to express their joint "thanks" to all concerned.

**Here & There:** Geo. Jehl rushing about to buy the little wife a sun suit—something in yellow . . . wound up with two pair of shoes for himself—how's that for a spending spree? Guy Rhinard, a overnight guest of Walt Rorick on his cruiser at Balboa. Early to bed and EARLY to rise—around 5 a.m., for breakfast "ham and" and later a cruise on boat to Laguna. Guy suspicioned that Walt was trying to see if he could get him sea-sick but he proved himself a good sailor—and even made the bunks and washed the breakfast dishes. Well, Guy is off to Catalina Island for two days to spread more glamour amongst the natives. Bill Tribble—the busy man, says he puts in 18 hours a day—and cause is the remodeling of his home. Fred D'Arcy with NO news for the magazine but with three newspapers. How about it "gang"—won't you please help out with some news? Stanley Moore back on daylight hours and happy! "Bill" H. R. Knoff established in his offices at the depot—it's the old offices of Motor Transit—Roy Wilson and Ivan Erhardt and long idle. Well known to all as it's the original "Hot House"—as in a heat wave, it's torrid! With a handful of "Gold Dust Twins" they made it in shape in no time! M. J. Freeman—not a visitor in L. A. this time but handling the controls temporarily at Express office under new set-up of hours. W. W. Wherry—ticket dispensing in San Bdo. G. R. Thexton giving Riverside the once over. Richard M. Allen on relief ticket clerk set-up (Pomona-Riverside-San Bdo.).

T'is the end of the yarn—No news is good news they say. Maybe can throw in a few more adjectives next time. Adios.

The old-fashioned girl took two drinks and went out like a light; the modern girls takes two drinks and out goes the light.

## CONDUCTORS' ACCTS. BUREAU

By Marion Snowden

Here's a good one: "A New England conscience doesn't keep you from doing anything—it just keeps you from enjoying it." Ain't it the truth!

### Winchie at the Keyhole:

Referring to last month's article on Mr. Gentry's retirement, we did not know then that he was leaving us, and we now belatedly wish for him all good things and a nice long time to enjoy them. (And forget the above-mentioned conscience.) Incidentally, we think that all six boys mentioned in the article are better-looking than their pictures.

We've heard that "Conductors' Accounts Bureau" is passe to some folks, not to mention any names, but you listen here, Tom Hinkle, that's the only name we have among our friends, and we're going to stick to it until you start writing the column yourself. And besides, Uncle Tommus hasn't blue-penciled us yet, so we'll worry along bearing up under the good old name awhile longer. You-all sho spoke the truth when you said that you don't work in Conductors' Accounts Bureau. Hm—thirty-odd of us rise up and as with one voice agree with you!

My goodness! Before any more changes take place, we'd better record what has already happened. After ten long years of being the pampered darling (he'll just LOVE that) of all us gals, Frank Screech has gone up to the Passenger Traffic Dept. Oh, we know that various snoopers who send their notes in late scooped us on that, still they can't tell about the churning that Frank's passing out has left in its wake. Your little amanuensis, Winchie, has taken over Frank's Motor Transit desk which has only ONE little old drawer to hold the accumulation of goodness knows how many years!!\*\*!. (May we pause here long enough to hope that Mr. Suman will read this and offer the use of a 3-drawer chest which we'll try to make as inconspicuous as possible outside his door where we are now ensconced.) It might be well to remark that we are as busy as a bee in a tar-bucket, and we bet we won't be caught fooling away any time NOW. So, if people will just let us alone (are you listening, Fannie?), we'll try and catch up. So long, Frank; we miss you like 60. P.S.—That move should make us a big sister or something to Marty and his gang.

Esther Quast now takes over the jobs of General Clerk lately held by Winchie, and can you imagine—they sprang a fare check on her the

first thing! And it's by breakdowns!! Well, she's strong and can take it, so we know she'll pull through OK.

Dorothy Randolph bid in Esther's Asst. Head Accounts Clerk job, and Hazelle Allen moved up to Dorothy's Ohmer Clerk desk. That seems to put Nell Flanders on permanently. Well, she's kinda nice to have around.

Now that Lois Brown can get around sans crutches, cane, or pants, she has stepped out on us and has settled in the Purchasing Dept. where Ray Cragin will tell you what she's doing from now on. If he misses anything, Walter Watchall will keep his lamps on her—we hope, for she was one of our most prolific sources of headline material. Her job as Stenog. in FH's office has been taken over by a dark-eyed little senorite—Carmen del Campo, who has been seen in other offices of the building. Adios, Lois and bien venida, Carmen.

Helen Sawyer has moved up to the Timekeeping Dept., which left her calculator job open for Donna Fuller, who sometime ago, and again recently pecked a comptometer in Miss Bettis' Bureau of Calculations. Good-bye now, Helen, we'll miss your liveliness—and howdy, Donna—glad to have you with us.

Grace Vail in the Car Service has left us for the higher regions of the Timekeeping Bureau, and her job is bid in by Ethel Chandler, which leaves another Ohmer job open—for Nell Flanders, most likely, who is away on vacation. Fare thee well, Grace. We're sorry to lose all you chillen, but we're glad for all the improvements in your financial status. And we won't let you forget us.

Donna Fuller spent a day asleep on the beach and brought back an exhibit like a hard-boiled lobster. She'll be glad to demonstrate to anyone interested.

Well, well—so Thomas Earl Dickey is a grandpa, and Richard Allen is a proud poppa!! Congratulations to them both, and we hope Dick will start the little sprout early to sorting envelopes. Remember, Dick?

Tom Hinkle must have a patent ba-zooka in his snuzzle or else he has a trick hanky. Anyway, one blast of his nose made FH take a wild dash for Mr. Suman's office, thinking it was her buzzer—urgent.

Florence Cox entertained her sewing bee bunch one evening at a patriotic affair. The table was done in red, white, and blue — AND she served one of her famous angel food cakes. The "bee" meets once a month to sew or knit—and talk, you can bet. At present they are knitting woolen squares to be made into blankets for the British War Relief.

It's pretty late to be talking about



the Fourth of July, but some of the girls took "off" the day following, making a long and glorious weekend. Coxie went to Upland, Dorothy Randolph and hubby to Ensenada, driving back in the moonlight—how romantic! Mildred Edwards rested in the mountains—what! no Native doings? and Edna Abell entertained her dotter again—when does that gal work?

Alice Elliott is back after nearly a week of illness, and it's good to hear her little feet pattering around again.

Coxie, the good little Samaritan who visits Mrs. Eisele the candy lady every week, reports that she's up for two hours every day and is gradually gaining back her strength. Good! Keep up the good work.

Our sympathy is extended to Esther Ross in the loss of her aunt whose passing occurred shortly after that of her uncle.

Here's an elbow-in-the-ribs for Noble Cates. So you have to get Doris Lindeman to help you out with your notes. Hmph! We do ours alone. Aside to Marty Creamer—maybe she'll help you with yours, too.

We'll ease up to our vacationers by reporting that Esther Quast spent her "back" vacation and a short leave in Portland visiting relatives. Here's a trade last for her—"Esther is good company wherever you put her" . . . with more of the same. The only fly in the ointment is that her vacation came under her old rate of pay, and the leave under the \$10 increase—if you get what we mean. Verily, riches bring headaches.

Ann Shofer's vacation and two weeks leave were spent in Williamsport and Pittsburg, Pa., and New York City. She brought back her little niece Joanna Madsen to spend the summer.

Grace and Lyle Vail went to Lake Tahoe for a rest after the excitement of the launching of the B-19. Lyle is inspector of engines out at the plant, and played an important and responsible part in the success of the first flight of the giant bomber. Congratulations in a BIG way, Lyle. Now, how about one of the pictures?

Nina Robertson said she would stay at home on her vacation, but we heard that considerable of her time was spent at the hospital visiting her sister Rose who was a member of this bureau many years ago.

Marie Thomsen also stayed at home trying to teach her pooch to let things alone. Every day Marie discovers a new breed in her dog—wonder what's the latest?

Martha Smith, our little Isaac Walton, spent her time at Bass Lake and Big Bear, camping out and roughing it. That reminds us of this:

"Hello, where've you been?"  
"Just got back from a camping trip."

"Roughing it, eh?"  
"I'll say so. Why one day our portable dynamo failed us, and we had no hot water, heat, electric lights, ice or radio for almost two hours." Roughing it!"

Leave it to Mr. Suman to find anything old that's lying around. Now he's unearthed an old file of 1906-10, when the P. E. was young, and the employes mere infants—almost. Salaries ranged in them thar days from \$25 (a month, mind you) for high class help like Mike Levin, and \$30 for the super-colossal type like Earl Moyer, to \$65 for the high monkey-monk brand like Arvilla Curran. Compare those salaries with ours of today, and then tell us those were the good old days. Hm—the office boy must have paid tuition to work here.

Well, we'll soon be accused of trying to push Marty off the page, so we'll leave a little room for his new scandal-monger, Cla-runce. And don't forget, folks, Labor Day's coming up and there'll be a parade. There! I scooped you that time.

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#### TORRANCE SHOP NEWS

By Carleton B. Bell

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**Honor Roll** this month is mighty short, but mighty important to those concerned. Herbert A. Collins and wife celebrated their 29th wedding anniversary, also Mrs. Collins—th birthday, on July 19th. Had dinner at home with friends and the family and a good time all around—especially the Collins' two ACTIVE grandsons. Bert claims he will some day catch up with me but I still manage to keep two and one-half years ahead of him. Congratulations to the Collinses, they have a fine start.

I expect next month to have a full announcement of the marriage of "Gilmore" W. H. Johnson, Trimmer. Yes, fellows, that little man with the voice like Gilmore, has her promise and I'll tell you all about it next month. If you think you will have trouble waiting just think what Gilmore has to stand.

I guess William Parker will never forget his 45th birthday celebration. On account of his chest slipping so badly the gang chipped in and presented Billy with a high grade restraining girdle. It did improve Billy's shape wonderfully while he wore it but Billy couldn't stand the pressure for long and the girdle reposes among his "Souvenirs". But the swell glass belt that the gang also presented to him is on the job and doing it well.

Happened to run into an old time

Golden Gloves boxer. Leonard Reed by name. Back in 1936 and 1937 got big space with lots of pictures in the big Missouri papers. Fought at around 185 pounds and went to the top in his state in that weight class. Still can swing with the roughest of them around the shops at noon time. Birds of a feather flock together so almost any noontime you can see Bobby Olivas and Warren Coleman hanging around with Leonard and at least one set of boxing gloves in evidence. Bobby was a Golden Gloves boxer in 1932 and was good enough in the 118 pound class to get a trip to New York out of it and then turned pro and fought many a good fight around Los Angeles, especially at the Hollywood American Legion Stadium. Warren Coleman boxed in the Golden Gloves contests in 1929 at 133 to 145 weights and then turned pro and had many tough fights in Southern California and in New York. Both Coleman and Olivas are now married men and their fighting days all in the past but Coleman has two boys, aged 2 and 4, that are coming along fine and may be heard from some day. Leonard Reed, "tall, blond and out of proportion" is still in the matrimonial market but from the way he is shopping around he is liable to change his status any time now.

Don't all these moves just about make you lose yourself when you go around the Shop? The latest, to date, is the motor gang move to the wilds of the Winding Shop to make room for the dirty bus gang. Then June and his gang has moved out to the shop left vacant by the moving of the Sheet Metal workers and Eugene "Napoleon" Rivet has moved into the corner June vacated. This is kind of a ketching disease so no telling what moves will have taken place or be planned by the time this column reaches you.

Johnnie Julian wishes me to invite all his friends to attend a warming celebration for the fine rumpus room his wife has just built for him. Oh, I guess Johnnie did some of the work but it is a cinch that Mrs. Julian did most of the work and furnished all the ideas. That new room is a wonderful addition to the Julian home and anybody that does not take advantage of his kind invitation to come-see the afternoon of Sunday, August 17th, will be sorry.

"Beautiful" Solomon has a good idea also, though just an old idea improved upon. He had had great success growing strawberries in a barrel and improved on the old idea by mounting the barrel, with its bearing strawberry vines, on wheels and a pivot. When fresh berries are wanted he just wheels the barrel up to the outdoor dining table and the guests turn it around till the finest berries



come into reach, they can pluck the beauties and dip them in cream in the center of the table and eat them—could anything be more ducky?

Fred Hendrick reports a trip to San Francisco with his wife in search of sunshine last week end—they almost froze to death and are glad to escape to Southern California again. Even though we do have high fogs once in a while.

Louis Wold is back on the job for a change after an absence of four months nursing a broken foot. Blamed the break on gravel on the ground—don't know whether the gravel was 1 inch or 1 foot in diameter.

Carl Gramling was on the job this day, physically only. He came onto the job all dolled up in a fine new pair of shoes, etc., etc., looking like he hadn't been home since the Saturday night before. Those shoes would fit fine on any ballroom floor but looked terribly out of place in a work shop.

Two new machinists appear in the scenery of the machinery shop, Arnold White and J. O. Grant. Arnold is a youngster with most of life's experiences ahead of him, served his time with the Bethlehem Ship Building Company, now living in Lennox. Grant has many years experiences behind him, 17 years in machine shop work for himself, served his time with the Santa Fe in their old Topeka, Kansas, shops. Welcome to the family.

Words of praise for Pewee Leatherman—John Smith says "I sure do miss that little debil Pevee—it's so dam quiet with him gone clear over to the Mill." I believe John would give Pewee a royal welcome if he would just "coom over to see me a liddle bit."

Charles Dyer is now counting the days to his retirement date, November 1st, 1941. He has signed up the necessary papers and started the ball rolling. Two weeks of the time will be spent in the high mountains near Bishop, fishing.

If any of you would be deer hunters want to get some tips on how it's done just watch George Lallich when he starts out August 9th for the wilds of Ventura County. Geo. always gets his deer and maybe this time we can have a picture to back up his story with.

Eric Graff just celebrated his 53rd birthday. His niece gave a nice dinner for him and he received some nice presents. 'Twas easy to see that it all pleased Eric much.

George Wheeler, son Floyd of the Paint Shop, and the rest of the Wheeler family are on a vacation trip to St. Louis where they intend to attend the convention of Jehovah's Witnesses, of which sect they are active members.

Esther Duncan just returned from

a fishing trip up around Bishop. She seemed rather disgusted with fishing. Says she likes to fish with a hook and line instead of with a net in shallow water like her old man wants to most of the time. Are there to be any more \$50.00 pheasants this year, Esther?

Walter Benson intends to be very careful about going to sleep in the backyard sunshine hereafter, may even go to church with the wife instead. Abalone got badly sunburned by taking such a nap recently and lost time from work.

Walter Gilbert and wife broke in the newly overhauled Ford by a round trip to San Diego.

The Wiring Gang wants to know why Bill McCracken does not take his P. E. Magazine home for his wife to read. Also what does he do with the extra money he earns by working six days per week.

Jack Walden, retired Carpenter, painfully injured his foot at home recently by having an anvil fall upon it. Jack would be mighty glad to see any of his old pals.

George Wheaton was a visitor at the Shops recently, looks about per usual but one can tell George's hard life is telling on him some. After all mixing concrete and going into attics after swarms of bees would leave a mark on the best of us. George will think a long time before going after another swarm of bees—in fact he probably will not go after the bees.

Walter Neilsen is the latest workman to blossom out with a highly scientific hobby — ASTRONOMY. Walter studies the skies every night and is planning to build a planetarium at home just like the Griffith Park one. Wouldn't we be proud if one of the nights we could gaze up into the heavens and behold the great Neilsen Comet.

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#### FREIGHT STATION AND YARDS

By J. S. Beckett

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Well, folks, since the author of this column went to camp with the National Guard, you haven't heard much about this portion of the personnel. The said author is still at Camp San Luis Obispo, but he's got a Ghost Writer—something that comes with fame to every successful author—and hence we renew our acquaintance with the freight gang.

Speaking of Joe: he popped in a few weeks ago at his old stand, and in the 8th Street Trainmaster's Office, and we must say he sure looked swell! He's been promoter to a Staff Sergeant (same rating as Guy Dick, erstwhile secretary to Trainmaster Antista), and in the same outfit, too. The pay is better, the authority greater, the future brighter and all in all the old boy seems to be doing

right well by himself. To keep in step with these developments he's grown himself a slight "mustachio" which would give him greater dignity, if we could only see it. Unfortunately it's blond and you have to look twice to find it. Seriously, we were sorry to know that the occasion of Joe's visit was an unhappy one; his brother was involved in an accident caused by a wild car running into the filling station where he worked, resulting in grave injuries. At last reports it was hoped that he would pull through.

Joe tells us that he likes camp life very much, and has hopes of working into a Commission before being discharged. He has that classy Hudson sedan with him, and when he drives along the road in that, the enlisted personnel think he is at least a General, and they all stand at salute along the side of the road while he passes. Some fun!

Quite a number of changes have been made at the freight house since our last issue. A. J. Gilbert, formerly Asst. Foreman under Mr. Black, was for a considerable time General Foreman of the sheds. However, the terrific rush of business makes the job a killer, and Gil decided that he would rather be back checking where he could draw an easy breath occasionally, and at last reports O. D. Flood had taken over and was trying to meet the deadlines. Good luck, Floodie.

If anyone happens to see a far-away expression on Irene Cuneha's face these days, don't be surprised. The folks have been building a beautiful new home somewhere around the Leimert Park District, we are told and they will be moving in very shortly. Maybe we'll barge in on them when they have their house warming—if we can find out when it is.

An occasional—and always welcome visitor to the Freight House is our old friend Charlie Salazar who retired several months ago. Charlie says he can't resist the temptation to drop in and see his old friends occasionally. He's been having the time of his life, apparently. He looks fine, and every time we see him he is full of accounts of a new roadside resort, or fishing hole or somepin'. So far, he's been very conservative about the sizes of the fish.

We don't see much of Art Nasher, any more since he got located at 8th Street. An occasional glimpse makes one think that he isn't being treated so badly, though. The bay window seems to be twice what it was a year ago, and getting bigger all the time. Look out, Art, or you'll have to get the doors enlarged in that little office of yours.

Poor Ray Kraft: the guy's gonna



have his tonsils removed in a week or two. We're all pulling for you to get it over with a minimum of discomfort Ray—and we're glad it's you instead of us. Cheer up, anyhow; they've got some awfully fancy nurses at the hospital we've been told.

Somebody recently did a fancy job of painting in the parking space in front of the freight house. "Employees only", "Customers only", loading zones, stripes, etc. make the place real decorative. The only trouble seems to be that some people can't read. You're liable to find a truck in the employees' place, or a customer in the loading zone, or a couple of passenger cars parked right in back of you when you want to get out.

Lots of jobs on the Bulletin Board lately, and lots of new truckers in the freight house. Still plenty of the old guard in evidence, though. A few weeks ago Mr. Reed in the 8th Street Yard office learned that he had a broken collarbone and was confined in the hospital. He was on the job when he heard this, and couldn't get time off to visit himself so he dismissed the whole subject as a case of mistaken identity. Maybe it was one of the new men mentioned.

Any of you fellows like to play checkers? We hear that Dan Sanchez is a professional — almost. Don't tangle with him unless you are Good with a capital G. We hear that Joe Peeler is quite a pinochle hound too. Seems that he has been giving the boys quite a lesson on his lunch hour these past few weeks.

Sorry, not much dope on vacations as yet. Maybe we'll be back again next month with more about this subject.

A hunter was showing his collection of trophies to a group of visitors. He was hapturously explaining how he acquired the various exhibits:

Hunter: See that elephant? I shot it in my pajamas.

Flapper: Goodness! How did it get there?

A speech should be like a woman's skirt—long enough to cover the subject but short enough to be interesting.

Coxswain: "Hey, Chips, where did you get that blonde you were with the other night?"

Chips: "Dunno. I just opened my billfold and there she was."

You have all heard of the Scotchman who wouldn't buy his girl a parasol when he took her to the beach, but told her shady stories instead.



## TO-NIGHT ON LEAVE

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## MAGAZINES AND BOOKS FOR ARMY CAMPS

Our President, Mr. O. A. Smith, has authorized me to proceed with a plan of cooperation with the Pacific Electric Railway Post No. 321, of the American Legion, in the interests of providing to all employees of the Pacific Electric Railway, as well as others, a facility through which magazines, books, etc., may be gathered for distribution to army camps, etc.

I have developed this plan in cooperation with Messrs. C. A. Newman and F. W. Nichols, who represent and will act for the Pacific Electric Railway Post No. 321, American Legion.

Under this plan agency forces have wholeheartedly offered to contribute help by accepting at stations from Pacific Electric employees and others, books and magazines which have been tied securely in bundles.

All bundles of books and magazines received by any agency shall be placed on box motors or in merchandise cars moving to the Los Angeles terminal freight station, at which point, in a space to be set aside by Mr. Orr, these bundles will be placed and the committee of the Pacific Electric American Legion Post headed by Messrs. Newman and Nichols will from that point on take care of the distribution of these books and magazines to Army posts, training camps, etc.

I am requested to call to your attention that there is a demand for playing cards, new or used, as well as for books and magazines.

Agents in outlying communities (not including Los Angeles Terminal Freight Station), may contact and receive, from any local organization in their community, engaged in the gathering of books or magazines for this good purpose, such books and magazines, forwarding in the same manner as books and magazines delivered to the station by Pacific Electric employe individuals or employe groups.

When forwarding these books and magazines to the Los Angeles Terminal for handling by the American Legion Committee in cases such as the San Bernardino Line where there is a midday box motor, that box motor should be used for the forwarding in preference to the PM box motor which arrives at the terminal during the peak.

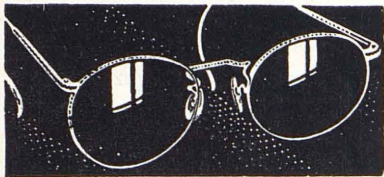
All questions concerning the handling of this should be addressed to Mr. F. W. Nichols, Trainmaster, 8th Street Yard; Mr. Nichols will represent me as well as the American Legion Committee, handling in whatever manner is necessary so that replies may be complete to cover all questions from the standpoint of the Company's contribution to this worthy cause as well as your contribution as an employe and the contribution of the Pacific Electric Railway Post, American Legion.

There are no objections to Agents permitting the publicizing of this arrangement in their communities indicating the combined willingness on the part of employees and the Company both as individuals and as members of the American Legion Post in endeavoring to set up at the disposal of all employes the vehicle through which they can contribute books and magazines which have served their purpose in their homes and can be made to serve a worthy purpose in the training and other camps which have been necessitated through the current situation, the company and employes being also willing to extend this service to the outlying communities, who may not have at their command an outlet for their efforts in this splendid endeavor.

T. L. WAGENBACH

Assistant General Superintendent





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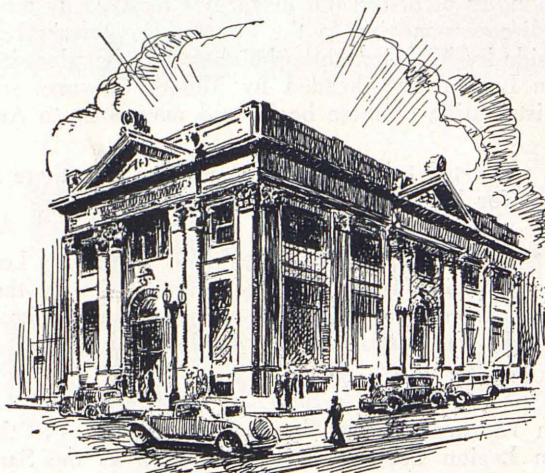
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